



18 January 2017

Dear Sir/Madam

A meeting of the Jobs and Economy Committee will be held on Thursday, 26 January 2017 in the New Council Chamber, Foster Avenue, Beeston, commencing at 7.00pm.

Should you require advice on declaring an interest in any item on the agenda, please contact the Monitoring Officer at your earliest convenience.

Yours faithfully

Chief Executive

To Councillors:	B C Carr	A Harper (Chair)
	T A Cullen	H G Khaled MBE
	M J Crow (Vice Chair)	P Lally
	J W Handley	W J Longdon
	M Handley	R S Robinson

A G E N D A

1. APOLOGIES FOR ABSENCE

2. DECLARATIONS OF INTEREST

Members are requested to declare the existence and nature of any disclosable pecuniary interest and/or other interest in any item on the agenda.

3. MINUTES

PAGES 1 - 5

The Committee is asked to confirm as a correct record the minutes of the meeting held on 10 November 2016.

4. BUSINESS PLANS AND FINANCIAL ESTIMATES PAGES 6 - 25
2017/18 – 2019/20

To consider the proposals for business plans, detailed revenue budget estimates for 2017/18, capital programme for 2017/18 to 2019/20 and proposed fees and charges for 2017/18 in respect of the Council's priority areas. A copy of the business plan is circulated separately with this agenda.

5. PART 2 LOCAL PLAN – HOUSING SITE ALLOCATIONS PAGES 26–135

To note the supply of urban sites identified in the SHLAA and publish the SHLAA, and consider the most sustainable housing allocations for inclusion in the Part 2 Local Plan.

6. WORK PROGRAMME PAGE 136

To consider items for inclusion in the Work Programme for future meetings.

7. STAPLEFORD WI-FI PAGE 137

To provide members with details of the quotes received for the installation of public Wi-Fi in Stapleford town centre, and to recommend the appointment of ElephantWiFi.

8. EXCLUSION OF PUBLIC AND PRESS

The Committee is asked to RESOLVE that, under Section 100A of the Local Government Act, 1972, the public and press be excluded from the meeting for the following item of business on the grounds that it involves the likely disclosure of exempt information as defined in paragraph 3 of Schedule 12A of the Act.

9. STAPLEFORD WI-FI - APPENDIX PAGE 138

JOBS AND ECONOMY COMMITTEE

10 NOVEMBER 2016

Present: Councillor A Harper, Chair

Councillors: S J Carr (substitute)
T A Cullen
M J Crow
P Lally
W J Longdon
M E Plackett (substitute)
R S Robinson
A W G Stockwell (substitute)

Apologies for absence were received from Councillors B C Carr, J W Handley, M Handley and D A Elliott.

19. **DECLARATIONS OF INTEREST**

Councillor M J Crow declared a non – pecuniary interest in item 9 as her employers have premises in Stapleford, minute number 26 refers. Councillor S J Carr declared a non – pecuniary interest in item 9 as his employers have premises in Stapleford, minute number 26 refers.

20. **MINUTES**

The minutes of the meeting held on 7 July 2016 were confirmed and signed.

21. **PERFORMANCE MANAGEMENT – REVIEW OF BUSINESS PLAN PROGRESS – BUSINESS GROWTH**

The Committee considered progress against outcome targets identified in the Business Growth Business Plan, with particular reference to the latest key performance indicators in the Business Growth Business Plan.

The Committee noted the key performance indicators for the year 2016/17 to date.

22. **NEIGHBOURHOOD PLAN UPDATE**

The Committee was informed about the progress of Neighbourhood Plans, which were being written by Town Councils, Parish Councils and Neighbourhood Forums.

The Committee noted the report, with specific reference to the progress of the areas writing plans and the aim for the Part 2 Local Plan to include them.

23. PART 2 LOCAL PLAN UPDATE

Part 2 of the Local Plan had been consulted upon, with many neighbourhood groups having been engaged in working with the Council through workshops.

The Committee noted that the outcomes from the consultation workshops were to be brought to the next meeting of the Committee.

24. BEESTON TOWN CENTRE UPDATE

The Committee was provided with an update on the progress of development in Beeston Town Centre.

It was noted that the Phase 2 site would be used for a funfair between 19 and 24 December.

25. STREET TRADING CONSENT AREA FOR BEESTON

In response to a number of complaints from members of the public, the Committee was asked to consider the implementation of a street trading consent area for Beeston. This would allow the Council to regulate or even prohibit certain traders who were causing a nuisance, in particular a telecoms company. The consent area could also control a-boards.

There was concern that the consent area could impact negatively on street traders who had operated in Beeston for a number of years without a problem, particularly if they had to pay for a licence to conduct their business. It was added that street trade gave Beeston a lively and vibrant atmosphere, as did people giving out political leaflets and the many charities who publicised themselves by approaching shoppers in the town.

The Committee was assured that the consent area would specifically target business engaging in street trade for profit, so political parties would be exempt. It was added that there was flexibility in how the consent area could be applied and that it would be an opportunity to control who used the High Road for sales activities. It would not be a blanket ban and the cost of the implementation of the scheme could be covered by a charge for a licence to operate.

It was noted that the recommendation asked for permission to start the processes involved in implementing the scheme and that this could proceed whilst a more detailed policy was prepared for approval by the Committee.

RESOLVED that approval be granted to proceed with the formal and legal processes required for the introduction of a Street Trading

Consent Area in Beeston Town Centre, and that this be extended to the other three town centres if this proves necessary in future.

26. TOWN CENTRE INVESTMENT PRIORITIES – EASTWOOD, KIMBERLEY AND STAPLEFORD

The Committee discussed how best to allocate the funding available for town centre investment in Eastwood, Kimberley and Stapleford. Particular reference was made to a presentation that was given by a member of the Stapleford Town Team to the Chair and Vice Chair of the Committee, making the case for the provision of free Wi-Fi in Stapleford. A similar scheme in Hinckley had attracted visitors and been well received. It was added that the Council would be able to gather data from the facility to inform its own marketing. Although the free Wi-Fi network would require a large investment initially, there would be opportunities for the Council to generate income from advertising space on the network. There was general agreement that Stapleford was the right size for the pilot, although some arguments were made for free Wi-Fi in Beeston and Kimberley. It was agreed that it would be beneficial for all members of the Committee to see the presentation given by the Stapleford Town Team. Detail on the cost of the scheme would be provided after it had gone out to tender.

Discussion progressed on to the where the remainder of the funding could be allocated. The provision of a loyalty card for shoppers in Eastwood and Kimberley was agreed to be a cost effective way of promoting local businesses. It was noted that Kimberley businesses had not identified free Wi-Fi as a priority for them. It was added that if the Stapleford Wi-Fi pilot was successful, then it could be rolled out to other areas. It was noted that Kimberley businesses had asked for funding for food festivals.

RESOLVED that free Wi-Fi in Stapleford be approved in principle, subject to a report on the costs of the scheme to be brought before the Committee at the next meeting. The balance of the funding was to be spent on loyalty schemes in Eastwood and Kimberley, and food festivals in Kimberley.

27. UPDATE ON KEY SITES

A report requested by the Chair regarding the possibility of development causing communities in Broxtowe to become 'ghost towns' had been included on the agenda under this item. It was agreed that the principles of good development needed further discussion and that a task and finish group should be established to consider how to keep communities vibrant. Councillors M J Crow, T A Cullen and W J Longdon volunteered to be members.

It was noted that at the Planning Committee of 12 October had resolved to support the Beeston Business Park application pending an acceptable degree of community provision through section 106 monies.

Clarification was given to the Committee that it was unlikely for building to start at Moults Yard until 2017. It was noted the compulsory purchase order had encouraged the owners of the land to put in a planning application and they had to be allowed reasonable time to start to build.

The Committee noted that the development of land at Barton's in Beeston would mean the loss of employment land. It was also noted that it was likely that the merits of the housing scheme would be, in principle, better than employment provision. The Cemex Concrete site at Attenborough was also noted as a site that might benefit from development as high quality housing, rather than employment land.

There was frustration that freight companies had been able to hold up the development of land owned by Network Rail at the former Blue Circle Cement site at Beeston, as they had not used the land in decades.

A motion was proposed by Councillor P Lally and seconded by Councillor M E Plackett that that the Committee should note with extreme disappointment the lack of redevelopment on the former Blue Circle Cement site at Beeston and urge Network Rail to undertake and successfully conclude the necessary negotiations with rail freight companies to release this site for redevelopment as soon as possible. On being put to the meeting, the motion was carried.

The Committee noted that the appeal regarding the Fields Farm development was to be considered on 13 December 2016, with the Inspector's report to be made around one month later. The report would be shared with the Committee when they were received.

The school site at Wadsworth Road, Stapleford was discussed with regard to options for redevelopment. It was noted that Nottinghamshire County Council were considering uses for the land, including the possibility of a school development.

RESOLVED that the Committee noted with extreme disappointment the lack of redevelopment on the former Blue Circle Cement site at Beeston. The Committee urges Network Rail to undertake and successfully conclude the necessary negotiations with rail freight companies to release this site for redevelopment as soon as possible.

28. GEOGRAPHIC INFORMATION SYSTEM UPDATE

The Committee noted the report, in particular that the Geographic Information System (GIS) had been showcased at a national event. It was noted that any additional work resulting from the success of GIS would be carefully monitored in order that the GIS Officer could prioritise their Broxtowe work.

29. WORK PROGRAMME

The Committee noted the work programme and discussed the possibility of adding an additional meeting to consider the Local Plan Update.

RESOLVED that the work programme be approved with the addition of:

- budget estimates for the financial year 2017/2018
- update on costs for Stapleford Wi-Fi
- findings of the task and finish group.

Joint Report of the Deputy Chief Executive, the Director of Legal and Planning Services and the Director of Housing and Property Services**BUSINESS PLANS AND FINANCIAL ESTIMATES 2017/18 - 2019/20****1. Purpose of report**

To consider the proposals for business plans, detailed revenue budget estimates for 2017/18, capital programme for 2017/18 to 2019/20 and proposed fees and charges for 2017/18 in respect of the Council's priority areas.

2. Detail

As part of the Council's performance management framework, the delivery and financial plans for the five corporate priority areas identified within the Corporate Plan 2016-20 are brought together in one report so that the linkages between service priorities, spending proposals and targets are clear.

Under the current constitution, financial and business planning is reported to the Committee which has primary responsibility for oversight of the relevant corporate priority area and related services, in this case **Business Growth**.

The proposed Business Growth Business Plan is circulated separately with this agenda. The revenue and capital budget proposals for the corporate priority and relevant service areas, together with the proposed fees and charges, are provided in appendices 2a to 2c.

Following consideration by each respective Committee, a summary of the estimates, including any changes recommended, will be presented to the Finance and Resources Committee on 6 February 2017 for consideration and recommendation to Full Council on 1 March 2017.

Recommendations

The Committee is asked to:

- 1. RESOLVE that the attached Business Plan be approved; and**
- 2 RECOMMEND that the Finance and Resources Committee recommends to Council that the following be approved:**
 - a) The detailed revenue budget estimates for 2016/17 (revised) and 2017/18 (base) including any revenue development submissions**
 - b) The capital programme for 2017/18 to 2019/20**
 - c) The fees and charges for 2017/18.**

Background papers

Nil

APPENDIX 1**Introduction**

The Council's business and financial planning framework is one of identifying key service and spending pressures and prioritising resources accordingly, taking into account national and local priorities.

The targeted outcomes from these key issues and the anticipated impact on service performance are set out in business plans. These plans are combined with financial information, including proposals for reducing business costs and increasing income, to form the business plans for each priority area.

This report considers the detail in respect of the business plan covering the priority area of Business Growth. The financial consequences of the business plan, together with the expenditure and income from maintaining existing services, are set out in the revenue budget proposals, the capital programme and the proposed fees and charges which follow the plan.

Within the Business Growth Business Plan, attached to this report, there are some key tasks which can be met from existing resources or which relate to policy preparation. These are not included in the key spending proposals detailed in the appendices. Any planned activities which will have a financial implication either by increasing costs or reducing income by greater than £5,000 are identified, along with the financial impact in section 5 of the business plan.

There are also several key tasks where it is not appropriate to make financial provision at this stage. These include areas that are subject to external funding bids, partnership arrangements or where insufficient information exists at the present time. In addition, there are a number of capital schemes within the programme which are deemed to be 'awaiting funding' pending receipt of the necessary resources to complete them. Any reductions in spending arising in the last quarter of 2016/17, over and above the projected outturn for the year agreed as part of the budget-setting process 2017/18, will be placed into a capital reserve as part of the funding for the above schemes. The schemes will be brought forward for approval in due course.

All of these items will be the subject of further reports throughout 2017/18 as further information and resources become available, thus ensuring that the service and financial planning framework is a fluid process.

Business plans

As part of the Council's performance management framework, it is the responsibility of each relevant Committee to consider business plans prior to recommendations being made to Council. The purpose of the plans is twofold. Firstly, they establish the linkage between the Council's high-level objectives and the strategies and aims of the respective services, and secondly, they outline the services' proposals for meeting those aims and objectives.

This report deals with the Business Growth Business Plan and associated budgets covering this priority area. The Council's corporate objectives and aims, as included in the Corporate Plan 2016-2020, are shown at appendix 1a to provide the framework for consideration of the plans.

Financial background

The revenue and capital budget proposals for the corporate priority and support service areas, together with proposed fees and charges, are shown in appendices 2a to 2c.

The revenue budgets show the 2016/17 revised estimate and the 2017/18 base estimate for the areas encompassed by the relevant business plans. The 2017/18 base estimate figures generally reflect the same level of service as in the current year with a few exceptions. The 2016/17 revised estimate figures include the full year effects of the 2015/16 capital programme.

The following are not included in the 2017/18 base figures:

- a) An allowance for inflation in 2017/18. This will be determined by the Finance and Resources Committee on 6 February 2017.
- b) Anticipated additional income within the General Fund and the Housing Revenue Account (HRA) arising from the review of fees and charges and any increase in rent levels.
- c) The revenue effects of the 2017/18 capital programme including the cost of any new borrowing to support the capital programme. The Finance and Resources Committee will consider this separately on 6 February 2017.
- d) Revenue developments totalling £88,000. Additional details are provided below.

A classification of revenue expenditure is included at appendix 1b for the guidance of members.

GENERAL FUND – BUSINESS GROWTH PROPOSED REVENUE DEVELOPMENTS

Local Plan Examination and Growth Point Partnership - £88,000

As part of the Local Plan Part 2 completion process an external examination is required. The Local Plan Examination will incur costs in relation to the likely fees for the 2 to 3 weeks of examination hearing sessions. The estimated cost of £80,000 is based on experience from the Core Strategy and other local plan examinations. The main cost element is the costs of the Planning Inspector with the remainder required for the Programme Officer, printing, any additional evidence needed and potentially room hire if a venue other than the main Council Offices is needed. A further £8,000 is the Broxtowe contribution to the Growth Point partnership funding which is of great benefit to the process in terms of jointly commissioned evidence, reducing duplication, fulfilling the Council's duty to cooperate on planning matters, and reducing the risk of an extended Local Plan examination.

APPENDIX 1a

FRAMEWORK FOR BUSINESS PLANNING

The Council formally adopted the Corporate Plan 2016-2020 in March 2016. This is subject to annual review to ensure that it continues to reflect the aims and objectives of the Council.

OUR VISION

The Council's Vision is **"Broxtowe: a great place where people enjoy living, working and spending leisure time"**.

OUR PRIORITIES

The Council's updated priorities have been updated have been developed within the context of national, regional and countywide plans and priorities with the aim being to align these with our own aspirations wherever possible.

The Council's priorities are:

- **Housing**
- **Business Growth**
- **Environment**
- **Health**
- **Community Safety**

Underpinning all of the above and all of the Council's work is a series of values which the Council has adopted, namely:

- **Integrity and professional competence**
- **A strong caring focus on the needs of communities**
- **Continuous improvement and delivering value for money**
- **Valuing employees and enabling the active involvement of everyone**
- **Innovation and readiness for change.**

OUR OBJECTIVES

Each priority area is underpinned by its strategic objectives. Each strategic objective has targeted outcomes against which progress can be monitored.

- **Housing – A good quality affordable home for all residents of Broxtowe**
 - Increase the rate of house building on brownfield sites (Ho1)
 - Become an excellent housing provider (Ho2)
 - Improve the quality and availability of the private rented stock to meet local housing need (Ho3)

- **Business Growth – New and growing businesses providing more jobs for people in Broxtowe and improved town centres**
 - Increase the number of new business starting in Broxtowe (BG1)
 - Help our town centres to compete and attract more visitors (BG2)
 - Complete the regeneration of Beeston town centre (BG3)
- **Environment – The environment in Broxtowe will be protected and enhanced for future generations**
 - Reduce litter and fly tipping to make Broxtowe cleaner (En1)
 - Maintain and improve the green infrastructure of the Council (En2)
 - Increase recycling, composting and renewable energy projects as resources allow (En3)
- **Health – People in Broxtowe enjoy longer, active and healthy lives**
 - Increase the number of people who have active lifestyles (He1)
 - Work with partners to improve the health of the local population (He2)
 - Reduce alcohol related harm in Broxtowe (He3)
- **Community Safety – Broxtowe will be a place where people feel safe and secure in their communities**
 - Reduce the amount of anti-social behaviour in Broxtowe (CS1)
 - Reduce domestic violence in Broxtowe (CS2)

APPENDIX 1b

REVENUE BUDGET 2017/18**CLASSIFICATION OF EXPENDITURE**

The classification of expenditure shown in the revenue estimates is based on the C.I.P.F.A. Standard Accounting Classification. The following statement shows the type of expenditure charged to each heading:

EMPLOYEE EXPENSES	Salaries and Wages National Insurance Pensions
PREMISES RELATED EXPENSES	Repairs, Alterations and Maintenance of Buildings, Fixed Plant and Grounds Energy Costs Rents National Non-Domestic Rates Water Charges Fixtures and Fittings Cleaning & Domestic Supplies
TRANSPORT RELATED EXPENSES	Direct Transport Costs Recharge of Pooled Transport Costs Travelling Allowances
SUPPLIES AND SERVICES	Equipment, Furniture and Materials Clothing, Uniforms and Laundry Printing, Stationery and General Office Expenses Postages Telephones Insurances Grants and Subscriptions Miscellaneous Expenses
THIRD PARTY PAYMENTS	Other Local Authorities Private Contractors Charges from Trading Services
TRANSFER PAYMENTS	Housing and Council Tax Benefits
CENTRAL, DEPARTMENTAL AND TECHNICAL SUPPORT SERVICES	Administrative Buildings Expenses Central Departmental Support Departmental Administration
CAPITAL FINANCING COSTS	Operating Lease Charges Asset Register Charges

Jobs and Economy Portfolio: Summarised by Cost Centre Total
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	Revised Budget	Original Budget
	2016/17 £	2017/18 £
<u>Jobs and Economy Portfolio</u>		
01010 - Directorate of Planning & Development	(991,100)	0
01011 - Planning - Management	64,650	0
01012 - Planning - Central Support	67,600	0
01013 - Planning - Community Development	100,500	0
01016 - Planning - Development/Policy	665,550	0
01018 - Planning - Crime	92,800	1,400
01019 - Strategy Performance & Equality	29,100	100
01020 - Development Control	315,800	389,450
01022 - Building Control	76,900	105,400
01024 - Planning Policy	280,900	368,050
01025 - Planning Management	49,000	45,400
01080 - Industrial Development	(87,200)	(110,750)
01085 - Craft Centre Complex	13,950	(12,000)
01092 - Economic Development	308,550	244,400
02230 - Car Parks - Surface	74,500	40,400
05835 - Beeston Square	7,355,250	(686,850)
05836 - Beeston Square Service Charge Account	8,500	14,000
Total for Jobs and Economy Portfolio	8,425,250	399,000

Jobs and Economy Portfolio: Detailed Budgets

		Revised Budget	Original Budget
		2016/17 £	2017/18 £
<u>01010 - Directorate of Planning & Development</u>			
Expenditure			
0720	Course & Examination Fees	7,000	7,000
3001	Office Equipment - Purchase	1,100	1,100
3222	Protective Clothing	100	100
3225	Room Hire/Refreshments	200	200
3300	Printing & Stationery	4,500	4,500
3357	Books and Publications	3,000	3,000
3358	Reprographics	1,300	1,300
3400	Telephones	2,300	2,300
3411	Postages	10,000	10,000
3412	Advertising	13,000	13,000
3653	Inspire Annex	6,050	0
3800	Miscellaneous Expenses	2,100	2,100
3802	Insurance Premium	2,200	3,600
3827	Land Registry Fees	500	500
6005	Planning Services Recharge	72,000	4,700
6008	Customer Services Recharge	8,900	8,900
6015	Support Services Recharge	10,800	10,400
6021	Creditors Recharge	0	100
6100	Administration	107,300	36,800
Total Expenditure		252,350	109,600
Income			
8590	Other Income	(2,200)	(2,000)
8800	Recharged to Other Services	(1,241,250)	(107,600)
Total Income		(1,243,450)	(109,600)
Net Expenditure		(991,100)	0

		Revised Budget	Original Budget
		2016/17 £	2017/18 £
<u>01011 - Planning - Management</u>			
Expenditure			
0010	Basic Pay	49,700	52,100
0011	NI	4,700	6,100
0012	Superannuation	9,800	10,300
2200	Travelling Expenses	450	450
6003	Human Resources Recharge	0	600
6004	ICT Recharge	0	16,000
6018	Health & Safety Recharge	0	100
6019	ICT Business Transformation Recharge	0	100
6031	Planning Management Recharge	0	6,900
Total Expenditure		64,650	92,650

Jobs and Economy Portfolio: Detailed Budgets

Income

8800	Recharged to Other Services	0	(92,650)
Total Income		0	(92,650)
Net Expenditure		64,650	0

Revised Budget

Original Budget

2016/17 £

2017/18 £

01012 - Planning - Central Support

Expenditure

0010	Basic Pay	52,300	111,600
0011	NI	4,950	6,500
0012	Superannuation	10,300	21,900
2200	Travelling Expenses	50	50
6003	Human Resources Recharge	0	4,600
6004	ICT Recharge	0	15,700
6018	Health & Safety Recharge	0	900
6019	ICT Business Transformation Recharge	0	700
6032	Planning Central Support Recharge	0	18,000
Total Expenditure		67,600	179,950

Income

8800	Recharged to Other Services	0	(179,950)
Total Income		0	(179,950)
Net Expenditure		67,600	0

Revised Budget

Original Budget

2016/17 £

2017/18 £

01013 - Planning - Community Development

Expenditure

0010	Basic Pay	77,200	0
0011	NI	7,300	0
0012	Superannuation	15,200	0
2200	Travelling Expenses	800	0
Total Expenditure		100,500	0
Net Expenditure		100,500	0

Jobs and Economy Portfolio: Detailed Budgets

		Revised Budget	Original Budget
		2016/17 £	2017/18 £
<u>01016 - Planning - Development/Policy</u>			
Expenditure			
0010	Basic Pay	511,550	0
0011	NI	48,600	0
0012	Superannuation	99,900	0
2200	Travelling Expenses	5,500	0
Total Expenditure		665,550	0
Net Expenditure		665,550	0

		Revised Budget	Original Budget
		2016/17 £	2017/18 £
<u>01018 - Planning - Crime</u>			
Expenditure			
0010	Basic Pay	74,800	0
0011	NI	7,100	0
0012	Superannuation	9,700	0
2200	Travelling Expenses	1,200	1,200
6022	Debtors Recharge	0	200
Total Expenditure		92,800	1,400
Net Expenditure		92,800	1,400

		Revised Budget	Original Budget
		2016/17 £	2017/18 £
<u>01019 - Strategy Performance & Equality</u>			
Expenditure			
0010	Basic Pay	25,150	0
0011	NI	1,600	0
0012	Superannuation	2,350	0
2200	Travelling Expenses	0	100
Total Expenditure		29,100	100
Net Expenditure		29,100	100

Jobs and Economy Portfolio: Detailed Budgets

		Revised Budget	Original Budget
		2016/17 £	2017/18 £
<u>01020 - Development Control</u>			
Expenditure			
0010	Basic Pay	0	242,900
0011	NI	0	23,300
0012	Superannuation	0	43,000
2200	Travelling Expenses	0	3,250
3603	Consultancy Fees	25,000	25,000
3800	Miscellaneous Expenses	4,300	4,300
3826	Appeal Fees	31,100	0
6002	Legal Recharge	37,300	42,500
6003	Human Resources Recharge	17,300	8,200
6004	ICT Recharge	69,100	53,400
6005	Planning Services Recharge	539,300	45,900
6007	Admin Services Recharge	6,800	7,600
6010	Finance - Management Recharge	4,800	0
6012	Environment Recharge	5,800	6,200
6016	Audit Recharge	0	400
6017	Accountancy Recharge	0	5,800
6018	Health & Safety Recharge	0	1,200
6019	ICT Business Transformation Recharge	0	900
6020	Commercial Finance Recharge	0	1,000
6021	Creditors Recharge	0	500
6023	Cashiers Recharge	0	1,700
6031	Planning Management Recharge	0	38,350
6032	Planning Central Support Recharge	0	109,150
6033	Community Planning Recharge	0	188,700
6034	T&W Capital Works Recharge	0	800
6035	T&W Estates Recharge	0	400
Total Expenditure		740,800	854,450
Income			
8304	Planning Fees	(400,000)	(440,000)
8498	Pre-Planning & History Fees	(25,000)	(25,000)
Total Income		(425,000)	(465,000)
Net Expenditure		315,800	389,450

		Revised Budget	Original Budget
		2016/17 £	2017/18 £
<u>01022 - Building Control</u>			

Expenditure			
6002	Legal Recharge	2,300	2,700
6003	Human Resources Recharge	1,500	0
6004	ICT Recharge	36,000	0
6005	Planning Services Recharge	33,500	5,700
6007	Admin Services Recharge	2,800	3,200

Jobs and Economy Portfolio: Detailed Budgets

6012	Environment Recharge	800	0
6031	Planning Management Recharge	0	4,700
6032	Planning Central Support Recharge	0	32,200
6033	Community Planning Recharge	0	55,700
6034	T&W Capital Works Recharge	0	800
6035	T&W Estates Recharge	0	400
Total Expenditure		76,900	105,400
Net Expenditure		76,900	105,400

		Revised Budget	Original Budget
		2016/17 £	2017/18 £
<u>01024 - Planning Policy</u>			
Expenditure			
0010	Basic Pay	0	137,900
0011	NI	0	13,200
0012	Superannuation	0	27,100
2200	Travelling Expenses	0	3,250
3353	LDF/Sustainability Officer	7,000	7,000
3354	Conservation Area Appraisals/LDF	2,000	2,000
3622	Counsel Fees	13,050	0
3647	Neighbourhood Planning Support	31,950	10,000
3651	Local Plan Examination	0	80,000
3654	Generic Part 2 of Local Plan	32,200	0
3655	Playing Pitch Strategy	3,000	0
3659	Joint Planning Advisory Board	0	8,000
6002	Legal Recharge	6,800	8,100
6003	Human Resources Recharge	4,700	5,500
6004	ICT Recharge	0	13,100
6005	Planning Services Recharge	186,700	22,800
6010	Finance - Management Recharge	3,500	0
6016	Audit Recharge	0	700
6017	Accountancy Recharge	0	4,200
6018	Health & Safety Recharge	0	800
6019	ICT Business Transformation Recharge	0	600
6020	Commercial Finance Recharge	0	800
6023	Cashiers Recharge	0	1,200
6031	Planning Management Recharge	0	19,100
6032	Planning Central Support Recharge	0	4,700
6033	Community Planning Recharge	0	8,000
Total Expenditure		290,900	378,050
Income			
8590	Other Income	(10,000)	(10,000)
Total Income		(10,000)	(10,000)
Net Expenditure		280,900	368,050

Jobs and Economy Portfolio: Detailed Budgets

		Revised Budget	Original Budget
		2016/17 £	2017/18 £
<u>01025 - Planning Management</u>			
Expenditure			
6003	Human Resources Recharge	1,800	0
6005	Planning Services Recharge	4,500	0
6012	Environment Recharge	42,700	45,400
Total Expenditure		49,000	45,400
Net Expenditure		49,000	45,400

		Revised Budget	Original Budget
		2016/17 £	2017/18 £
<u>01080 - Industrial Development</u>			
Expenditure			
1000	Repairs & Maintenance	5,300	5,300
1028	Programme Maintenance	10,250	10,250
1043	Electrical Testing	3,800	3,800
1310	Electricity	550	550
3300	Printing & Stationery	500	500
3619	Status Enquiry	400	400
3626	Security - Public Buildings	2,600	2,600
3827	Land Registry Fees	400	400
4304	Grounds Maintenance - Kimberley	4,500	4,750
6002	Legal Recharge	2,800	3,100
6003	Human Resources Recharge	1,100	0
6010	Finance - Management Recharge	1,700	0
6012	Environment Recharge	26,500	0
6013	Housing Recharge	600	0
6016	Audit Recharge	0	700
6017	Accountancy Recharge	0	2,700
6020	Commercial Finance Recharge	0	400
6022	Debtors Recharge	0	2,400
6023	Cashiers Recharge	0	800
6028	Strategy & Performance Recharge	0	800
7000	Capital Charges	16,650	16,650
Total Expenditure		77,650	56,100
Income			
8590	Other Income	(400)	(400)
8633	Rents - Factory Lane Chilwell	(11,000)	(11,000)
8635	Rents - New Road Stapleford	(78,000)	(80,000)
8636	Rents - Engine Lane Moorgreen Park	(19,100)	(19,100)
8637	Rents - Station Road Kimberley	(6,250)	(6,250)
8638	Rents - Mushroom Farm Eastwood	(23,000)	(23,000)
8639	Rents - High Hazel Court Moorgreen	(27,100)	(27,100)
Total Income		(164,850)	(166,850)

Jobs and Economy Portfolio: Detailed Budgets

Net Expenditure	(87,200)	(110,750)
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	Revised Budget	Original Budget
	2016/17 £	2017/18 £
<u>01085 - Craft Centre Complex</u>		
Expenditure		
1000 Repairs & Maintenance	3,300	3,300
1028 Programme Maintenance	4,850	4,850
1043 Electrical Testing	1,900	1,900
1235 Trade Refuse Collection	1,900	1,900
1310 Electricity	1,300	1,300
1410 Water Charges	100	100
1510 Cleaning Materials	100	100
1540 Window Cleaning	100	100
3626 Security - Public Buildings	900	900
4304 Grounds Maintenance - Kimberley	800	850
6003 Human Resources Recharge	900	0
6010 Finance - Management Recharge	900	0
6012 Environment Recharge	26,500	0
6013 Housing Recharge	1,700	0
6016 Audit Recharge	0	400
6017 Accountancy Recharge	0	1,300
6020 Commercial Finance Recharge	0	200
6022 Debtors Recharge	0	1,700
6023 Cashiers Recharge	0	400
7000 Capital Charges	1,600	1,600
Total Expenditure	46,850	20,900
Income		
8590 Other Income	(400)	(400)
8621 Rents - Scargill Walk	(6,500)	(6,500)
8631 Rents - Mansfield Road	(26,000)	(26,000)
Total Income	(32,900)	(32,900)
Net Expenditure	13,950	(12,000)

	Revised Budget	Original Budget
	2016/17 £	2017/18 £
<u>01092 - Economic Development</u>		

Expenditure		
0010 Basic Pay	0	134,400
0011 NI	0	11,800
0012 Superannuation	0	26,400
2200 Travelling Expenses	0	500
3667 Comm of Studies - Beeston Town Centre	12,500	0
3702 Assistance to Local Businesses	26,050	21,000
3718 Town Centre Management	47,600	10,000

Jobs and Economy Portfolio: Detailed Budgets

3768	Stapleford Town Centre	3,750	0
3787	Partnership Development	10,000	0
6003	Human Resources Recharge	4,100	5,500
6004	ICT Recharge	7,500	13,100
6005	Planning Services Recharge	44,250	0
6006	Corporate Communications Recharge	1,500	2,100
6010	Finance - Management Recharge	3,400	0
6012	Environment Recharge	158,700	0
6013	Housing Recharge	1,700	0
6017	Accountancy Recharge	0	4,400
6018	Health & Safety Recharge	0	800
6019	ICT Business Transformation Recharge	0	600
6020	Commercial Finance Recharge	0	800
6023	Cashiers Recharge	0	1,200
6034	T&W Capital Works Recharge	0	7,900
6035	T&W Estates Recharge	0	3,900
Total Expenditure		321,050	244,400
Income			
8147	Beeston TC Growth Point Alloc	(12,500)	0
Total Income		(12,500)	0
Net Expenditure		308,550	244,400

		Revised Budget	Original Budget
		2016/17 £	2017/18 £
<u>02230 - Car Parks - Surface</u>			
Expenditure			
0010	Basic Pay	52,500	110,900
0011	NI	3,050	9,700
0012	Superannuation	7,050	15,200
1017	Premises Costs	27,000	27,000
1020	Repairs & Maintenance-Other	17,500	17,500
1036	Beeston Square / Bus Station	5,000	5,000
1400	NNDR	33,050	33,050
1420	Sewerage Charges	10,250	10,250
2200	Travelling Expenses	2,000	2,000
3059	Signs and Notice Boards	5,500	5,500
3300	Printing & Stationery	3,000	3,000
3400	Telephones	5,500	5,500
3609	Security - Cash Collection	16,500	16,500
3802	Insurance Premium	7,950	4,900
4304	Grounds Maintenance - Kimberley	14,000	14,700
4305	Grounds Maintenance - Beeston	2,000	2,000
4332	Sweeping	20,000	20,000
6002	Legal Recharge	1,200	1,300
6003	Human Resources Recharge	7,200	4,500
6006	Corporate Communications Recharge	500	700
6012	Environment Recharge	106,600	0
6018	Health & Safety Recharge	0	700
6019	ICT Business Transformation Recharge	0	400
6020	Commercial Finance Recharge	0	200
6021	Creditors Recharge	0	500
6023	Cashiers Recharge	0	400
6028	Strategy & Performance Recharge	0	600

Jobs and Economy Portfolio: Detailed Budgets

6034	T&W Capital Works Recharge	0	6,300
6035	T&W Estates Recharge	0	3,100
7000	Capital Charges	18,150	0
Total Expenditure		365,500	321,400
Income			
8110	Contribution from Rushcliffe BC	(20,000)	(20,000)
8131	Other Local Authorities Contributions	(40,000)	(40,000)
8505	Car Parking P & D Income	(155,000)	(145,000)
8506	Car Park Income - Permits	(6,000)	(6,000)
8599	Off Street PCN Income	(70,000)	(70,000)
Total Income		(291,000)	(281,000)
Net Expenditure		74,500	40,400

**Revised
Budget**

**Original
Budget**

2016/17 £

2017/18 £

05835 - Beeston Square

Expenditure

4304	Grounds Maintenance - Kimberley	1,250	1,250
4305	Grounds Maintenance - Beeston	1,500	1,500
6003	Human Resources Recharge	400	0
6010	Finance - Management Recharge	6,900	1,700
6012	Environment Recharge	22,100	0
6016	Audit Recharge	0	400
6017	Accountancy Recharge	0	4,000
6020	Commercial Finance Recharge	0	800
6022	Debtors Recharge	0	2,300
6023	Cashiers Recharge	0	1,200
6034	T&W Capital Works Recharge	0	12,700
6035	T&W Estates Recharge	0	6,300
7000	Capital Charges	7,981,600	0
Total Expenditure		8,013,750	32,150

Income

8348	Commercial Use Beeston Square	(4,000)	(4,000)
8600	Rent	(595,000)	(650,000)
8811	Management Fee Recharge	(59,500)	(65,000)
Total Income		(658,500)	(719,000)
Net Expenditure		7,355,250	(686,850)

**Revised
Budget**

**Original
Budget**

2016/17 £

2017/18 £

05836 - Beeston Square Service Charge Account

Expenditure

1000	Repairs & Maintenance	0	5,000
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Jobs and Economy Portfolio: Detailed Budgets

1235	Trade Refuse Collection	8,500	9,000
1310	Electricity	2,000	2,000
1410	Water Charges	500	500
4390	Street Cleansing - Broxtowe	7,900	7,900
6102	Management Fee - Broxtowe	59,500	65,000
Total Expenditure		78,400	89,400
Income			
8643	Service Charge	(69,900)	(75,400)
Total Income		(69,900)	(75,400)
Net Expenditure		8,500	14,000
Total for Jobs and Economy Portfolio		8,425,250	399,000

APPENDIX 2b

JOBS AND ECONOMY CAPITAL PROGRAMME

No.	Scheme	Start	Finish	Estimated Total Cost				Net Revenue Costs in 2017/18	Full Years Revenue Effect of (6)	Net Effect of (5)
					2017/18	2018/19	2019/20			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
1.	Resurface Victoria Street Car Park (Eastwood) Works Capital Salaries SCHEME ON HOLD AWAITING FUNDING	Apr 17	Apr 17	£	£	£		£	£	£
				16,500	16,500	0	0	0	0	0
				1,650	1,650	0	0	0	0	0
				18,150	18,150	0	0	0	0	0
Jobs and Economy TOTAL						18,150	18,150	0	0	0

JOBS AND ECONOMY CAPITAL PROGRAMME 2017/18Scheme
Number1. Resurface Victoria Street Car Park – Eastwood (£18,150)

The high level of demand for this car park is such that it is now considered that it requires resurfacing in order to maintain levels of usage and income. Potholes are having to be repaired on a regular basis and also represent a potential trip hazard. This budget would provide for the resurface of the car park.

REVIEW OF FEES, CHARGES AND ALLOWANCES

Economic Development

	<u>Present</u> <u>2016/17</u> <u>£</u>	<u>Proposed</u> <u>2017/18</u> <u>£</u>
Beeston, Eastwood and Stapleford Squares		
Administration charge and supply of electricity		
General	20.00	20.00
Charitable organisation	10.00	10.00

The estimated amount of additional income to be generated in 2016/17 is £0.

Report of the Director of Legal and Planning Services

PART 2 LOCAL PLAN – HOUSING SITE ALLOCATIONS1. Purpose of report

To note the supply of urban sites identified in the SHLAA and publish the SHLAA, and consider the most sustainable and deliverable housing allocations for inclusion in the Part 2 Local Plan. Other mixed use and non-residential allocations and detailed policies will be reported to upcoming meetings of the Jobs and Economy Committee on 23 February and 16 March. Subject to this Committee endorsing the Part 2 Local Plan following the final meeting on 16 March, the plan will be published for a 6 week period of formal representations in April 2017.

2. Background

The Council adopted the Core Strategy in September 2014, and this plan withstood a legal challenge against the approach to housing need and Green Belt protection in April 2015. Cabinet considered the possibility of reviewing the Core Strategy in October 2015 and concluded that any attempt to re-visit issues of principle very recently established in the Core Strategy would not be successful. Cabinet also endorsed an approach to get the maximum possible development on previously developed urban sites. The current position of plan preparation is that the Core Strategy is the Part 1 Local Plan and sets out the need and broad locations for development including housing, how this is balanced between general environmental protections, and specifically the Green Belt, and the distribution strategy based on this. The Part 2 Local Plan now needs to make the detailed allocations to meet the full housing need set out in the Core Strategy over a five year period (the five year supply) and over the whole plan period which runs until 2028.

3. Details

The appendices that follow provide the details. These are listed below

Appendix 1 – Summary of recommended allocations

Appendix 2 – Summary of the SHLAA including five year supply

Appendix 3 – Summary of requirements for individual allocations

Appendix 4 – Allocations maps

Appendix 5 – Summary of consultation responses

4. Financial implications

The Local Plan examination is likely to cost up to £80,000. This is included in the budget for the 2017-18 financial year. Not publishing a plan that makes the necessary provision for housing is likely to lead to appeals which will cost significantly more than this.

Recommendation

The Committee is asked to:

1. NOTE the publication of the SHLAA.

2. RESOLVE that the allocations listed in appendix 1, tables 4a and 4b be approved for inclusion in the Part 2 Local Plan.

Background papers

Nil

APPENDIX 1

Site allocations summary

The target

Housing targets are set out in the Core Strategy and in terms of overall numbers the Core Strategy sets out the following:

Table 1 - Core Strategy Distribution

Location	Housing numbers
Main Built Up Area of Nottingham (Beeston, Chilwell, Attenborough, Bramcote, Toton, Stapleford and Nuthall east of the M1)	3,800 (minimum)
Eastwood (including Giltbrook and Newthorpe in Greasley)	1,250 (up to)
Kimberley (including Nuthall west of the M1 and Watnall)	600 (up to)
Awsworth	350 (up to)
Brinsley	150 (up to)
Total	6,150 (minimum)

Strategy for meeting the target

The Core Strategy identified the most sustainable and deliverable way of meeting the need is one of 'Urban Concentration with Regeneration'. This means getting as much new development as possible in and around the main built up area of Nottingham. This has the benefit of securing new development in the area closest to the main urban centre of Nottingham which has the best transport links and is located in the strongest housing submarket (the Beeston area south of the A52 extending to Toton). This strategy means that the pressure of releasing Green Belt sites further away from the main centres of population is reduced.

Policies 2 and 3 of the Core Strategy (The Spatial Strategy and the Green Belt) require a search sequence for sites as follows:

1. Sites in the main built up area (mainly the urban south of Broxtowe)
2. Sites in the existing settlements of Eastwood, Kimberley, Awsworth and Brinsley
3. Sites on the edge of the main built up area of Nottingham
4. Sites on the edge of the four settlements listed above

For points 1 and 2 the SHLAA is the key piece of evidence and this report contains the following availability of urban sites when taking into account a limited windfall allowance of 300 homes which is in accordance with the Core Strategy.

Table 2 - Whole Plan supply (2011 to 2028)

Location	Housing Supply
Main Built Up Area of Nottingham (Beeston, Chilwell, Attenborough, Bramcote, Toton, Stapleford and Nuthall east of the M1)	4002 (includes 500 homes at Chetwynd during the plan period plus the Core Strategy allocations at Field Farm and Toton)
Eastwood (including Giltbrook and Newthorpe in Greasley)	1,069
Kimberley (including Nuthall west of the M1 and Watnall)	414
Awsworth	103
Brinsley	39
Total	5631 (includes 4 rural dwellings)

Table 3 - Five Year Supply (2017 to 2022)

Required Supply	Actual Supply
3,452	2,513

Issues to be addressed in the Allocations for the Part 2 Local Plan

1. Plug the gap in the whole plan supply with an emphasis on the main built up area of Nottingham.
2. Plug the gap in the five year supply.

Without doing both of these things the plan is likely to be found unsound.

Additional Allocations

The additional allocations that follow are sites without an implementable planning permission or a resolution to grant planning permission. This means that sites such as Boots, Beeston Business Park, Toton, Field Farm, Kimberley Brewery and numerous others are not required for allocation as the Council has already resolved via a planning application that residential development is acceptable on these sites. The Toton site will be reported to a future meeting of Jobs and Economy as this will be a recommended mixed use allocation with significant employment development in association with HS2.

The urban sites to improve the five year supply above the figures in the SHLAA are:

- i) Walker Street Eastwood. This is in the control of the Nottinghamshire County Council as landowner and with a clear implementation strategy the site can be brought forward earlier in the plan period with an improvement in the five year supply of 170 dwellings. In addition to this the County Council are proposing an area of the site adjacent to the new school is developed for extra care housing which is likely to yield between 30 and 50 individual units.

- ii) Eastwood Road, Kimberley. This is a deliverable site and the owners are in discussion with the Council. The 40 homes that are already allocated can come forward in the next five years.

Other sites to improve the five year supply:

- iii) Bramcote (east of Coventry Lane) 200 out of a total allocation of 300.
- iv) Stapleford (McCanns and land behind the crematorium) 200 out of a total allocation of 240.
- v) Awsworth (200 out of a total allocation of 250).
- vi) Brinsley (110 which is the total allocation).

Other Allocations which are needed for the whole plan supply and will take longer to come forward (not in the five year supply)

- i) Chetwynd Barracks (500 homes during the plan period)
- ii) Kimberley Depot, Kimberley Caravans and the area to the rear (105 which is the total allocation).

These sites are shown in the tables below with those in a red background being urban and/ or Core Strategy sites that are already included in the SHLAA. Those with a green background are additional allocations to be made in the Green Belt as part of this Part 2 Local Plan. The Kimberley site, which is coloured purple, has areas in the urban area and Green Belt.

Table 4a – Recommended allocations without planning permission to improve the five year supply.

Site	Total allocation during the plan period (to 2028)	Additional number to those already included in the 5 year supply
Walker Street, Eastwood	200	170 not including the extra care housing
Eastwood Road, Kimberley	40	40
Bramcote (east of Coventry Lane)	300	200
Stapleford (west of Coventry Lane)	240	200
Awsworth (west of the village inside the bypass)	250	200
Brinsley (east of the village to the rear of the recreation ground off Church Lane)	110	110
Total	1140	920

Table 4b – Recommended allocations without planning permission to improve the whole plan supply.

Site	Total Allocation during the plan period (to 2028)	Additional number to those already included in the 5 year supply
Chetwynd Barracks	500	0
Kimberley Depot	105	0
Toton	500	0
Lilac Grove Severn Trent site	150	0
Beeston Maltings	56	0
Beeston Van Hire	19	0
Beeston Cement Depot	21	0
Wollaton Road, Beeston	12	0
Eastwood Road, builders yard, Kimberley	22	0

There will still need to be some small additions, but these will be achievable as work is ongoing to bring forward further sites already identified in the SHLAA. When including an additional number of extra care units of 30 at the Walker Street site, together with the allocations listed above, this will give the Council a five year housing land supply of 5.02 years (3463 against a requirement of 3452). Ideally it would be better to have a larger 'buffer' but in the view of officers there is already sufficient flexibility in the supply with a limited windfall allowance, a realistic assessment on the timing of delivery, a 20% buffer already and significant steps to bring difficult sites forward. Of the sites recommended for allocation the two Green Belt allocations that perform better in terms of delivery are the two at Bramcote and Stapleford.

Of the remainder there are choices available to members. These larger options within areas previously subject to consultation on Green Belt boundary change include:

1. A larger allocation at the south of Kimberley (100 extra)
2. North of Nethergreen (200 extra)
3. South of Blenheim Industrial estate Nuthall (120 extra)
4. Land East of Toton/ Stapleford Lane (200 extra)

The reason for the recommendation not to include these additional sites for allocation is given in summary below, and in more detail in the Sustainability Appraisal which is on the website.

Kimberley

The recommended allocation is in line with the emerging position in the Kimberley Neighbourhood Plan, follows defensible Green Belt boundaries at the rear and south of the Depot, has an acceptable existing access onto Eastwood Road and is deliverable albeit with relocation issues for Kimberley Caravans and the Depot which will need to be resolved.

To extend the site further to the east will give rise to a number of difficulties which make an allocation in this area problematic on a number of relevant planning grounds. An allocation for housing will take the available urban supply for Kimberley over the 600 homes figure specified as a maximum in the Aligned Core Strategy. The housing market in Kimberley is not as strong as elsewhere in the south of Broxtowe and such an increase would put at risk the significant efforts that have been put into delivering Kimberley Brewery for housing redevelopment. In simple terms the easier to develop sites are likely to come forward first at a time when the Kimberly Brewery site is now available for development with all pre-demolition planning conditions successfully addressed.

Previous rounds of consultation indicated significant highway issues on Church Hill. There is no committed proposal to extend the tram. However, one of the likely routes if this does occur in the future is the dismantled railway which as currently recommended forms the south eastern boundary of the area to be allocated for development. This allows more space for the tram infrastructure than would be the case if both side of the dismantled railway were developed.

North of Nethergreen

The site north of Nethergreen bounded by the dismantled railway to the north is recommended to be rejected for reasons that are similar in some respects to Kimberley. Eastwood is one of the weaker housing submarkets in Broxtowe, and a full allocation on this site will take the housing figure for Eastwood over the 1,250 'up to' figure specified in the Core Strategy. As with Kimberley this may jeopardise the significant supply of previously developed sites within the town of Eastwood, and within the adjacent built up urban areas in Greasley Parish.

The shortfall of 181 homes from the Aligned Core Strategy figure of 1,250 is not so large in the context of the Core Strategy with a focus on the Main Built up area of Nottingham, and in addition there are significant efforts ongoing to bring forward other large and difficult to develop sites within Eastwood, which are expected to show more significant progress at the time the Part 2 Local Plan is due to be published in April.

If either the west or east of the site were to be developed with the remainder staying in the Green Belt, this could keep the housing provision to below the 1,250 figure. However, each option has adverse planning issues. For an allocation on the eastern half of the site, this would result in a better 'rounding off' of the settlement of Eastwood, but it would require an access road to bisect the open fields to the west, as no other access is feasible. This would also have a more significant impact on views from the Conservation Area within Eastwood,

including from the DH Lawrence trail. If housing were to be developed on the western half of the site this would have less of an impact on DH Lawrence landscape, but would have more of an adverse impact on the setting of the listed buildings on the western side of Mansfield Rad, and particularly Hall Farm.

The recommended allocations do not result in such adverse impacts on either the landscape or built environment heritage.

South of Blenheim Industrial Estate, Nuthall

Nuthall are the first Parish Council to publish their Neighbourhood Plan and this area is included as an area of search if Green Belt boundary change is proposed in the Parish of Nuthall. However, as a result of more detailed investigation, there are significant difficulties in securing an acceptable residential allocation within this area. The site is adjacent to Sellers Wood Site of Special Scientific Interest (SSSI) which is designated both for its significance as a protected wildlife site and as an ancient woodland. No access would be possible through Sellers Wood, and instead would need to come through Blenheim Industrial Estate. This would be an unattractive and potentially unsafe route for pedestrians and cyclists to use, with the likely conflict with Industrial traffic. In addition there are significant delivery issues in relation to a purely residential allocation. There are necessary set backs away from the wood to the east and also the confirmed HS2 line to the west. The site is adjacent to Bulwell which is one of the weaker housing sub markets in Greater Nottingham, and this together with the significant access difficulties, make a residential allocation questionable in term of its delivery. It is likely that to make the site viable significant employment allocation would be needed which would conflict with the Parish Council ambition for a Country Park, would be much more intrusive in the Green Belt, and potentially would compete with the already established strategy of securing the highest quantum of economic development around the HS2 station in Broxtowe.

Toton

As stated earlier in the report, Toton will be a recommended mixed use allocation in line with the Cabinet decision of December 2015. However, there are options available for additional housing to the 500 homes settled upon by Cabinet and since granted planning permission. Realistically these would need to be accommodated on the eastern side of Toton/ Stapleford Lane south of the tram line given the significant need for large scale employment provision in close proximity to the station. However, such housing would still remove the availability of the eastern side of the site to accommodate either office or leisure provision which would add to the sustainable mixed use economic offer of this strategic location. In addition the Chetwynd site is now available and proposed to be allocated for significant residential development.

Other options not subject to consultation on Green Belt boundary change include:

5. Land west of St Johns College, Bramcote
6. Land west of Woodhouse Way, Nuthall
7. Land south of Redfield House Farm, Nuthall
8. Land west of Alma Hill, Kimberley

9. Land at Gilt Hill Farm, Kimberley
10. Land East of Baker Road, Giltbrook
11. Land north of the tram line, Chilwell

The reason for rejection of these sites and others is given in the Sustainability Appraisal on the website. In summary these sites are all outside of areas consulted on for Green Belt boundary change which were those same areas that were judged to be more appropriate for allocation in line with the purposes of including land in the Green Belt, and the evidence to support the Core Strategy.

Remaining Issues

1. The strategy exceeds the Core Strategy figure of 3800 for the main built up area of Nottingham. With the two allocations at Bramcote and Stapleford this will give a figure of 4,542 including 200 of the 300 Borough wide windfall allowance. Infrastructure issues are being investigated and can be acceptably addressed.
2. Without additional sites in Eastwood and Kimberley this will give lower figures for these two areas (Kimberley 81 short and Eastwood 181 short including 100 of the 300 Borough wide windfall allowance).

There are sound planning arguments to have additional housing in and around the main built up area of Nottingham. These are to focus housing where it is most needed, where it is most viable, where it has least impact on the strategic purpose of the Green Belt in keeping Nottingham and Derby separate, and has the best transport links to Nottingham. If the figure for allocation in and around the main built up area of Nottingham is kept to 3,800 there will be no realistic option other than to allocate very substantial areas of additional land around Brinsley, Awsworth, Eastwood and Kimberley. This option is unlikely to be found sound by the Inspector as it will direct housing away from the most sustainable and viable locations and into areas that are less so.

APPENDIX 2

SHLAA summary

The whole plan supply and five year supply is provided in Appendix 1

The assessment of a five year supply above follows advice on calculating the supply as set out in the National Planning Practice Guidance (NPPG). This includes the following steps:

1. Applying the need for new homes on the most recently adopted plan taking full account of the objectively assessed need for housing across the whole housing market area. The Core Strategy does this.
2. Applying a buffer of 20% where there has been a persistent under-delivery of housing (which in Broxtowe there has been).
3. Applying the shortfall in houses required, compared to those built, in full to the five year requirement.
4. Applying a discount rate based on historical data on lapsed permissions. These are sites with planning permission that are not built.
5. Applying a windfall allowance based on historical data of small sites. These are sites coming forward for development that have not been allocated for housing. Large sites would be allocated in the Part 2 Local Plan.

Broxtowe over a number of years has been taking steps to boost significantly the supply of housing as required by the NPPF. A summary of these steps is given below and the full details are included in the SHLAA

- Developer panel to test assumptions including on inclusion of sites (mainly with planning permission).
- Call for sites – undertaken in 2012 and 2015.
- Work with Greater Nottingham Councils on a consistent methodology (but variations on 20% or 5% buffer to the supply depending on circumstances)
- At Broxtowe a buffer of 20% is applied to the housing supply.
- Understanding of housing sub markets and tailor assumptions on this basis. This is in evidence to support the Core Strategy and will be updated once final decisions are taken on allocations.
- Testing delivery of sites which was done in the Core Strategy process and will be again before the Part 2 Local Plan is submitted.
- Working closely with Parish and Town Councils on their neighbourhood plans. This includes steps to achieve local support for new development and an understanding of the community benefits that should be required in support of this.

- Looking critically at Employment sites to ascertain which may be suitable for housing (2012 and again this year).
- Applying a limited windfall allowance based on 5 years data and small sites only. This approach has been accepted in an appeal decision at Hempshill Hall with the same national policy framework as now.
- Applying a discount rate based on previous years data on non-implementation
- Engaging positively in pre-application discussions with a development team approach.
- Taking a pragmatic approach to S106 negotiations (reductions in £8m of policy compliant S106 in the previous 2 years).
- Applying the Sedgfield approach to the shortfall. This is applying the shortfall in full to the five year supply period and is the approach preferred both by the Core Strategy Inspector and National policy in the NPPG.
- A Planning Department re-structure with an Economic Development team specifically focussed on securing new housing on previously developed sites. Two new posts created in 2014 and 2016.
- Economic Development Strategy published with re-development of Brownfield sites a priority.
- Use of CPO powers such as at Moults Yard.
- Putting developers directly in touch with housebuilders in an effort to unlock stalled sites.
- Use of Council land such as at Beeston Town Centre.
- Constructive use of planning conditions looking at innovative ways of ensuring housing is delivered. An example is requiring Aldi to arrange for the housing to be built on their site by the time the store is ready to open.
- Consistent and ongoing dialogue with Infrastructure providers and environmental groups either via workshops, or in other meetings.
- A plan led approach to addressing the shortfall – The timetable for getting the Part 2 Local Plan approved is being met.
- A Self-build register has been prepared with partners across the Housing market area and is being hosted on the Erewash Borough Council website.
- Use of workshops and OPUN to secure greater public buy in to housing development.
- Use of training on Neighbourhood Plan preparation (three events) and BIMBY (Beauty in my back yard) all with a view to getting communities to accept more housing development.
- Work with the County Council to address infrastructure requirements.

Allocations summary

The allocations are selected on the basis on the 14 criteria in the Sustainability Appraisal, and on Green Belt issues. The sustainability criteria are listed below:

- Housing,
- Health,
- Heritage,
- Crime,
- Social,
- Biodiversity and Green Infrastructure,
- Landscape,
- Natural Resources and Flooding,
- Waste,
- Energy,
- Transport,
- Employment,
- Innovation,
- Economic Structure.

The Green Belt issues comprise an assessment of the five purposes of including land in the Green Belt which are:

- To check the unrestricted sprawl of large built up areas,
- To prevent neighbouring towns from merging into one another,
- To assist in safeguarding the countryside from encroachment,
- To preserve the setting and special character of historic towns,
- To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

The sustainability appraisal in relation to the sites, both proposed to be allocated and other options are available on the website, as is the 'preferred approach to site allocations' which was published in February 2015. This comprised an assessment of potential areas to be released from the Green Belt, based on the criteria listed above. The sustainability appraisal work has been informed by detailed design review assessments, landscape character appraisal, equalities assessments and infrastructure delivery planning.

The detailed allocations are in Appendix 4 with a summary below. However, in the second part of a 2 part Local Plan, this exercise does not start from scratch as all of these factors have been considered as part of the Core Strategy including the extensive evidence base supporting the Core Strategy which is available on the Greater Nottingham Growth Point website. This includes assessing the need for new development, the most appropriate way of meeting it in general terms and the balance between meeting this need and protecting the Green Belt. Specifically this included having a lower housing provision figure early in the plan period to allow for large sites requiring significant investment in infrastructure to start delivering housing.

The Inspector for the Core Strategy was satisfied that the test of exceptional circumstances to require Green Belt boundary change in general terms had been met. The High Court judge in relation to the legal challenge to the Core Strategy concluded that this was a lawful decision to reach and at paragraph 51 of his decision identified 5 steps to ascertain exceptional circumstances as follows:

- The acuteness of the need for new development
- Constraints on the supply
- Difficulties in achieving sustainable development without Green Belt development
- Harm specific to the Green Belt
- The extent to which such harm can be ameliorated

The first two points are addressed in the Core Strategy and the SHLAA. The assessment of the sites that follows takes into account this relevant background, sustainability appraisal and infrastructure delivery issues.

The remainder of this report provides a more detailed assessment of the sites recommended to be released from the Green Belt and Chetwynd and Walker Street, on the grounds that the remaining allocations within the urban area are fully in line with the already approved strategy in the Core Strategy of urban concentration with regeneration, are deliverable for the numbers of homes proposed during the plan period as indicated in the SHLAA, and follow the requirements that are still fit for purpose when these sites were originally allocated in 2004. The following assessment take into account the responses to the workshops held during 2016, earlier rounds of consultation, including comments made from a variety of statutory consultees, discussions with those preparing neighbourhood plans where a relevant body has been designated for this purpose, the design review work undertaken and delivery issues.

Chetwynd

- 800+ homes of which 500 are developable during the plan period with none deliverable to contribute to the five year supply.
- Connections to and through the site providing a direct east / west link with convenient access to the HS2 station.
- Pedestrian crossing points provided/ enhanced on surrounding roads.
- Cycle paths provided.
- Provision of a bus route through the site.
- Convenient connection to the tram.
- Where possible, mitigate highway impacts on the wider road network to ensure that congestion is not made worse than currently exists.
- Link to the open space at the eastern end of the site.
- Location of new school in this area with a short distance to access this open space.
- Retain and enhance green infrastructure around the eastern and northern areas of the site to provide attractive walking and cycling routes.

- Boulevard approach to street scenes with existing large trees retained and grass verges.
- Open up the listed memorial to public access.
- Incorporate an enhanced public space to the south of this in addition to the memorial garden to the north.
- Re-use existing military buildings on the site where possible and where not incorporate a layout that reflects the building layout currently on site.
- Provide a small retail/ service centre along the main through route. This is to be a scale to meet the local need arising from the housing development.
- Small scale employment provision.

Sustainability Appraisal

- One of the most sustainable sites to be allocated when compared to reasonable alternatives.

Exceptional circumstances for Green Belt release

- None needed (urban site).

Infrastructure delivery issues

- Work underway regarding transport and contamination. No unresolvable issues.

Bramcote (east of Coventry Lane)

- 300 homes of which all are developable during the plan period with 200 deliverable to contribute to the five year supply
- Connections to and through the site providing enhanced Green Infrastructure corridors linking urban areas of Nottingham to the east with Bramcote/ Stapleford Hills, Bramcote Park, Boundary Brook, Pit Lane wildlife site, Nottingham Canal and Erewash Valley trail.
- Pedestrian crossing points provided/ enhanced on surrounding roads and design measures incorporate to slow traffic speeds on Coventry Lane.
- Cycle paths provided.
- Enhanced bus routes adjacent to the site.
- Where possible, mitigate highway impacts on the wider road network to ensure that congestion is not made worse than currently exists.
- Requirement for a redeveloped school including new playing pitches to be undertaken in conjunction with or earlier than housing development. A redeveloped school should be sited south of the ridge with the ridge to be kept free of built development.
- Links to redeveloped school land and playing pitches to the south.
- Cut back planting along the route from Moor Lane north at the eastern edge of the site to open up the geological features this area.
- Re-designate the school site and leisure centre as school/ leisure centre re-development site. This will include sufficient land to enable a rebuilt leisure centre if required.

- Re-designate the school playing fields at the south of the site, Bramcote Hills Park and Bramcote Hill as Local Green Space in line with the up to date definition in the NPPF.

Sustainability Appraisal

- One of the most sustainable sites to be allocated when compared to reasonable alternatives.

Exceptional circumstances for Green Belt release

- The areas at the north of the site bounded by the railway line/ Coventry Lane to the west/ the ridge to the south , and urban areas within Bramcote to the east performs well when assessed against the five purposes of including land in the Green Belt
- The housing requirements cannot be met without some Green Belt release and Bramcote is one of the best performing sites in the SA
- Bramcote is one of the highest value areas in the Borough of Broxtowe which means that development in Bramcote can secure greater public benefits from development than elsewhere
- Two of the most immediate public benefits are the provision of 30% affordable housing in an areas of high affordable housing need and a complete redevelopment of the School
- Immediate access to large areas of attractive green infrastructure with health benefits for new and existing residents, but making such assets more accessible, particularly in traffic measures on Coventry Lane with a view to slowing cars down and making it safer to cross the road.

Infrastructure delivery issues

- Work underway regarding transport and other infrastructure. No unresolvable issues

Stapleford (west of Coventry Lane)

- 240 homes of which all are developable during the plan period with 200 deliverable to contribute to the five year supply.
- Connections to and through the site providing enhanced Green Infrastructure corridors linking urban areas of Nottingham to the east with Bramcote/ Stapleford Hills, Bramcote Park, Boundary Brook, Pit Lane wildlife site, Nottingham Canal and Erewash Valley trail.
- Pedestrian crossing points provided/ enhanced on surrounding roads and design measures incorporated to slow traffic speeds on Coventry Lane.
- Cycle paths provided.
- Enhanced bus routes adjacent to the site.
- Where possible, mitigate highway impacts on the wider road network to ensure that congestion is not made worse than currently exists.
- Requirement for a buffer zone adjacent to the crematorium and Stapleford Hill, to ensure the tranquil setting of the crematorium is not compromised, and that new housing will not be in shade for extended periods due to the proximity of Stapleford Hill.

- Links to redeveloped school land and playing pitches on the opposite side of Coventry Lane.
- Secure redevelopment of a part previously developed site with the McCann Depot which is to re-locate with no net loss of jobs.

Sustainability Appraisal

- One of the most sustainable sites to be allocated when compared to reasonable alternatives.

Exceptional circumstances for Green Belt release

- The site is bounded by the railway line/ Coventry Lane to the east, Stapleford Hill to the south, and the Field Farm allocation to the west and performs well when assessed against the five purposes of including land in the Green Belt.
- The housing requirements cannot be met without some Green Belt release and Stapleford is one of the best performing sites in the SA.
- The site is in immediate proximity to Bramcote and in sales value terms would be more similar to Bramcote than the built up areas of Stapleford further south. This means that development on this site can secure greater public benefits from development than elsewhere. It is notable that development at Field Farm contained full policy compliant S106 contributions.
- Immediate access to large areas of attractive green infrastructure with health benefits for new and existing residents, but making such assets more accessible, particularly in traffic measures on Coventry Lane and the provision of enhanced crossing points.

Infrastructure delivery issues

- Work underway regarding transport and other infrastructure. No unresolvable issues

Walker Street, Eastwood

- 200 homes of which all are developable during the plan period with all 200 deliverable to contribute to the five year supply.
- Provision of additional 'extra care housing' at the west of the site.
- Retention of the area known as the Canyons at the east of the site to be retained as open space.
- Views maintained of DH Lawrence heritage from Walker Street as part of the DH Lawrence heritage trail.
- Redeveloped Lynncroft Primary school on the Walker Street frontage of the site.
- Enhanced green infrastructure via the DH Lawrence heritage trail.
- Improvements to connections to Eastwood Town Centre.

Sustainability Appraisal

- One of the most sustainable sites to be allocated when compared to reasonable alternatives.

Exceptional circumstances for Green Belt release

- None needed (urban site).

Infrastructure delivery issues

- One of the most significant infrastructure delivery issues in the Eastwood area is the need for education contributions given the relatively low land values and the viability issues arising from this. The fact that a new school is to be provided as part of this development is a significant positive factor in this context. Although affordable housing may not be able to be provided in the same numbers as in the south of Broxtowe, this needs to be seen in the context of the lower land and house prices in Eastwood, the fact that an element of local need is to be provided from by the extra care housing, and the fact that the site is in a highly sustainable location on the edge of Eastwood Town centre, with less requirement for transport contributions because of this.

Land north of Newtons Lane and east of Awsworth bypass

- 250 homes of which all are developable during the plan period with 200 deliverable to contribute to the five year supply.
- Connections to and through the site providing enhanced Green Infrastructure corridors linking Awsworth to the east with Ilkeston to the west via Bennerley Viaduct.
- Pedestrian crossing points provided/ enhanced on the bypass and design measures incorporate to slow traffic speeds on the bypass and to provide improved access including by walking and cycling to Ilkeston railway station.
- Cycle paths provided especially over Bennerley viaduct which is a long term ambition of Sustrans who are a cycling charity who own the Viaduct.
- Enhanced bus routes adjacent to the site.
- Where possible, mitigate highway impacts on the wider road network to ensure that congestion is not made worse than currently exists. Provide a vehicle access to the village, but ensure the route is designed to avoid 'rat-running'.
- Retain open space at the north of the site as Green Belt.

Sustainability Appraisal

- One of the most sustainable sites to be allocated when compared to reasonable alternatives.

Exceptional circumstances for Green Belt release

- The site is bounded by the existing village to the to the east, Newtons Lane and the bypass on other sides and performs well when assessed against the five purposes of including land in the Green Belt.
- The housing requirements cannot be met without some Green Belt release and Awsworth is one of the best performing sites in the SA.
- Significant enhancements are possible to secure the long term up keep of Bennerley Viaduct as a walking and cycling route which is a Grade II* Listed Building.

- Ilkeston Station is within walking distance of the site and new development could make the station more accessible, particularly in traffic measures on the bypass and the provision of enhanced crossing points.

Infrastructure delivery issues

- Work underway regarding transport and other infrastructure. No unresolvable issues

South of Kimberley including Kimberley Depot, Kimberley Caravans and land to the south

- 105 homes of which all are developable during the plan period with none deliverable to contribute to the five year supply.
- Connections to and through the site providing enhanced Green Infrastructure corridors linking urban areas of Kimberley to the north and east.
- Use of existing wide access to Kimberley Depot.
- Cycle paths provided.
- Enhanced bus routes adjacent to the site.
- Where possible, mitigate highway impacts on the wider road network to ensure that congestion is not made worse than currently exists.
- Secure redevelopment of a part previously developed site with the Depot and Kimberley Caravans to re-locate with no net loss of jobs.
- Provide a green buffer at the rear of the site adjacent to the A610.

Sustainability Appraisal

- One of the most sustainable sites to be allocated when compared to reasonable alternatives.

Exceptional circumstances for Green Belt release (part of site)

- The site is bounded by the urban areas of Kimberley to the north, a dismantled railway line to the south east and the A610 to the south west and performs well when assessed against the five purposes of including land in the Green Belt
- The housing requirements cannot be met without some Green Belt release and Kimberley is one of the best performing sites in the SA
- The allocation is in line with the emerging position in the Kimberley Neighbourhood Plan
- Secure redevelopment of a part previously developed site with the Depot and Caravans site which are to re-locate with no net loss of jobs.

Infrastructure delivery issues

- Work underway regarding transport, re-location of the Depot and Kimberley Caravans and other infrastructure. No unresolvable issues

East of Brinsley

- 110 homes of which all are developable during the plan period and all deliverable to contribute to the five year supply.

- Connections to and through the site providing enhanced Green Infrastructure corridors linking urban areas of Brinsley to the north and west and DH Lawrence heritage to the East including Vine Cottage and routes past the Headstocks to Eastwood.
- Preserve the Setting of St James the Great Church with an open vista opposite the church.
- Cycle paths provided.
- Enhanced bus routes adjacent to the site.
- Where possible, mitigate highway impacts on the wider road network to ensure that congestion is not made worse than currently exists.
- Provision of SUDS to the south of the residential site.

Sustainability Appraisal

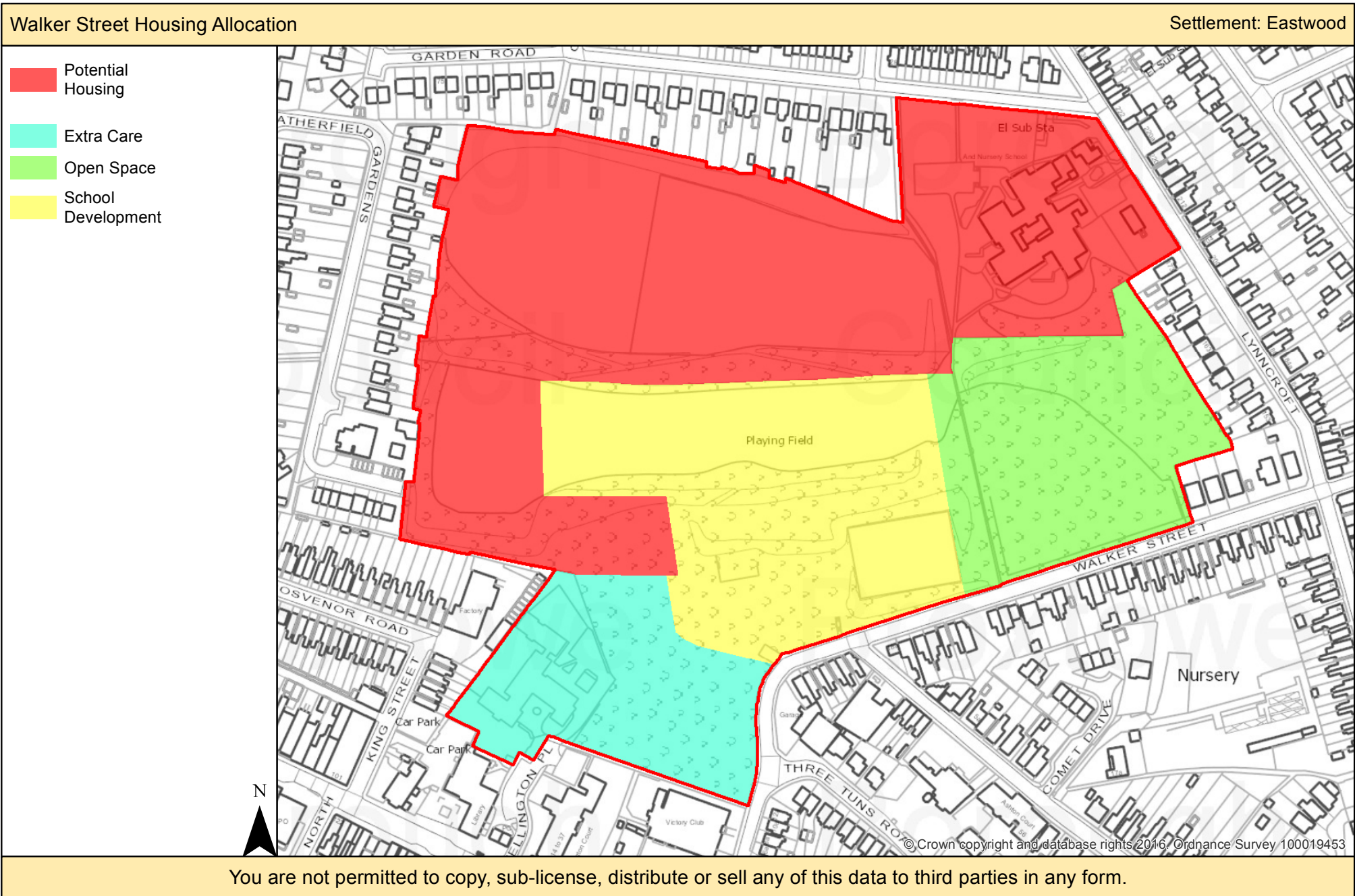
- One of the most sustainable sites to be allocated when compared to reasonable alternatives

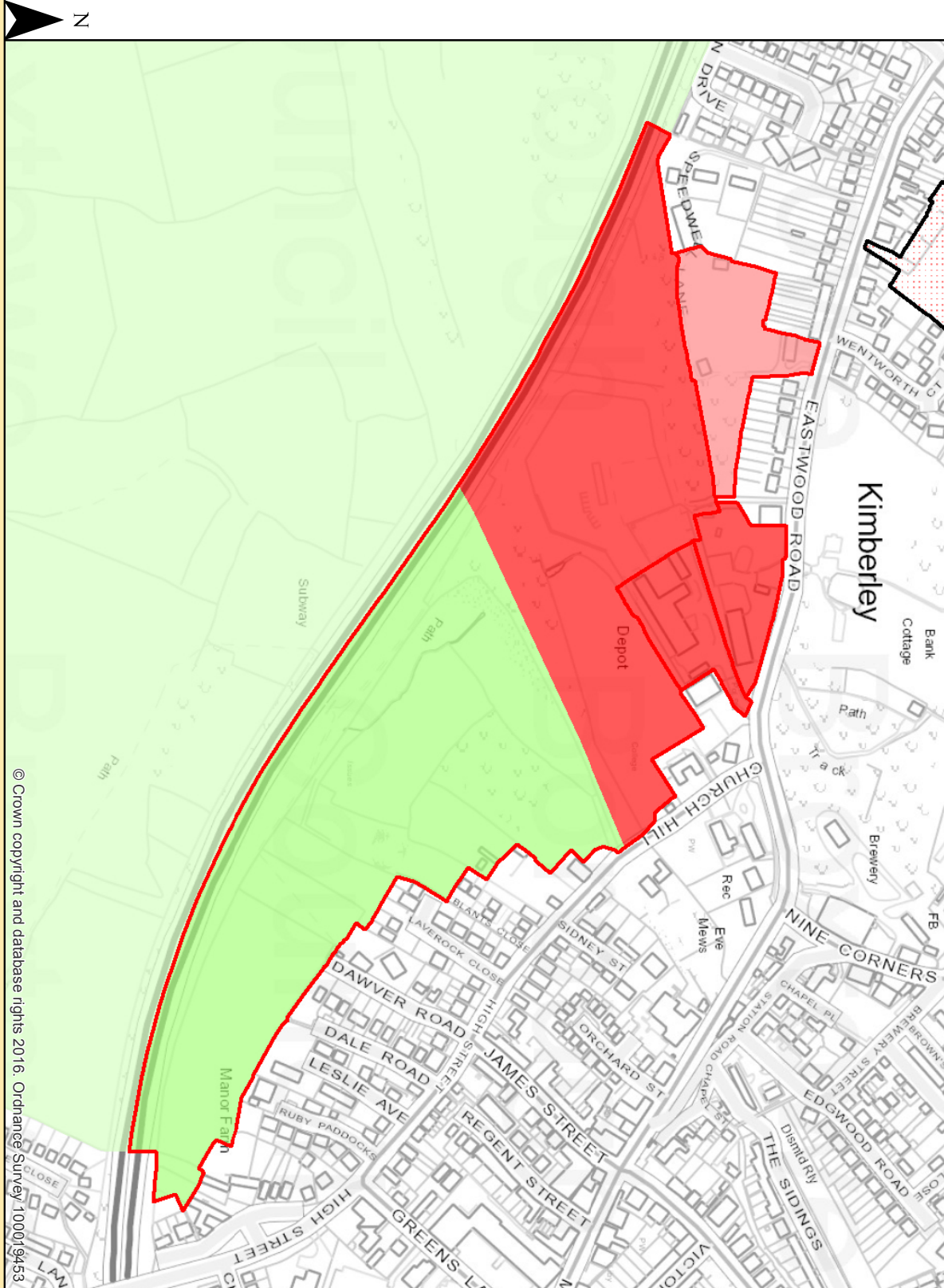
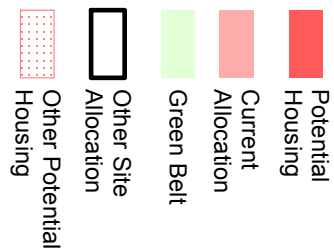
Exceptional circumstances for Green Belt release

- The site is bounded by the urban areas of Brinsley to the north and west, Brinsley Brook to the east and open fields to the south. Enhanced planting in combination with the SUDS feature would be needed to provide a long term defensible boundary at the south of the site.
- The housing requirements cannot be met without some Green Belt release and Brinsley is one of the best performing sites in the SA.
- An enhanced heritage trail can be provided.

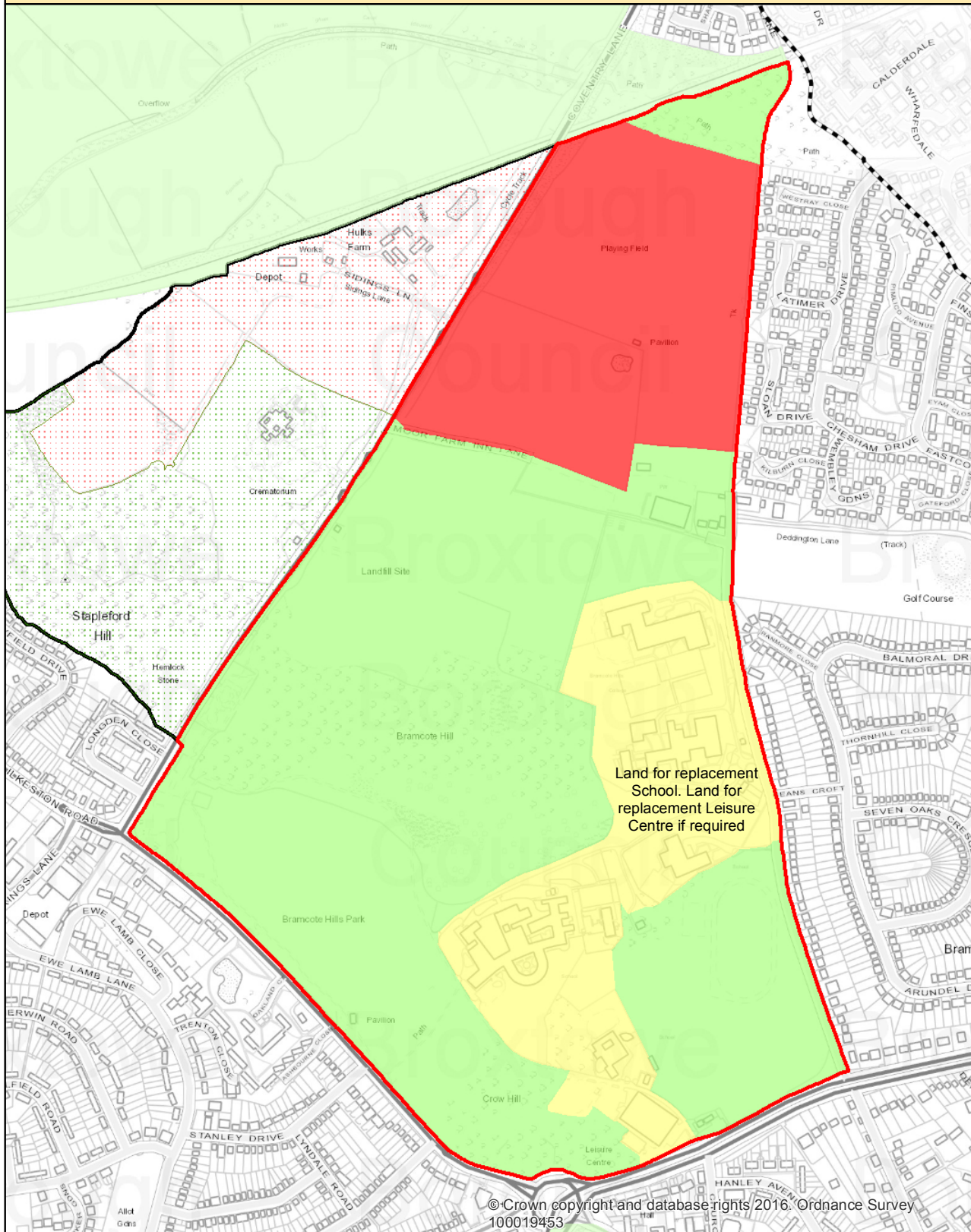
Infrastructure delivery issues

- Work underway regarding transport and other infrastructure. No unresolvable issues.





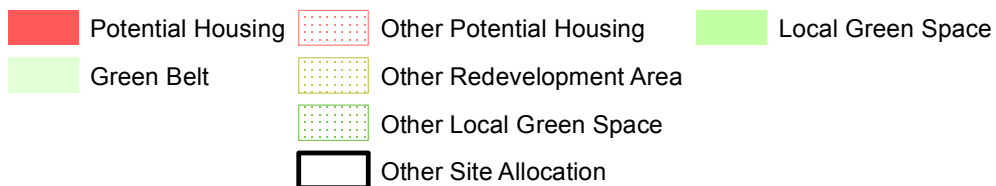
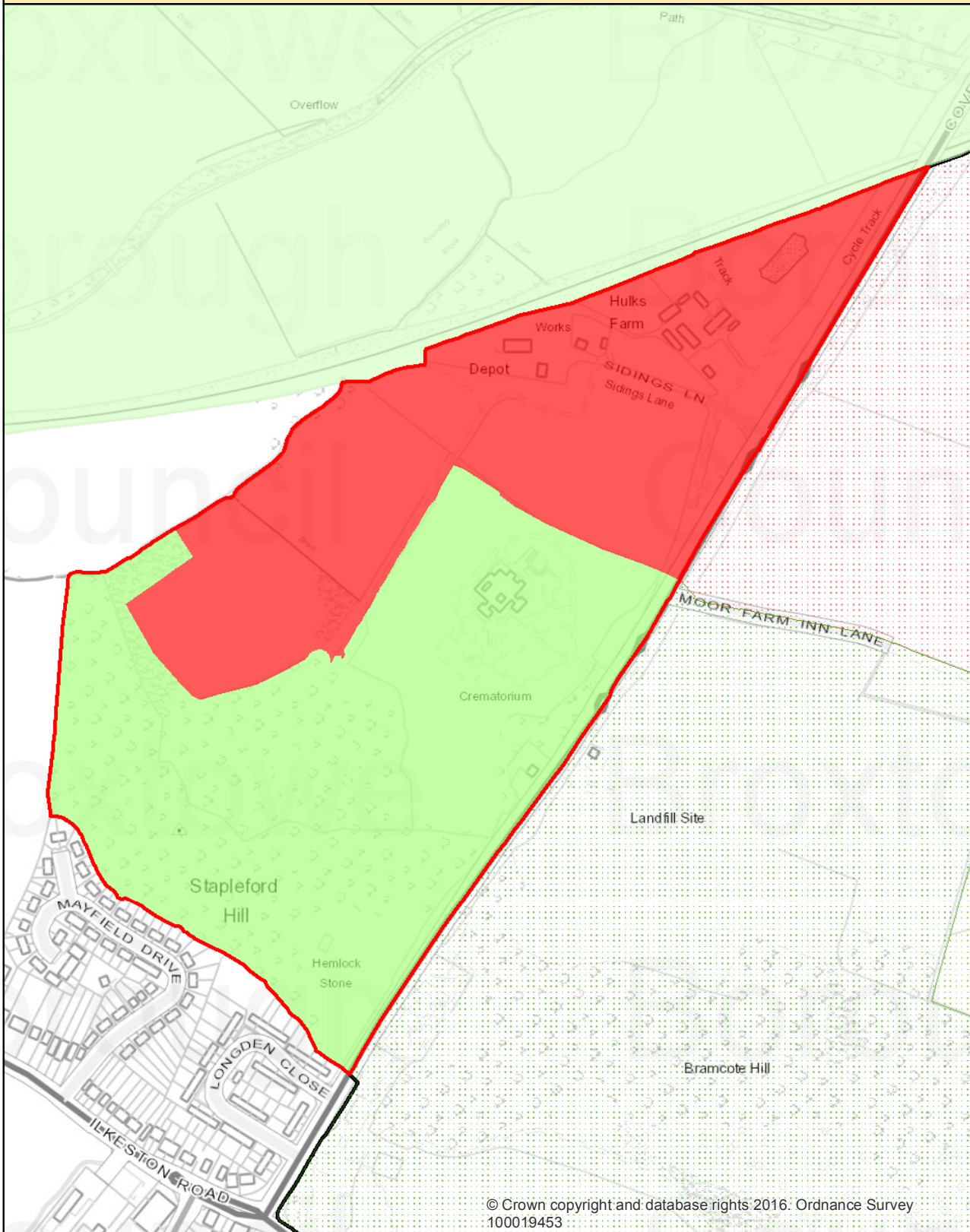
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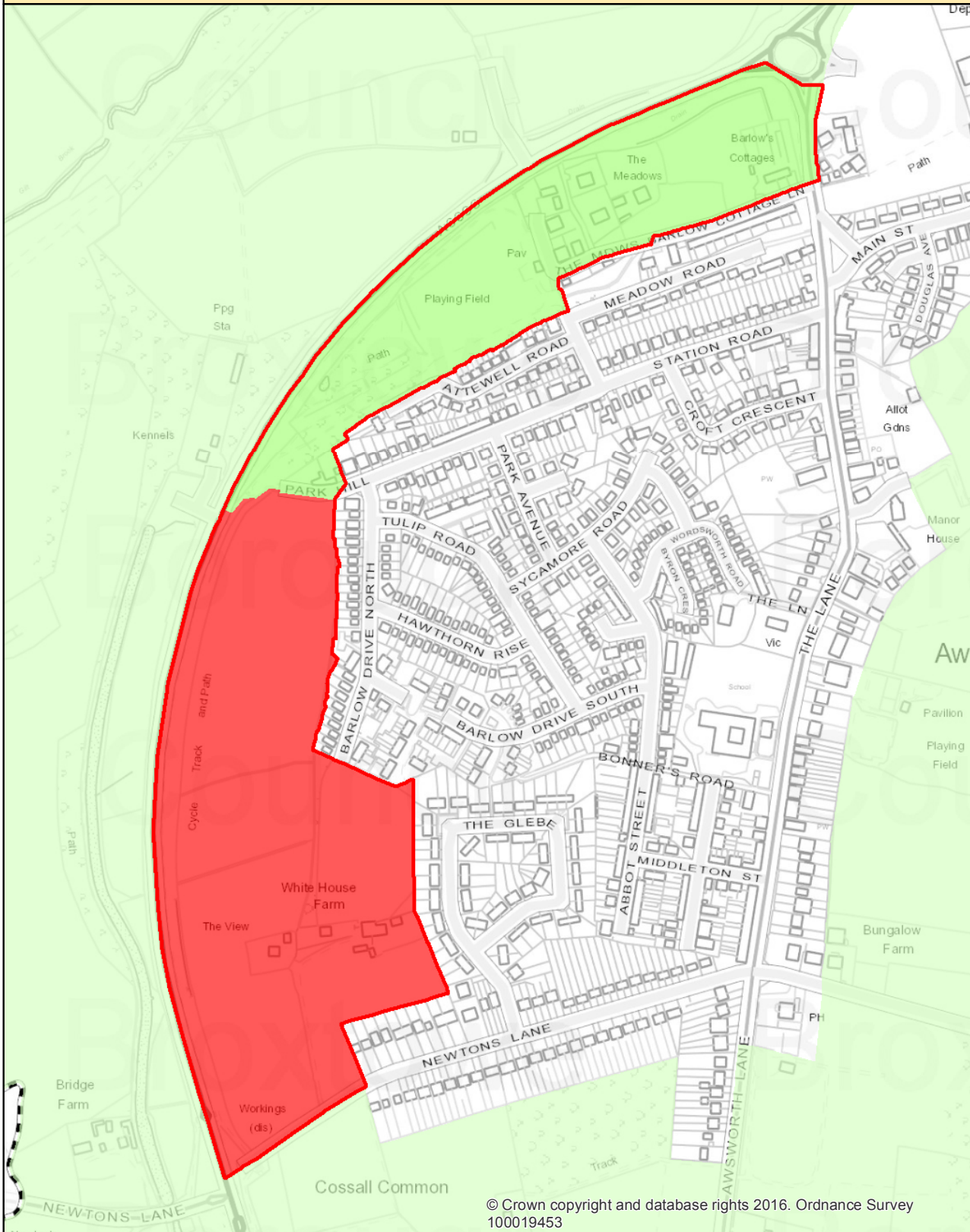
- | | |
|---|--|
| Potential Housing | Redevelopment Area |
| Green Belt | Local Green Space |
| Other Site Allocation | |
| Other Local Green Space | |
| Other Potential Housing | |



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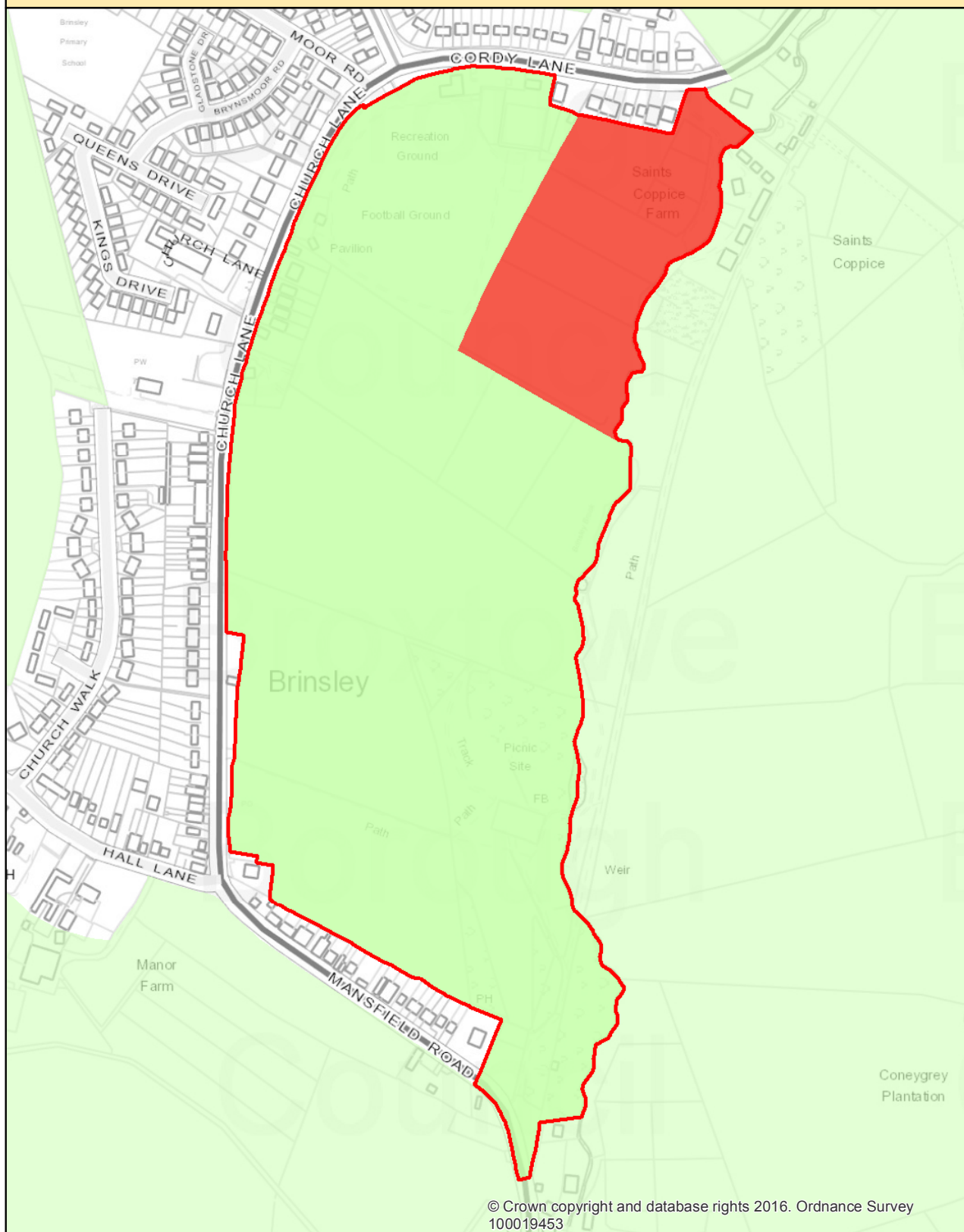
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- Potential Housing
- Green Belt



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 Potential Housing

 Green Belt

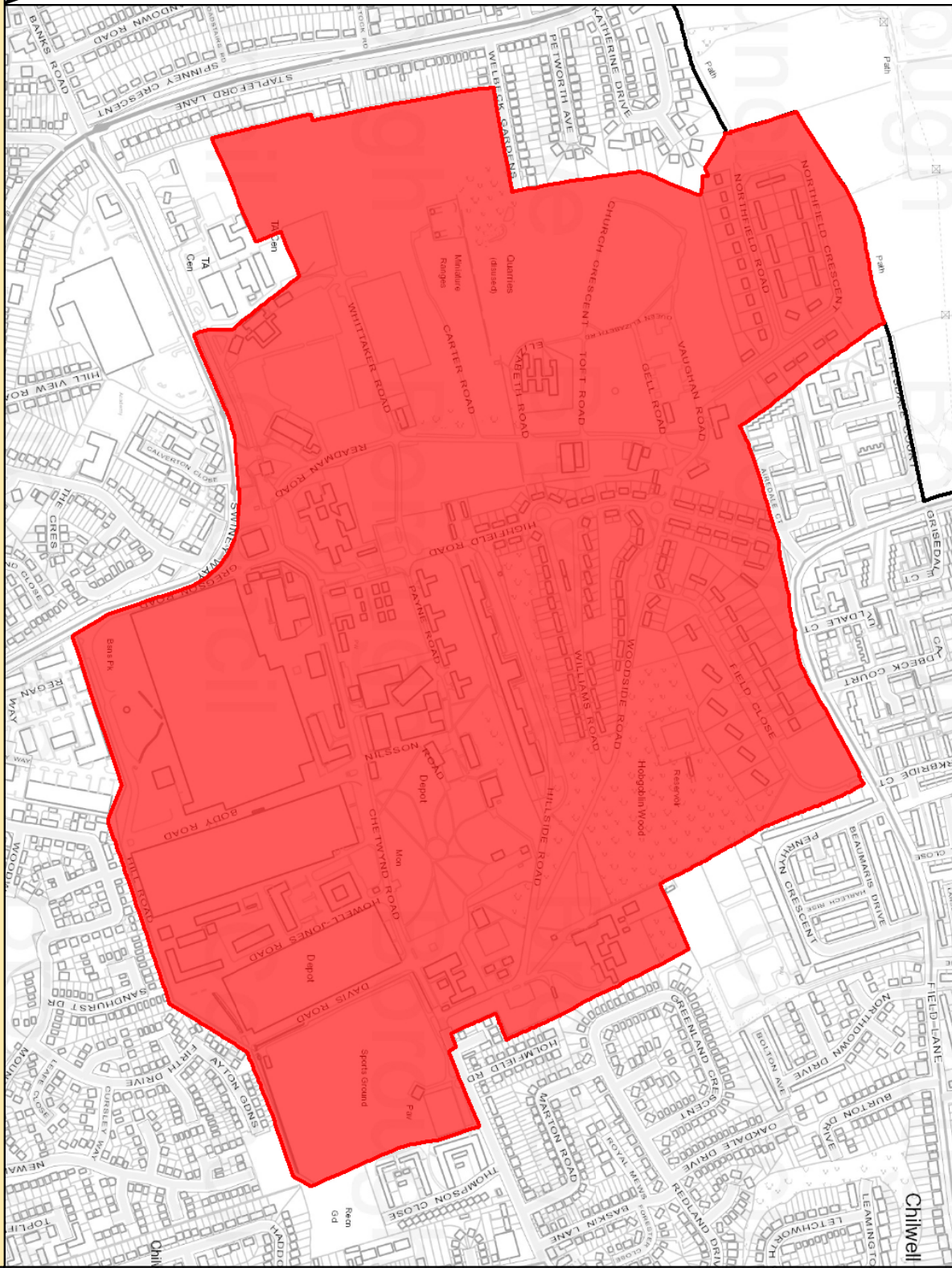


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Chetwynd Housing Allocation

Settlement: Main Built Up Area

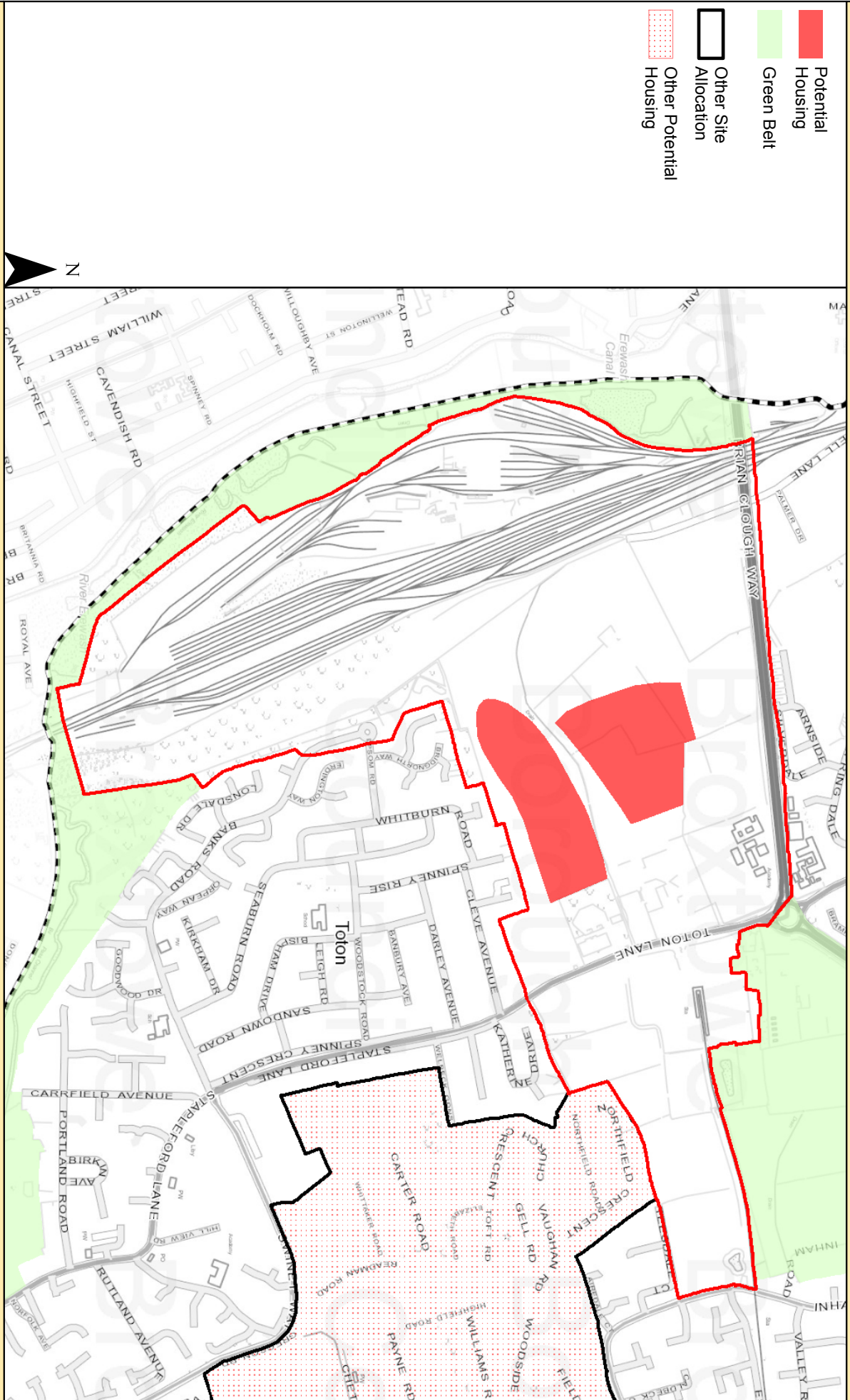
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- Other Site Allocation



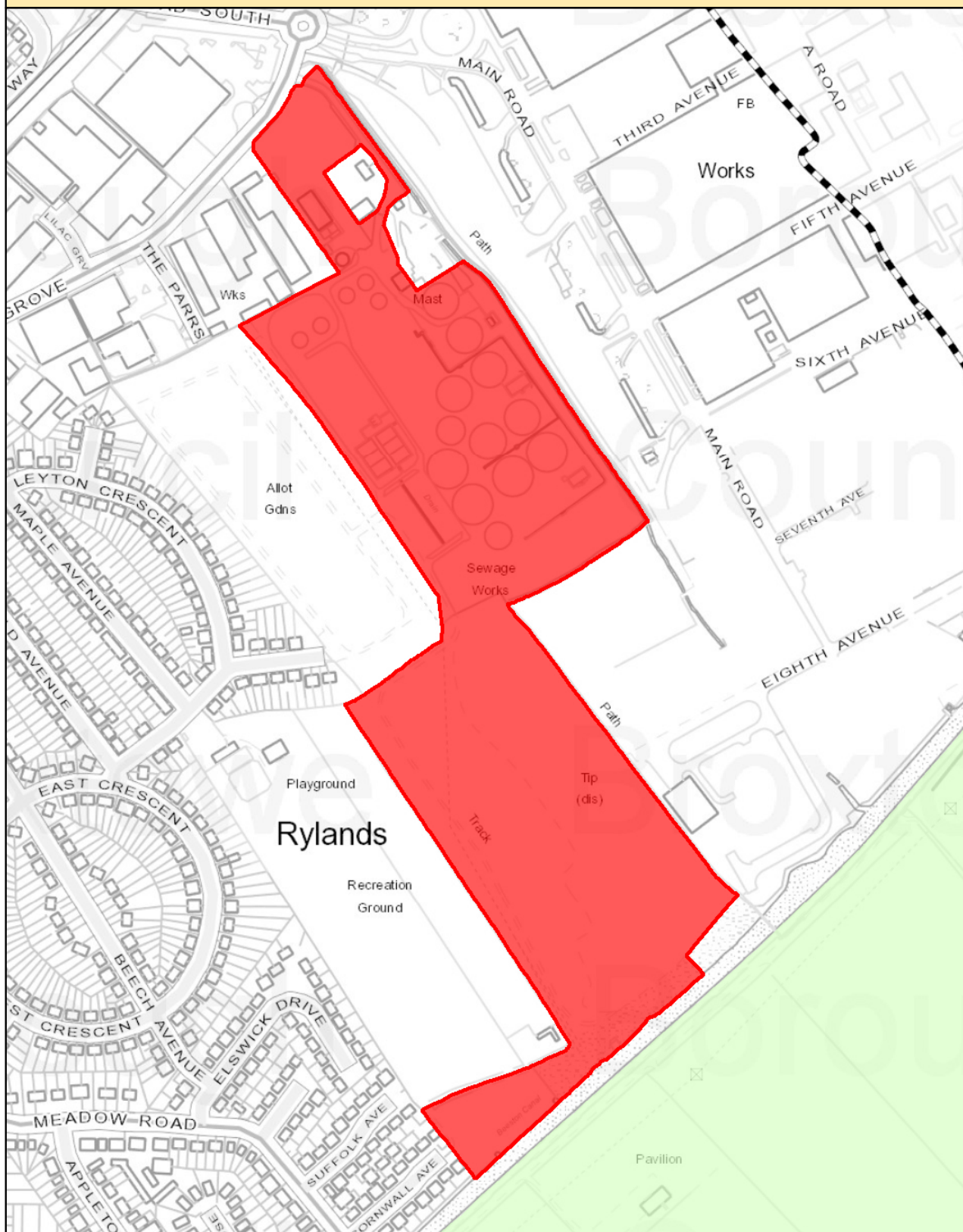
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Toton Housing Allocation

Settlement: Main Built Up Area

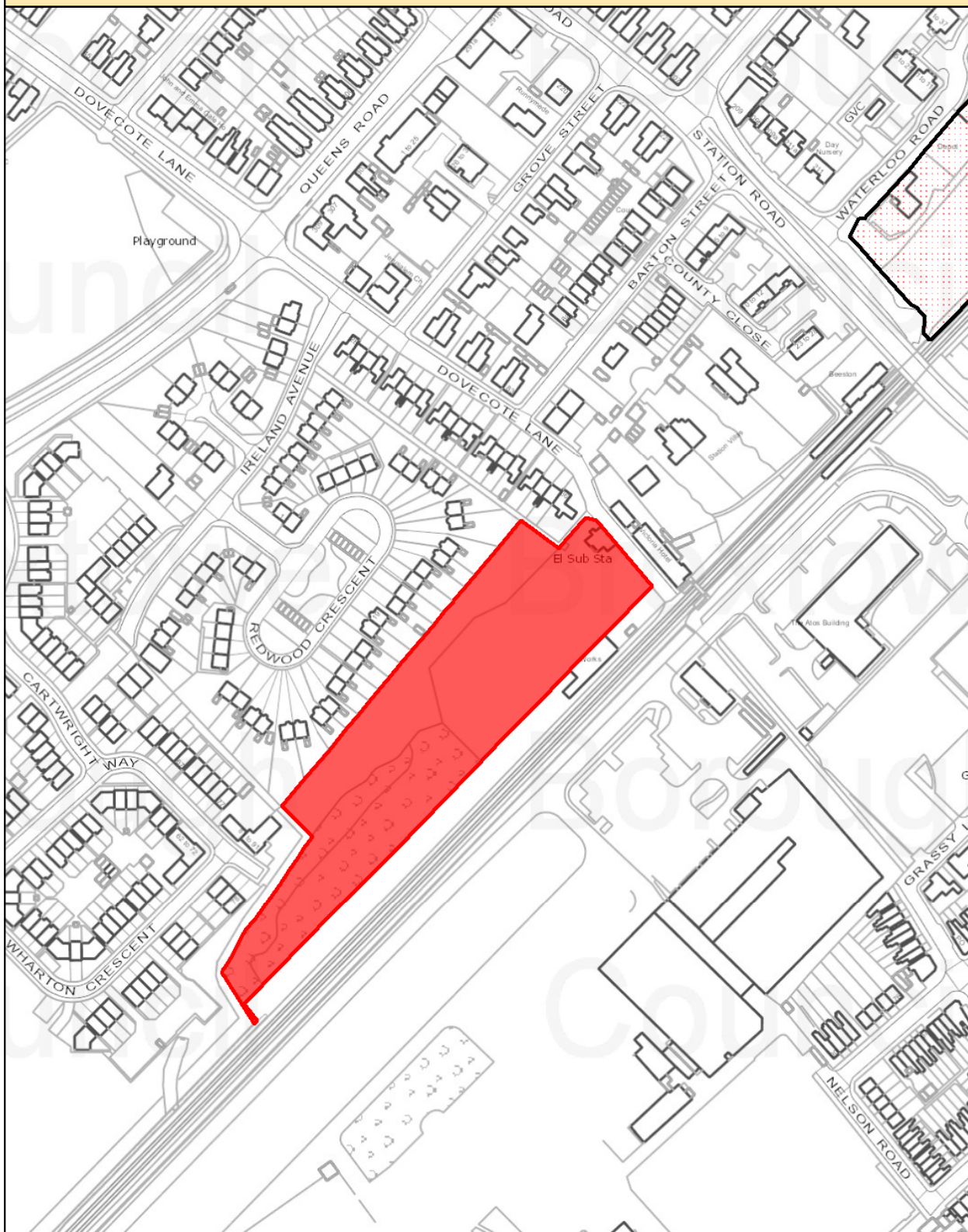


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- Potential Housing
- Green Belt

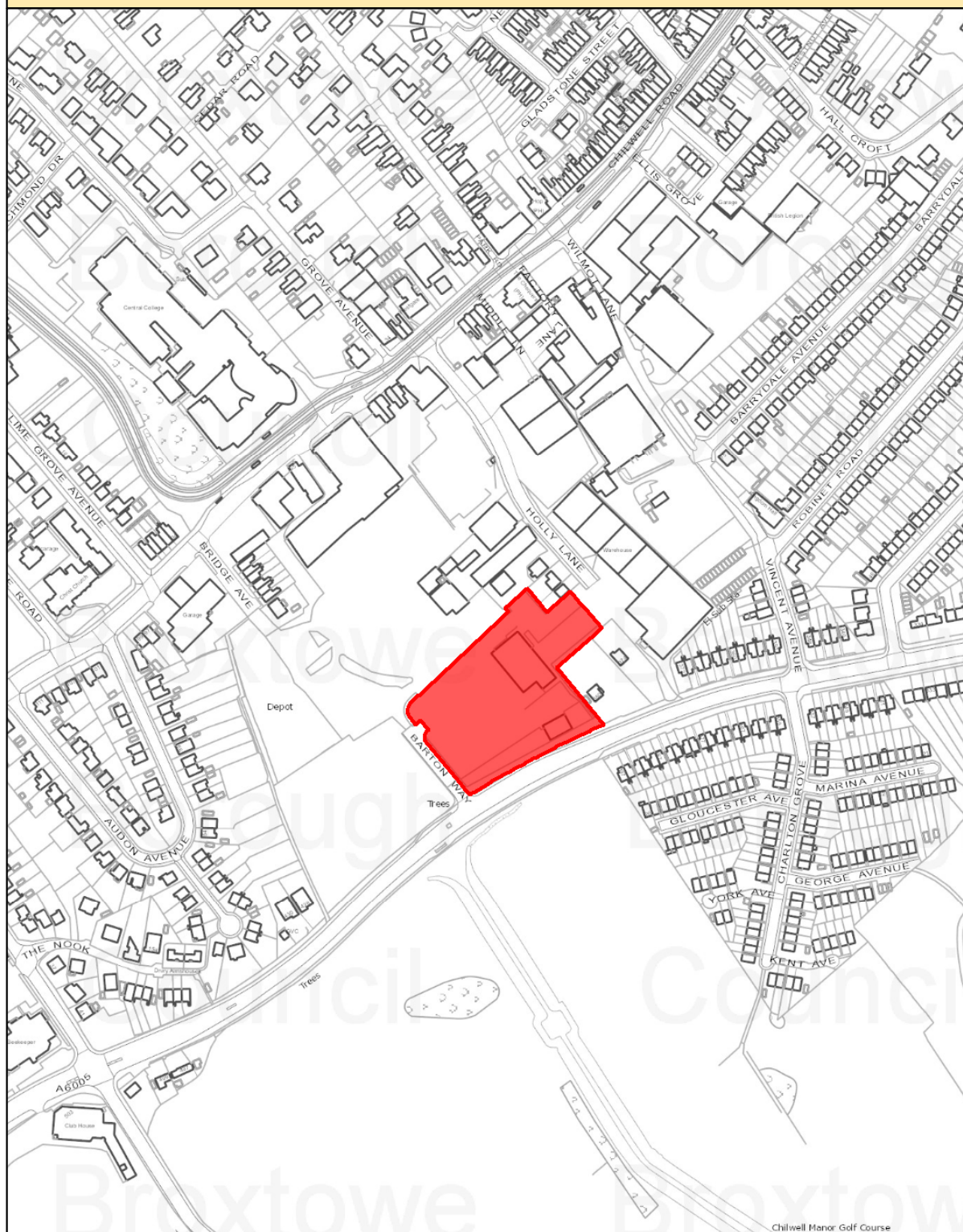




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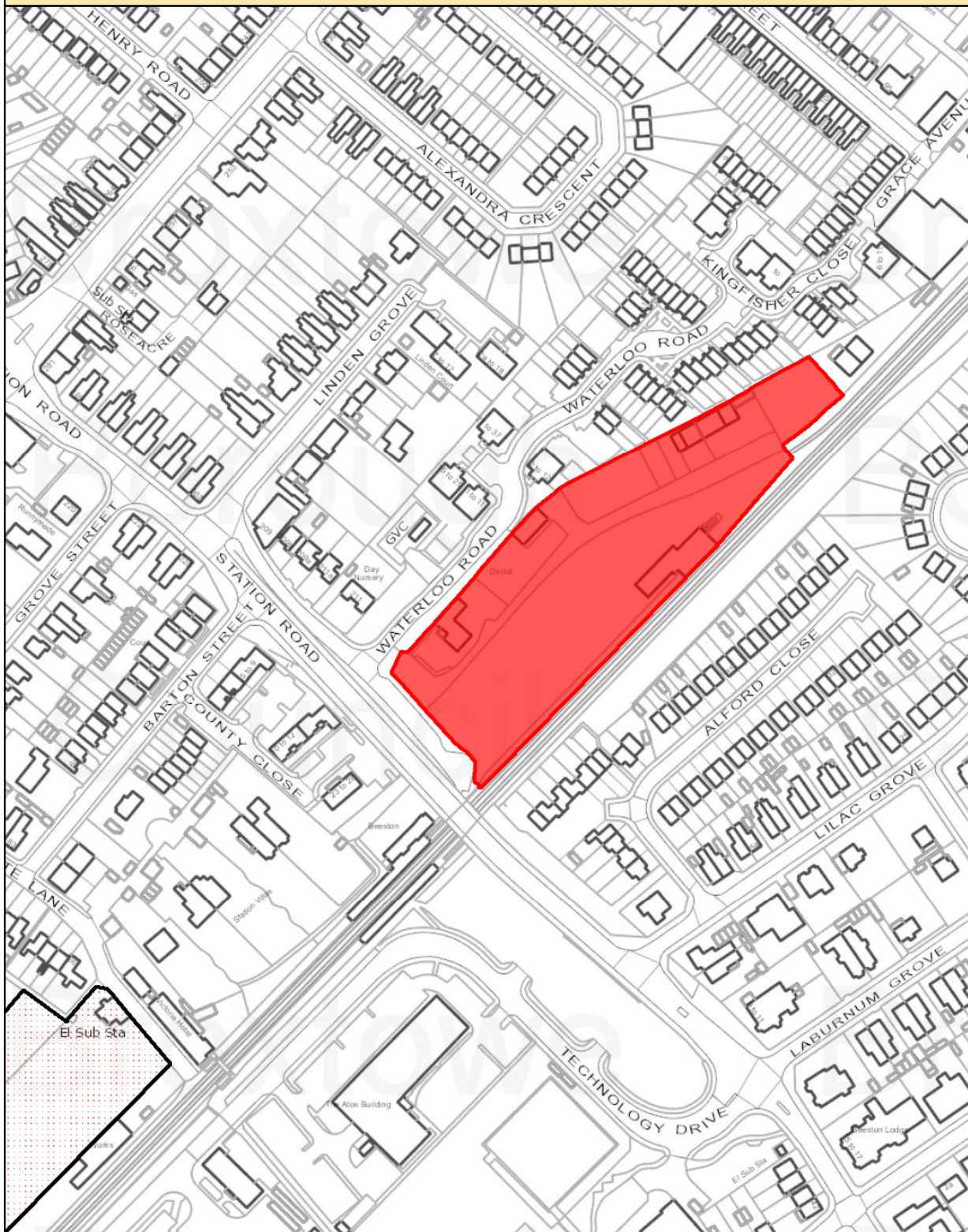
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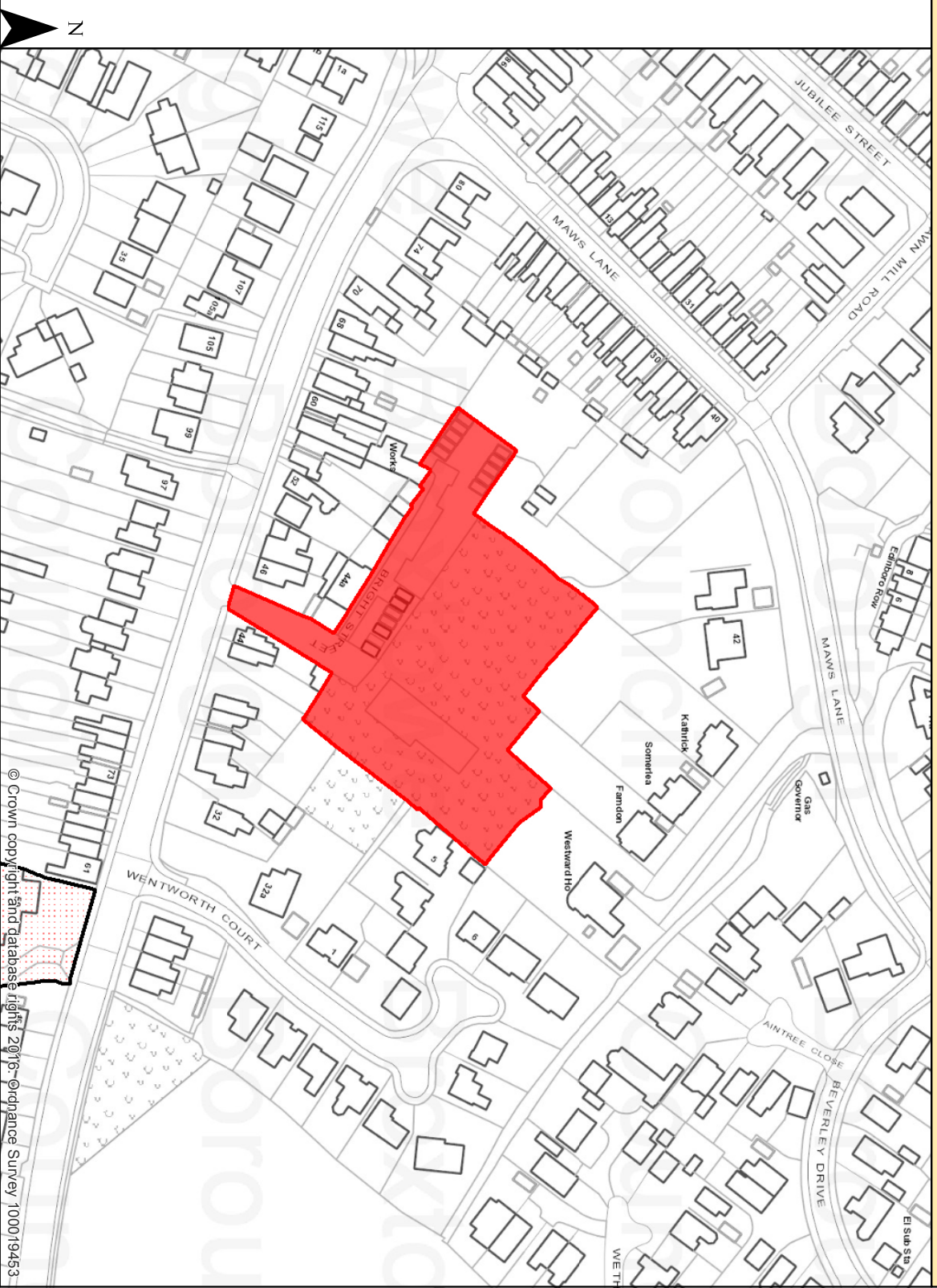


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- Other Site Allocation
- Other Potential Housing



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Site Allocations: Additional Potential Sites

Site	Support Allocation	Oppose Allocation
Bramcote	96	188
Chetwynd Barracks	113	17
Nuthall	11	16

Bramcote:	
Commentator Name (Commentator ID)	Summary of Comments
Statutory Consultees and Interest Groups	
Natural England	Allocation unlikely to affect the notified features of any SSSI sites nearby. Welcome the opportunities identified for Green Infrastructure and wildlife corridors throughout the site.
Historic England	Not clear how heritage assets and their setting have been considered as part of the assessment of the sites and recommend that a site selection methodology in relation to historic assets is used to make the process sound.
Sport England	Support Allocation –Unclear what is proposed. Lack of reference to playing pitch strategy which was recently finalised. Site and adjacent college site discussed in detail with actions agreed.
Health and Safety Executive (HSE)	No comments to make.
Severn Trent	Low impact (based on 300 dwellings). Provided surface water from the site is managed sustainably. Foul Flows would connect to existing public sewers with surface flows being managed through SuDS features to limit offsite flows. With regards to the redevelopment of existing it is essential that surface water currently discharging to the foul sewers is separated through the use of sustainable drainage.
The Coal Authority	No specific comments to make. Site is not located within the defined 'Development High Risk Area' and therefore is not affected by coal mining legacy.
HS2 Growth Ltd	Government consultation responses to 'initial preferred route' still under consideration and therefore may still be subject to change. Therefore would not like to make site specific comments other than; site is over 2km from proposed line.
Nottinghamshire County Council	A coal Minerals Safeguarding Area/Minerals Consultation Area covers the entirety of the site. There it is important to avoid the needless sterilisation of economically important mineral reserves and to ensure that development would not pose a serious hindrance to future extraction. Where there is need for non-minerals development prior extraction should be sought where practicable. Note that site contains the Bramcote Quarry and Landfill – site restoration has been completed. County Council acknowledge the identified desire for further development and improvements to the site restoration as part of wider green infrastructure enhancements. Need to provide good access to health and social facilities – in Bramcote many of the health indicators are similar or no better than the England average.

	<p>Area identified is larger than that which might be required, wider area includes several local wildlife sites and local nature reserves. Area hatched for residential development includes Bramcote Moor Grasslands Local Wildlife Site (LWS). This LWS appears to be last vestige of the Bramcote Moor (which once existed in the area) shown on historic maps. The LWS are of at least county-level importance and would need to be retained in its entirety. If this were not possible the County Council would object to the allocation of the site. Further information could be provided regarding the value of the LWS and how its interest would be protected (e.g. by incorporating into public open space and securing long term positive management).</p> <p>Should be designed to include good non-motorised permeability and where possible pass through public open space and green corridors with good natural surveillance.</p> <p>Heritage List should make reference to site of Bramcote Hall and the design landscape that is an un-designated heritage asset.</p> <p>Further detailed transport assessments required.</p> <p>County Council is likely to request developer contribution to provide bus service to serve the development adequately.</p>
Nottinghamshire Campaign to Protect Rural England	<p>Support Allocation -</p> <p>Immediately adjacent to the built up area and either has access to facilities (including schools) or access could be provided relatively easily.</p> <p>Public transport would need to be improved along Coventry Lane.</p>
Beeston and District Civic Society	<p>Support Allocation (in part) –development should not be allowed on the whole of the red line area.</p> <p>Only support development on the land to the North adjacent to Coventry Lane if there are safeguards in place for the canal and trail and steps should be taken to avoid sprawl and merging with Nottingham City boundaries.</p> <p>Land is liable to flooding through poor drainage.</p> <p>North of the site is poorly served by public transport and this should be taken into account.</p>
County Councillor Heptinstall	<p>Support Allocation (in part) – any building in the park should be subject to confirmation by the Secretary of State (would be in favour of a community café in the area). It is necessary to allow some development to provide funding for the school, un-used playing fields could be considered but access from Moor Lane should not be allowed. Access via Bramcote Moor could be problematic. Would also consider site to be vacated by the Bramcote School. Fields adjacent to Moor Lane and running track should only be considered for enhanced sports facilities.</p>
Nottingham City Council	<p>Support Allocation - Sustainability Appraisal, Equalities Impact Assessment and Green Belt assessment not included in consultation.</p> <p>Represents significant contribution to housing requirements of Greater Nottingham as well as those in Broxtowe (set out in the Aligned Core Strategy).</p> <p>Although currently Green Belt it forms a natural sustainable extension to the existing urban area of Greater Nottingham and provides opportunities to enhance Green Infrastructure and wildlife corridors throughout the site and protects Bramcote Park, Stapleford Hill and the Ridgeline.</p> <p>It also has direct access off Coventry Lane.</p>
Broxtowe Borough Council - Environment	<p>Site historically used for football (7 pitches), in recent years usage has reduced. Playing Pitch Strategy identifies that the area from Moor Lane through to Coventry Lane as offering opportunities for a football hub site.</p>

	<p>The reason pitches were not popular was the distance that had to be walked from pitches to changing rooms.</p> <p>Surrounding area is well served for open/green space, additional houses would put increased demand on these facilities some of which are extensively used (e.g. play area and car park at Bramcote Hills park).</p> <p>Three Green Infrastructure corridors within the red line and two that run very close to the proposed area for residential development. Therefore developer contributions to improve and maintain green space close to or within the corridors would be sought.</p> <p>Proposed development abuts Council land at the Nottingham Canal to the north and the landfill site which will transfer to the Council in the near future. Access to these areas (particularly the landfill area) needs to be given careful consideration.</p> <p>Bridleway and public right of way to the east and south of the site are important links and need to be treated as green buffers.</p>
Broxtowe Borough Council – Energy and Sustainability	<p>Key issue of Green Infrastructure is being taken into account and maintaining key wooded/wildlife sites is important. Good buffers needed between housing and corridors, green spaces, public open space, employment space seems good idea.</p> <p>Opportunities to link corridors with paths and cycle routes increases opportunities for sustainable transport and making places people want to live is important to reduce issues with car usage.</p> <p>Local Air Quality in Broxtowe and Greater Nottingham is an issue.</p> <p>Support good cycle/walking routes to the Park and Ride site/tram stops and bus routes is important.</p> <p>Could be opportunity for Broxtowe to plant trees and enhance green corridors.</p> <p>Development of sites should take into account renewables.</p>
Broxtowe Borough Council – Built Environment	<p>No current bus service along Coventry Lane – Crematorium bus stop has no service.</p> <p>Possible historic legislation constraint that no dwellings should be built within 200 yards of a crematorium.</p>
Awsorth Parish Council	<p>Support Allocation – assuming site is available with no overriding planning objections site has good potential to contributing to Boroughs housing need.</p> <p>Concern about housing development at Awsorth. If allocated then the proposed allocation at Awsorth should be re-examined and reduced if necessary.</p>
Awsorth Neighbourhood Plan Steering Group	
Brinsley Parish Council	<p>Support Allocation – Parish Council opposed to all development on Green Belt in Brinsley and protection of heritage and character of village is essential.</p>
Stapleford Town Council	<p>Loss of Green Belt and joining of settlements would result in loss of buffer between Nottingham City and surrounding settlements.</p> <p>Concern about possible increased traffic that would need to utilise Coventry Lane/ Ilkeston Road and loss of green space.</p> <p>Concern about the inclusion of Bramcote Park in the consultation – would make it vulnerable in the future if taken out of the Green Belt.</p> <p>Areas of farm/grazing land within Green Belt should be retained – particularly land off Coventry Lane and Moor Farm.</p> <p>Impact on roads adjacent to Stapleford would cause severe problems to residents of Stapleford in terms of access and egress from main gateways.</p> <p>Concern about Stapleford, Bramcote and Wollaton merging if Green Belt and the Golf Course were to be built on.</p>
Bramcote	<p>Oppose Allocation – Green Belt land which includes undeveloped land with</p>

Neighbourhood Forum	protected status including the park. Reasons for considering site unclear, nothing has changed since Green Belt Review. Map associated with the consultation is flawed and misleading.
The Bramcote School	Support Allocation
Alderman White School	Support Allocation - buildings are in vital need of attention. Buildings are inappropriate for modern day students. Development of the school would transform the Broxtowe community and would provide a fantastic educational environment for pupils as well as a place for the community to hold events or sporting activities.
Site Promoter (s) (Owner / Agent / Developer)	
J McCann (Nottm) Ltd. (West of Coventry Lane)	<p>Support Allocation – Council already concluded that sufficient ‘exceptional circumstances’ exist to warrant a review of Green Belt boundaries to accommodate strategic growth needs.</p> <p>Allocation of Field Farm establishes principle of Green Belt review in this area and acknowledges that the Green Belt is not especially sensitive or immutable in the area south of the railway line.</p> <p>Redrawing the Green Belt boundary to the railway line would support the overall sustainability of the Field Farm development.</p> <p>Any harm resulting from the small reduction of Green Belt would be outweighed by the wider benefits of the development in this main urban area location.</p> <p>The Inspectors Report in the 2000 Local Plan Review identifies the merits of the land North of Stapleford for residential development and supported the exclusion of the land from the Green Belt. The Inspector concluded that – the sites value to the purpose of the Green Belt is marginal and that the Green Belt boundary line should be the railway line.</p> <p>The Bramcote School and College buildings are becoming increasingly unfit for purpose and impose an on-going maintenance liability that is not cost effective and surplus space within the buildings results in operational inefficiencies.</p> <p>Any new school building should be primarily self-funding using the school existing resource.</p> <p>Under Green Belt Policy rebuilding the school would be inappropriate in principle.</p> <p>Bramcote Leisure Centre is dated and it is understood that the Council would like to replace the facility – this may be possible as part of the redevelopment of the site.</p> <p>If the site was removed from the Green Belt and part of the site was allocated for development the most sensitive parts have a range of safeguarding policy layers and statutory protections which will ensure that it would not succumb to any as yet unidentified development.</p> <p>Any loss of playing fields would need to be considered by Sport England under the Playing Fields Directive – however this should not prevent developability in the long term.</p> <p>Together with land off sidings lane there is potential for more comprehensive development with mutual access arrangements off Coventry Lane.</p>
Barton Wilmore on behalf of White Hills Park Federation Trust	Support Allocation – Site is surrounded on three sides by residential uses with good transport links to the wider area. Southern part of the site is considered previously developed and brownfield in nature and is identified as a major developed site in the Green Belt. Land at Coventry Lane is

(East of Coventry Lane)	<p>considered to be greenfield in nature. There are a range of services, facilities and public transport routes within reasonable walking distance demonstrating that it is in a sustainable location for development.</p> <p>No ownership issues, not within flood zone and no other known physical constraint to development.</p> <p>Site is suitable for residential development.</p> <p>Not considered that the site plays an important role in meeting the purposes of the Green Belt, should be released and allocated for development.</p> <p>Development of the site would be delivered as a comprehensive strategic mixed –use development. Acknowledge the development parameters set out in the consultation document and intention would be to deliver:</p> <ul style="list-style-type: none"> • Consolidated and improved educational buildings and facilities; • New and improved access and public transport facilities; • New and enhanced areas of open space and pedestrian/cycle routes for recreation and leisure; • Elderly care homes/ assisted living scheme; • Affordable housing; and • High quality family homes. <p>There are clear defensible Green Belt boundaries which could be used when removing the land from the Green Belt.</p> <p>It is considered that the site is capable of delivering approximately 450 dwellings based on 30 dwellings per hectare (ha) (site is approximately 15ha).</p> <p>Existing school building will be rationalised within the ‘major developed site in the Green Belt’ part of the site and approximately 200 dwellings and other supporting uses (commercial, retail, assisted living) should be attributed to this area. Therefore in total a mixed-use allocation could deliver 600-700 dwellings.</p> <p>Support retaining school access via Moor Lane and identification for access for northern part of the site. However access onto Brian Clough Way (A52) should also be retained to serve this area.</p> <p>Support intention to protect and enhance green infrastructure and wildlife corridors across the site. Commitments are too broad at this stage and could artificially restrict development capacity and deliverability of the site.</p>
Other Developers / Landowners	
Robinson Trust	Oppose Allocation – Site should be freely available and not dependent on other sites, unclear about potential ownership issues.
Nuthall Nottingham LLP and Severn Trust	<p>Oppose Allocation – Main Built up Area requirement in the Core Strategy is a minimum figure. Poor completion rates to-date means that annual completion rate per annum will need to increase six-fold. Sufficient land should be allocated to ensure that multiple sites can be delivered concurrently and provide sufficient flexibility in delivery to respond to any slippages/lapses on specific sites.</p> <p>Broxtowe should be aiming to boost the supply of housing by exceeding the minimum requirement in the MBA.</p> <p>The Council scored the proposed area as ‘more than moderate’ in terms of harm to the Green Belt in terms of the merging of settlements (Bramcote & Stapleford) and recorded it as a key site in safeguarding the countryside from encroachment.</p> <p>The site was recorded as unsuitable for residential development in the Green Belt Review and not deliverable/developable in the 14/15 SHLAA.</p> <p>The site has a historic use as sports pitches and is protected as ‘existing open</p>

	space' in the 2004 Local Plan. The Councils own evidence demonstrates that no part of the site should be allocated for development as it would cause significant harm to the Green Belt.
SSA Planning	Oppose Allocation – Substantial tract of Green Belt land and public open space protected by Broxtowe Local Plan policy RC5. Closer to existing facilities and public transport but unclear how it would be connected in order to be sustainable.
W Westerman Ltd. Bloor Homes Ltd	Oppose Allocation –Green Belt site, no justification for development. Area proposed for development is not previously developed and should be considered separately. Proposed area for residential development is removed from the majority of existing transport links which prevent site from being fully integrated with nearby residential areas and would encourage car use. More information needed as to how an access to Coventry Lane could be achieved without disrupting traffic flow and causing congestion. Development would appear and remain separate from the surrounding residential areas. Views north from Bramcote Hill would be irrevocably altered as development encroaches onto fields. There are likely to be more sustainable and logical areas for Green Belt release which can be better integrated into the existing urban area which would provide better access opportunities.
Public	
Support	
<u>School Re-Development:</u> <ul style="list-style-type: none"> • Current school is dilapidated and inadequate. Current buildings have been standing since the 1950's and the Bramcote School was originally a hospital. • The sale of the land for housing would provide funds to rebuild school facilities that have been underfunded for a considerable amount of time. • Both schools were part of the Building Schools for the Future project and near to the top of the next tranche when the funding stream from the Government was pulled. • Without the sale of the land there is no further funding available for the school to re-develop - needed to increase school places. • A new school would mean a new lease of life for Bramcote and the surrounding areas – local children deserve the right to be educated in a safe environment that the new school would provide. We should be investing in our future generations. • New fit-for-purpose school would be highly welcomed. Redevelopment could benefit whole community and allow the school to become rooted in the community. Local community needs a secondary school that is fit-for purpose. • Would support development of some of the school playing fields if this was off-set with public open space elsewhere for everyone to use. • The redevelopment of the school would improve the aesthetic of the ridge line by removing the current school and including a wildlife corridor • The fields are available and could be developed in a relatively short time period generating funds for the new school building project. • School should be re-developed on the existing footprint of the Bramcote Hills Comp as there is sufficient land where the lower school was demolished. <u>Leisure Centre:</u> <ul style="list-style-type: none"> • New leisure centre should be provided on the former tip part of the site with access from Coventry Lane • Would be disappointed if the leisure centre were to be moved to another site 	

Open Space:

- Area proposed for housing has minimal wildlife value and is underutilised for recreation. 'Dead Area' inaccessible to the public serving no useful purpose which would make an ideal site for housing.
- Council should clarify the point that the park is not going to be developed as this would have a big impact on public opinion.
- Strip of land adjacent to Moor Lane (approximately 40 yards wide) should be retained as protected open space with trees and grass meadow areas.
- Other green space should be created within the proposed housing areas.
- Improvement of the Park and woodland would be welcome if it ensures that it is available for the community in the future.
- Preserve green space and enhance the local area.
- Don't mind the playing fields being built on provided that it is off-set with green space elsewhere on the site – potentially where Park School stands when it is demolished.
- Substantial play park should be incorporated into the estate with play equipment and playing fields.
- Development would not have a negative impact on the green space but would enhance it.
- Playing fields have not been used by the school for years.

Housing:

- Retirement complex on part of the site could allow people to stay in the area and free up larger houses for families.
- More housing in the area is needed. More houses will allow first time buyers to get onto the property market.

Traffic/Transport:

- Improvements needed along Coventry Lane for cyclists and pedestrians to cross safely - New Larger central reservation / better / more options to cross.
- Coventry Lane cannot cope with the extra traffic from all of the planned developments and there will be a knock-on impact on the surrounding roads.
- Too much traffic on Moor Road and Bramcote Hills estates using the area as a cut through to the school – more development would increase traffic and would impact on safety of children.

Other Issues:

- Unclear what area for 'future development' is intended for.
- Capacity of the school and local resources should reflect the increase in population
- 300 houses excessive.
- Support development on the playing fields off Coventry Lane providing that the old golf course is not developed.
- New school buildings should be environmentally friendly
- Decision should not be delayed as this could impact on the ability of the school to provide new facilities as the existing schools are fast coming to the end of their life.
- Concern that removing the whole of the area for development will allow building on the park in the future
- Doctors facilities in the area inadequate.

Object

11 Objectors specifically stated that they would not oppose the development off Coventry Lane (i.e. that proposed) providing no development was to take place on the park.

Green Belt:

- There should be no development on the Green Belt – It is a 'quick fix' solution.
- Selling off Green Belt for housing is wrong.
- Development will create urban sprawl
- Concern that if entire area is removed from the Green Belt it will leave it all vulnerable to be built on in the future; other protections may also be removed.

- If land is allocated for development within parcels of the site then the remaining area should be retained as Green Belt.

Natural Environment & Open Space:

- Green Flag park should not be developed, acts as a tourist attraction and is used as recreational space by local residents. Would harm an area of outstanding natural beauty.
- Council should be protecting the environment, recreation space needed especially when population obese.
- Recreation area needed for the wellbeing of the existing population.
- Loss of established children's area with play equipment.
- Concern about the loss of local nature reserve, habitat, wildlife corridors, woodland and trees – could have negative impact on biodiversity and rare/protected plants and animals (including bats, badgers and newts).
- Playing field although not currently used will be needed when school expands.
- Forms part of a wildlife corridor which runs from Wollaton Park along Bramcote Ride and along the canal towards Erewash.
- Open space needed to reduce carbon footprint to absorb CO₂
- Broxtowe densely populated and needs its green spaces. Increase in people as a result of new housing will make open spaces even more necessary.
- There is no other green space within walking distance of Bramcote Hills
- Important to keep local communities separate and identifiable – open space should be used to do this.
- Area Well used by local sports clubs (Cricket and Archery)
- Park has historical importance.
- Outdoor recreational facilities for the school and community to complement leisure centre.
- If school don't need playing fields it should be given back to Council for maintenance.
- Development would spoil natural or existing contours.

Traffic and Transport:

- Road access a concern, increased traffic may cause safety issues
- Will increase congestion and traffic on surrounding roads and will have an impact on air pollution.
- Mini-roundabout at bottom of Coventry Lane is already at capacity
- Moor Lane is already an issue as it has no footpath which makes crossing difficult for pedestrians (particularly school children trying to get to school).
- Moor Lane is also difficult to navigate for local residents because of parking issues caused by parents and children walking in the road – more houses will make this worse.
- Safe access for children walking to school from all directions is important.
- Concern about increase in speeding cars and large lorries cutting through existing residential streets to avoid congestion and to turn back onto the A52.
- Bus lanes on the A52 should be removed to increase the capacity of the roads as the buses are too expensive for people to use and the lanes are underutilised which is causing pollution problems.
- Number of cars driving on the Bridle Path north of Moor Lane will increase and this puts pedestrians and other users at risk – car use along here should be restricted.
- Ministry of Transport previously said there should be no more access off Coventry Lane.

Existing Facilities:

- Pressure on existing facilities e.g. GP surgeries/health care facilities – already at capacity. Can take weeks to get an appointment at local GP surgery others locally will not take on more patients.
- Local schools have a waiting list and won't be able to cope with new children from the new houses
- If new residents shop at Bramcote Lane shops it will increase the risk from cars to the elderly and children.

- Bramcote Leisure centre could not cope with an influx of new residents.

Flooding:

- There is a high water-table in the area and the fields flood in the winter – concern that the flooding may happen elsewhere if the fields are built on.
- Fields act as a flood zone for neighbouring houses.
- Existing footpath running adjacent to playing field often flooded making it difficult for children to walk to school.

Type of Housing proposed:

- Concern that housing will be for immigrants or people on benefits.
- Housing won't be for first time buyers or social housing as if similar to new houses off Woodhouse Way Strelley – cheapest costs £197,000
- Redevelopment of the leisure centre could include a retirement complex.

School:

- Park school should be redeveloped back into a school.
- Federation should build on playing fields at Alderman White school that are not in the Green Belt.
- School should be forced to find funding another way – they only want funding now that they are an Academy.
- Bramcote Hills Primary is already oversubscribed
- School should be re-built on playing fields (with access from Coventry Lane) and the existing school area could be re-developed for housing (with access off Moor Road).
- Concern about changes to school catchment.

Other Issues:

- Concern about impact on local house prices particularly those that have views over the area – it will mean that Bramcote is a less desirable place to live.
- Council should wait until Bramcote Neighbourhood Forum is able to contribute.
- Concern about crime and anti-social behaviour from new residents. 'New Estate' in Wollaton Vale has reputation for crime and anti-social behaviour and new development near there could exacerbate the issue.
- Site is too close to existing social housing estates.
- Bramcote is already too densely developed/populated
- New residents would be reliant on car as a means of transport due to a lack of public transport service locally.
- Brownfield sites should be used before Greenfield.
- Land is in public ownership and should remain as such.
- Development conflicts with structure plan, local plan and unitary development plan, is contrary to government guidance and does not comply with the council's informal policy guidance. Development is contrary to previous inspectors view in appeal decision.
- Threat to geological features and could destroy archaeological remains or monuments.
- Nearby Field Farm development will have a negative impact upon Bramcote and this will make situation worse.
- Development sites should be considered where there is an abundance of green space so it doesn't matter if some is lost.
- Development would impact upon the character of the existing area.
- Reduced areas of proposed sites should be considered.
- Concern about disruption when development takes place.
- Land off Moor Lane adjacent to A52 least damaging development option for housing.
- Council should challenge government housing targets for the area as they are unrealistic.
- Concern about the loss of good agricultural farm land.

Chetwynd:	
Commentator Name (Commentator ID)	Summary of Comments
Statutory Consultees and Interest Groups	
Natural England	Sites lies within the Impact Risk Zone (IRZ) buffer for Attenborough Gravel Pits (SSSI) and would trigger consultation with Natural England is respect of any residential proposals in excess of 100 dwellings because of potential impact on the SSSI. Welcome significant opportunities for Green Infrastructure (GI) that the site offers and the ability to provide good links through the area up to the existing GI and local wildlife sites and provide local alternatives to Attenborough which is a honeypot site. Attenborough is notified for birds which are affected by water quality and water levels, any potential increase in visitor numbers would need to be given consideration.
Historic England	Not clear how heritage assets and their setting have been considered as part of the assessment of the sites and recommend that a site selection methodology in relation to historic assets is used to make the process sound.
Sport England	Support Allocation - Lack of reference to playing pitch strategy and the recommendations and actions with regards to the existing playing field on the site.
Health and Safety Executive (HSE)	No comments to make.
Severn Trent	Medium impact (based on 800 dwellings). Provided surface water from the site is managed sustainably and any existing impermeable area connected to the foul sewers is removed then not envisaged to have significant impact on the performance of sewerage system. More detailed sewerage modelling will be required once sewer connection points have been determined due to potential impact on the downstream Attenborough sewage pumping station which has limited spare capacity. Should modelling work indicate the need for off-site capacity upgrades these are not expected to be significant.
The Coal Authority	No specific comments to make. Site is not located within the defined 'Development High Risk Area' and therefore is not affected by coal mining legacy.
HS2 Growth Ltd	Government consultation responses to 'initial preferred route' still under consideration and therefore may still be subject to change. Therefore would not like to make site specific comments other than; site is approximately 1km from line of route but 278m from Tram Park and Ride and noted that this links to potential HS2 station.
Nottinghamshire Campaign to Protect Rural England	Support Allocation – brownfield site surrounded by built up areas well connected to public transport and facilities.
Greasley and District Civic Society	Support Allocation -the area is a land resource.
Beeston & District Civic Society	Support Allocation – suitable for development as already mixed use and surrounded by already developed land. Areas and buildings within the site need safeguarding and protection – important historical connections including; Listed

	Memorial, original workshop and other important buildings such as the chapel and early military buildings.
Derbyshire County Council	<p>Support Allocation – Located in very sustainable location within the urban area between Toton and Chilwell in a well-established large surrounding residential area.</p> <p>Well located to take advantage of the recently opened NET extension and proposed HS2 station both of which area a short distance away.</p> <p>Development of the site is unlikely to have any significant implications for housing delivery in nearby Erewash Borough Council and Long Eaton particularly.</p> <p>Erewash Borough Council has no housing allocations in Long Eaton and has only one allocation in Stanton.</p> <p>Distance between Chetwynd and Stanton is unlikely to raise any significant delivery or viability concerns for Stanton.</p>
Nottinghamshire County Council	<p>A coal Minerals Safeguarding Area/Minerals Consultation Area covers the southern part of the site. There it is important to avoid the needless sterilisation of economically important mineral reserves and to ensure that development would not pose a serious hindrance to future extraction. Where there is need for non-minerals development prior extraction should be sought where practicable.</p> <p>Need to provide good access to health and social facilities – for Chetwynd Barracks many of the health indicators are similar or no better than the England average.</p> <p>Existing mature vegetation on site should be retained and incorporated into the development where possible. Hobgoblin Wood and adjacent Local Wildlife Site (LWS) are to be retained which is welcomed. Opportunities for significant Green Infrastructure improvement should be pursued.</p> <p>Should be designed to include good non-motorised permeability and where possible pass through public open space and green corridors with good natural surveillance. Bridleway network in Broxtowe is segmented and north-south bridleway through site would be an excellent addition to the network.</p> <p>Further detailed transport assessments required.</p> <p>County Council is likely to request developer contribution to provide bus service and a bus stop to serve the development adequately including penetrating into the site to ensure that all new residents have access to quality public transport and infrastructure.</p>
Nottingham City Council	<p>Support Allocation - Sustainability Appraisal, Equalities Impact Assessment and Green Belt assessment not included in consultation.</p> <p>Represents significant contribution to housing requirements of Greater Nottingham as well as those in Broxtowe (set out in the Aligned Core Strategy).</p> <p>Located with the existing built up area of Greater Nottingham and is brownfield.</p> <p>Proposals further Core Strategies approach in terms of urban concentration with regeneration.</p>
Erewash Borough Council	Support Allocation –importance of constraining the scale of retail to that of a ‘small neighbourhood centre’ (as proposed) cannot be

	<p>understated. The vitality and viability of existing local centres such as Stapleford and Sandiacre will rely on the supply of retail within the development being proportionate to the need of the incumbent population and sensitive to the existing hierarchy of retail centres across the wider area.</p> <p>Future proposals should utilise existing and, where necessary, accommodate new public transport options to minimise wider and longer term private car use.</p> <p>Support provision of Green Infrastructure including link to Strategic Location for Growth.</p>
Broxtowe Borough Council - Environment	<p>Support Allocation – Would like to see development take place similarly to previous MOD development where building work takes place around protected green spaces.</p> <p>Major issue with the site is who would become responsible for areas such as Hobgoblin Wood, the open space in the south/east corner, the memorial and formal gardens etc.</p> <p>Hobgoblin wood currently has limited access and future access to the woodland would need careful management – should consult with the Woodland Trust and Nottinghamshire Wildlife Trust on this.</p> <p>‘Retain local wildlife site’ is misleading as is now an extension to Chilwell cemetery and grazing land.</p> <p>Open space to the south/east has three football pitches and a cricket outfield with a pavilion. It would make a natural link to our existing open space at Chetwynd Road with a natural green corridor leading to it.</p> <p>The football pitches are used by Toton Tigers and the playing pitch strategy highlights the opportunities of a 3G football turf pitch on the site.</p> <p>Given number of houses proposed there is a need to retain the sports facilities and look to enhance a sports facility which has been maintained to a high standard.</p> <p>There is a main Green Infrastructure Corridor to the north of the site which provides access into the open countryside and the tram network. Would not be looking for off-site open space contributions at this site, with the emphasis being on retaining, improving and enhancing existing on-site.</p> <p>Key issue is who will fund the maintenance of the retained green spaces.</p>
Broxtowe Borough Council – Energy and Sustainability	<p>Key issue of Green Infrastructure is being taken into account and maintaining key wooded/wildlife sites is important. Good buffers needed between housing and corridors, green spaces, public open space, employment space seems good idea.</p> <p>Opportunities to link corridors with paths and cycle routes increases opportunities for sustainable transport and making places people want to live is important to reduce issues with car usage.</p> <p>Local Air Quality in Broxtowe and Greater Nottingham is an issue. Support good cycle/walking routes to the Park and Ride site/tram stops and bus routes is important.</p> <p>Could be opportunity for Broxtowe to plant trees and enhance green corridors.</p> <p>Development of sites should take into account renewables.</p>

Awsorth Parish Council	Support Allocation – assuming site is available with no overriding planning objections site has good potential to contributing to Boroughs housing need. Concern about housing development at Awsorth. If allocated then the proposed allocation at Awsorth should be re-examined and reduced if necessary.
Awsorth Neighbourhood Plan Steering Group	
Brinsley Parish Council	Support Allocation - large brownfield site, close proximity to the city and strategic location for growth. Should lift the treat of development from greenbelt sites in rural locations such as Brinsley. The 'up to' figure for Brinsley can no longer be justified. Parish Council opposed to all development on Green Belt in Brinsley and protection of heritage and character of village is essential.
Emerging Toton & Chilwell Neighbourhood Forum	Support Allocation – no more than 800 houses should be provided. Vision for the area as a garden village Green space within the site is vital Urban woodland should be considered – possible extension to Hobgoblin Wood. Green Corridor should be established to link Chetwynd Road recreation ground , memorial/formal gardens, Hobgoblin Wood and through to the green corridor south of the tramline at Toton Lane. Commercial development should be kept to a minimum (ideally avoided) given the amount in the Strategic Location for Growth. Neighbourhood Centre (opposite Tesco on Swiney Way) should provide a 'heart'/sense of place for local community.
Site Promoter (s) (Owner / Agent / Developer)	
Defence Infrastructure Organisation – part of the MOD	Support Allocation - 75.5ha brownfield site. Large number of building and associated infrastructure within the site together with open space and significant number of mature trees. Western part of the site is less densely developed and consists of extensive areas of grassland. Site is surrounded by residential areas, a supermarket and business park. Site is within urban area of Chilwell and is previously developed. Site has potential to accommodate a greater number of dwellings then suggested by initial estimate and could provide a significant number of those over the plan period. Existing and projected transport infrastructure located in proximity to the site provides justification for a higher density development. Limiting the size of the site to 800 dwellings would, given the size of the site, mean a density far lower then expected for new development within the borough (based on 2004 LP targets). Propose a revised target of minimum of 1500 dwellings. Site is well connected to strategic road network (M1 and A52) and close to existing and proposed public transport (including proposed HS2 railway station). Designated open space within the site will be retained and additional open spaces could be provided. Will seek to retain mature trees on site where possible. Hobgoblin wood would be retained and recognise the sensitivity

	<p>of the memorial garden.</p> <p>Support inclusion of employment uses to replace employment that will be lost when the site is vacated and will create new employment opportunities.</p> <p>Sufficient retail will be provided on-site to meet need of new residents and local community and support location of this towards existing retail at the south of the site.</p> <p>Object to wording that specifies ‘small <i>scale neighbourhood centre</i>’ and would support ‘<i>retail hub suitable to support the future residential community including convenience and comparison goods</i>’.</p> <p>Will ensure that Listed Memorial and adjacent memorial gardens are protected and made publically accessible and would suggest changes to wording on map to show ‘<i>area of cultural heritage significance</i>’ and would suggest that the words ‘seek to’ are added in before the word ‘enhance’.</p> <p>MOD does not control all of the land within the site and wishes to retain an area of land and buildings off Swiney Way – these should be removed from the site boundary or should be shown in an alternative colour.</p> <p>Link through land (outside the MOD control) to the open space network / tram connection to the north of the site is an aspiration but it may not be possible in the short term due to land ownership complexities.</p> <p>Area of land (outside of site) to north and west of existing dwellings on Northfield Crescent could provide an opportunity to achieve the desired connections.</p> <p>For the Councils allocation document we would suggest the following wording for the allocation:</p> <ul style="list-style-type: none"> • A minimum of 1,500 dwellings with a range of dwelling types and densities. • Significant provision of Green Infrastructure within the site linking to Green Infrastructure required as part of the Strategic location for Growth (SLG). Retain and enhance wildlife corridors including Hobgoblin Wood, possibility of making ‘restricted access’ sport pitch publically accessible. • Employment development – links to potential HS2 station and associated employment in the SLG. • Promote a retail hub suitable to support the future residential community including convenience and comparison goods, could be most appropriately accommodated near to the existing Tesco Extra retail store. • Seek to enhance the Listed Memorial and adjacent memorial gardens – make publically accessible.
Other Developers / Landowners	
Nuthall Nottingham LLP and Severn Trust	<p>Support Allocation -for residential led development - Main Built up Area requirement in the Core Strategy is a minimum figure.</p> <p>Poor completion rates to-date means that annual completion rate per annum will need to increase six-fold. Sufficient land should be allocated to ensure that multiple sites can be delivered concurrently and provide sufficient flexibility in delivery to respond to any slippages/lapses on specific sites.</p>

	<p>Broxtowe should be aiming to boost the supply of housing by exceeding the minimum requirement in the MBA.</p> <p>Site is previously developed within the urban area of Chilwell with access to local facilities, services and public transport (including HS2).</p> <p>It is important that allocation provides a realistic trajectory for delivery. Site cannot be released until 2020 at the earliest and unlikely that planning applications will be submitted/ determined until post 2020. Land release could take a year to conclude and the brownfield status of the site will mean that there will need to be a period of site clearance and potential remediation before any dwellings can be built/ completed.</p> <p>Possible that dwelling completions will not occur until mid-2020s and, no more than 300 dwellings should be assumed to be delivered during the plan period (based on 100 dwellings per year with two house builders – each delivering 50 dwellings a year). Council's trajectory should err on the side of caution to ensure sufficient land is allocated to provide flexibility to ensure that housing needs are met throughout the plan period.</p> <p>Green Belt will need to be released to meet the needs in the interim.</p>
J McCann (Nottm) Ltd	<p>Support Allocation – Allocation of the previously developed site makes sense but should not be at the expense of other deliverable sites within the borough.</p> <p>Government announcement to release site was made under different administration and not clear how emerging defence needs might alter in the future.</p> <p>Intention was for full consultation on the closure of the site and this has not yet taken place.</p> <p>Unclear when the site would be made available for delivery of development.</p> <p>Infrastructure needs have not been assessed and no constraint information (e.g. contamination and remediation) available.</p> <p>Should not be too optimistic about delivery timescale.</p> <p>It may be possible to deliver about half of the site before the end of the plan period but it should not be assumed that the site can deliver in totality.</p>
Robinson Trust	<p>Support Allocation – site is sustainable but lack of availability is a constraint.</p> <p>The site should not be relied upon to fulfil the boroughs housing land requirement at the current time.</p> <p>It is unlikely that the site will be delivering houses until the very end of the plan period (nothing before 2026).</p>
Peveril Homes Limited & UKPP (Toton) Limited	Support Allocation –
SSA Planning	Sustainable urban land close to existing facilities and public transport.
W Westerman Ltd.	<p>Oppose Allocation – Site is only identified for 'potential' release in Ministerial Statement and states availability as 'not before 2020'.</p> <p>There is still significant uncertainty regarding when the site will be released including phasing.</p> <p>Proposed Neighbourhood centre should not negatively impact on congestion at the junction with Swiney Way, Stapleford Lane and</p>
Bloor Homes Ltd	

	<p>Banks Road.</p> <p>Difficult to see how employment and green infrastructure link with the Strategic Location for Growth could be achieved.</p> <p>Employment is more likely to be in the form of a standalone business park albeit within proximity to the HS2 station.</p> <p>Site should not be included in housing or employment land availability until certain the site will come forward and until specific timescales have been identified.</p>
Public	
Support - Of those that support the development 44 specifically mentioned Brinsley as a location that could benefit from a reduction in numbers as a result of the development.	
<ul style="list-style-type: none"> Chetwynd Barracks should be developed so as to reduce the need to use Green Belt land elsewhere in the borough. As a brownfield site it already has some infrastructure in place Previously developed site suitable for re-development <p><u>Traffic / Transport:</u></p> <ul style="list-style-type: none"> Opening the site via Chetwynd Road into Chilwell Village would be desirable – would facilitate other traffic movements around the area. Road accesses direct into the Tram Park and Ride and onwards to Bardills Roundabout should be provided – this will ease congestion on Toton/Stapleford Lane. Whole of new development should not have access through Field Lane (small; proportion would be acceptable) – concern regarding the existing tranquil roads becoming rat runs. Site road should connect from Toton/Stapleford Lane (at the north next to the Tram Park and Ride) down through to Tesco and Retail Park in Chilwell. Excellent infrastructure links to the M1 and the tram. Off Street parking should be provided at the new houses. <p><u>Facilities:</u></p> <ul style="list-style-type: none"> Existing shooting range could be offered to local shooting clubs – potentially also archery Sport facilities on the site should be retained and made available for the public. Should be developed as first class residential site with excellent sports facilities. Site has good access to existing established facilities such as school, GP's and Tesco. Medical facilities (specifically a Doctors surgery) required due to lack of resources at existing local facilities. Need to increase the number of school places for all age groups in the surrounding area. <p><u>Heritage:</u></p> <ul style="list-style-type: none"> The memorial should be kept in place and everything should be built around it so that people can still visit it. Chetwynd House is unlisted but should be protected as it is an unusual building. <p><u>Open Space and Natural Environment:</u></p> <ul style="list-style-type: none"> Estate will need good size Play Park and good access to surrounding countryside. <p><u>Housing:</u></p> <ul style="list-style-type: none"> Dwellings already on the site Houses will be affordable due to the location. Affordable properties should be provided and not the big houses that developer want – that way more houses can be built. There should be an increase in the number of dwellings proposed for the site and a reduction in the commercial element. <p><u>Other Issues:</u></p> <ul style="list-style-type: none"> Re-development should be limited to the parts of the site that have already been built upon (buildings and car parks). A lower number of dwellings might be more suitable. Should not try and squash houses in to cover every available space – would rather build on 	

<p>Green Belt and spread them about with plenty of open space.</p> <ul style="list-style-type: none"> • Site will provide considerable commercial benefits. • Site is not known for flooding • Should be building on brownfield before agricultural land. • Easier to connect site to utilities • Amenities should be provided prior to other development to ensure that they are delivered.
<p>Object - 2 respondents objected but then supported developing the site instead of sites in Brinsley</p>
<p><u>Traffic / Transport:</u></p> <ul style="list-style-type: none"> • No frequent bus transport • Roads needs to be fixed • Existing development at Toton and this one would put too much strain on local infrastructure • Stapleford Lane unable to cope with additional traffic • Traffic impact on Bardills Roundabout will affect surrounding area • Traffic on surrounding roads increasing due to the Tram development. • Traffic analysis including impact of the tram should be undertaken to determine maximum capacity of Bardills. • Tram Park and Ride site should be extended and additional parking sites along the route should be provided. • Site could be accessed directly from A52 via a roundabout east of Bardills. <p><u>Facilities:</u></p> <ul style="list-style-type: none"> • Not enough school places at present – no mention of building new schools <p><u>Open Space and Natural Environment:</u></p> <ul style="list-style-type: none"> • Woods and unspoilt areas within site should be protected • Impact on wildlife habitat – particularly with relation to Hobgoblin Wood. • Hobgoblin Wood has been misrepresented and not shown in totality. • Need to preserve mature trees on site. <p><u>Delivery:</u></p> <ul style="list-style-type: none"> • Lack of information regarding timescales, land availability, land contamination and other constraints from the MOD. • We should delay allocation of the site until the next Core Strategy in 15 years' time - this is additional development which is a waste of land resource. • Development won't contribute to the 5 year land supply until the end of the period when other developments will ensure that we have one. <p><u>Other Issues:</u></p> <ul style="list-style-type: none"> • Local Residents not being listened to • Land in between Penrhyn Crescent, Field Lane and Field Close adjacent to Hobgoblin wood is unsuitable for development. • Concern over design of new houses being unsympathetic to adjacent properties causing over-shadowing, loss of privacy and light and a devaluation of existing house prices. • Should wait for the Neighbourhood Forum to take decisions. • Concern about damage to adjacent buildings by trees on boundary of site. • Site should have maximum density of 25 dwellings/ha in keeping with existing area. • 3ha of employment space should be provided alongside 6ha of community infrastructure

Nuthall:	
Commentator Name (Commentator ID)	Summary of Comments
Statutory Consultees and Interest Groups	
Natural England	<p>Adjacent to Sellers Wood SSSI and within its Impact Risk Zone (IRZ) buffer. Site also lies within the IRZ buffer for Bulwell Wood. Both sites are notified for their woodland habitat.</p> <p>This sites allocation would directly affect Sellers Wood which is already used by the public and dog-walkers. The site is narrow and further dwellings adjacent to it would be a concern. The development site has capacity for development and Green Infrastructure (GI) and we would welcome moving the GI so that it is closest to the SSSI and positioning dwellings furthest away. We would welcome opportunities for more woodland as part of the green space opportunities to link between Sellers Wood and Bulwell Wood which would reduce woodland fragmentation and provide links between existing woodland habitats.</p>
Historic England	Not clear how heritage assets and their setting have been considered as part of the assessment of the sites and recommend that a site selection methodology in relation to historic assets is used to make the process sound.
Health and Safety Executive (HSE)	No comments to make.
Severn Trent	Low impact (based on 120 dwellings). Provided surface water from the site is managed sustainably the additional foul only flows are not envisaged to have an adverse impact on downstream sewer capacity.
The Coal Authority	No specific comments to make. Site is not located within the defined 'Development High Risk Area' and therefore is not affected by coal mining legacy.
HS2 Growth Ltd	Government consultation responses to 'initial preferred route' still under consideration and therefore may still be subject to change. Therefore would not like to make site specific comments other than; area for residential development and adjoining new public green space are either adjacent to, or directly impacted by proposed line of route.
Nottinghamshire Wildlife Trust	<p>Oppose Allocation - The site is within 50m of Sellers Wood. As well as being a Site of Special Scientific Interest (SSSI) and Local Wildlife Site (LWS), Nottinghamshire Wildlife Trust (NWT) manages the land as a nature reserve. The site is also designated as a Local Nature Reserve (LNR). Sellers Wood covers almost 15ha and, although woodland is the main habitat type present, there are small but significant patches of open water, scrub and remnant grassland.</p> <p>Potential impacts on the designated feature of the SSSI, notified as a <i>"fine example of broad-leaved semi-natural woodland and is of Regional importance"</i> (source: SSSI Citation) will need to be considered in detail.</p> <p>A residential development in this sensitive location could have construction stage impacts (often short or medium-term, some of which may be permanent but others are temporary and reversible) and 'operational' stage impacts on Sellers Wood. The latter are more likely to be long-term and permanent, arising due to land-use change and occurring upon occupation of the new dwellings. We are</p>

	<p>concerned about the following impacts:</p> <p>Damage to or long-term degradation of the ancient woodland ground flora, which is particularly sensitive to pressures such as increased recreational disturbance (visitor pressure) by trampling, illegal picking of flowers, nutrient enrichment and introduction of non-native plant species, either accidentally (garden 'escapes') or by deliberate planting. We are concerned that impacts on ground flora could increase once an additional 120 households are occupied in such close proximity to the site.</p> <p>Trees may be impacted by compacting of the soil around tree roots. This could be a problem if the development is not adequately set back (buffered) from the wood and could also result from introduction of new infrastructure or by increased public use of the woods post-construction (trampling, bike and illegal motorbike use etc).</p> <p>Introduction of artificial lighting to the currently unlit northernmost part of the wood could have adverse impacts on bats and birds. The introduction of new artificial light sources can cause changes to behavioural patterns in birds, effecting feeding (particularly in nocturnal feeding species) and breeding, in turn impacting upon reproductive success and survival. For instance, such effects have been observed in robins. Some bat species, often the more uncommon broad-winged and low flying species are deterred by artificial lighting and if not installed sensitively it may directly impact upon roosts. Like with birds, increased lighting may disrupt behaviour in relation to feeding, for instance by changing distribution of insect prey and/ or by altering bats use of 'commuting' corridors. Illumination at or near to the roost may delay emergence, reducing foraging time and in turn impacting upon reproductive success etc or in severe cases lead to abandonment of roosts.</p> <p>Increased noise disturbance, particularly from construction activities and in the long-term from increased road traffic. Increased noise can affect wildlife. For instance, the feeding behaviour of birds can be harmed as noise can mask contact calls with chicks, in turn reducing breeding success.</p> <p>Increase in human disturbance, which will include damaging activities like fly-tipping, erosion of footpaths and disturbance from increased use of bikes and motorbikes on site, vandalism (of trees and existing infrastructure such as benches). NWT already has problems with off-road vehicle use on site and we would not want such problems to become worse.</p> <p>An increase in the number of domestic pets in the wood will have an impact on wildlife. About 17% of UK homes own a cat (source pfma) and cats are a significant predator on wildlife. The inevitable increase in the local cat population will impact on bird, small mammal, reptile and amphibian populations. Research as shown that cats will roam distances of upto 3 miles (5km).</p>
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	<p>Habitat fragmentation/ loss of connectivity we wish to highlight that the vehicle access will sever an existing LWS which is a wildlife corridor. Wildlife will find it more difficult to move between Sellers Wood SSSI and nearby Bulwell Wood SSSI to the north.</p> <p>Changing the water table or drainage may adversely impact on the ancient woodland. This could affect vegetation (i.e. tree, shrub or ground flora), including ancient woodland indicator species such as giant bellflower, early purple orchid and yellow archangel. Parts of the site that are already wet (e.g pond) may become wetter (or drier), adversely affecting the site's ecology. This may also affect the existing informal paths, making them wetter and muddy, causing us problems in relation to visitor access/ maintenance.</p> <p>Increasing the amount of pollution, including dust, particularly during the construction phase could be a problem. Dust can smother plants, reducing photosynthesis and has the potential to enrich soil nutrient levels or contaminate land, effecting tree, shrub and ground flora.</p> <p>Changing the landscape character of the area.</p> <p>We are also concerned about the in-combination/ cumulative ecological effect of the development when considering recent approved developments nearby in the Nottingham City and Ashfield District Council areas (in particular the Rolls-Royce/ Hucknall Airfield development).</p> <p>Ancient woodland is an irreplaceable habitat.</p> <p>We are of the view that there are less ecologically-damaging alternative sites which should be taken forward instead of this one which has the potential to damage and degrade a site of national importance and which has other policy constraints (e.g. Green Belt) associated with it.</p> <p>If the site is allocated for development, we would recommend consideration of the following:</p> <p>A full ecological impact assessment should be carried out, following Chartered Institute of Ecology and Environmental Management (CIEEM) guidelines. This should identify potential construction and long term impacts on Sellers Wood, putting forward suitable mitigation or compensation proposals.</p> <p>As well as Natural England in relation to the SSSI, The Forestry Commission is a non-statutory consultee on developments in or within 500m of ancient woodland (paragraphs 021 and 022 of http://planningguidance.communities.gov.uk/blog/guidance/natural-environment/biodiversity-ecosystems-and-green-infrastructure/).</p> <p>As indicated on the plan, a buffer should be created adjacent to Sellers Wood. Guidance (Standing Advice 'Ancient woodland and veteran trees: protecting them from development') states that a</p>
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	<p>buffer zone should be 'at least 15m wide' but as this is such an important site we think the buffer should be much wider. We suggest any buffer should be at least 50m wide.</p> <p>Green Infrastructure should comprise predominantly new native woodland to buffer physical impacts on the SSSI, to provide alternative recreational and dog walking areas and to improve connectivity between Sellers Wood, Bulwell Wood and other woodlands in the local area. This would also help work towards the Lawton approach as set out in the 'Making Space for Nature' Report in relation to creating 'bigger, better and more connected' wildlife sites. The NPPF also puts forward a strong argument in relation to protection of ecological networks, promoting their preservation, restoration and re-creation as a guiding principal. The positioning of the large area of 'public green space' as shown on the plan does make sense as it connects New Farm Wood and Sellers Wood and it would be favourable if a continuous tree canopy could be established between the two woodlands.</p> <p>As suggested above, we would like to see new public green space being heavily planted with native, local origin shrubs, with a large component of thorny species (particularly within the Sellers Wood buffer area). The aim of including the thorny species element is to stop multiple informal access points forming along the boundary of Sellers Wood. We think it is vitally important to manage visitor pressure, particularly for routine dog walking, because people will go to the nearest accessible area for their daily walks and, over time, a new network of unofficial paths would result from people taking such short cuts. For this reason, we would need the whole adjacent boundary to be secured effectively, both through fencing and planting, except where there are any formal access points. The formation of new networks of paths (by people creating shortcuts from the residential area through the woodland boundary) is potentially damaging to the woodland ecology by trampling and disturbance to nesting birds, reptiles, amphibians and mammals.</p> <p>Careful boundary treatment with Sellers Wood is required. Any buffer would need to be made inaccessible as to prevent garden waste tipping etc into the wood, which is otherwise inevitable where gardens are close to the edges of woods. Fencing and kissing gates at any formal access points would be required. It is likely that existing paths would need to be upgraded to cope with additional visitor pressure and additional habitat works within the wood would be required to block access to sensitive areas, channelling visitors to less sensitive parts of the site.</p>
Nottinghamshire Campaign to Protect Rural England	<p>Oppose Allocation – 100% Green Belt in an area that is critical to achieving the aims of the Green Belt – preventing sprawl, coalescence and encroachment into the countryside.</p> <p>Site is not well connected to public transport of facilities.</p>
Nottinghamshire County Council	<p>Oppose Allocation - Need to provide good access to health and social facilities – in Nuthall many of the health indicators are worse than the England average with all-cause death aged under 65 and 75 both being statistically worse than the England average and therefore</p>

	<p>improvements are particularly important.</p> <p>Serious concerns regarding Sellers Wood SSSI would be abutted by new development (approx. 630m). Buffer indicated by no suggestion of how broad this would be. Development would have a serious urbanising effect on a site that is of regional importance for wildlife. Concern regarding increased public access pressure, potential for fly-tipping of garden waste, predation of wildlife by pets, general disturbance by noise and artificial lighting, potential air quality impacts etc. Development also restricts opportunities for woodland expansion/linking and may compound the effects of HS2. County Council would object to the allocation of this site.</p> <p>List of heritage constraints should include the site of the Grade II listed Blenheim Farm (within the city of Nottingham). Allocation would also be in an area associated with early coal mining, for which there are a number of records close by showing on the Nottinghamshire Historic Environment Record.</p> <p>Further detailed transport assessments required.</p> <p>County Council is likely to request developer contribution to provide bus service and bus stop to serve the development adequately.</p>
Nottingham City Council	<p>Oppose Allocation - In the joint assessment carried out by Nottingham City and Broxtowe the site performs very well in Green Belt terms. Development would involve encroaching across the existing defensible boundary that is formed by the disused railway line and Blenheim Industrial Estate and there is no obvious new defensible boundary.</p> <p>The site lies immediately adjacent to a SSSI, Local Nature Reserve and Ancient Semi-Natural. It is ancient woodland and has a woodland ground flora that includes notable species. City Council has strong concerns about residential development within such close proximity to a site and habitat of such high value.</p> <p>Ancient woodland should always have a buffer that is retained as open space or agriculture and not developed so as not to isolate the fauna that uses the woodland and to protect the woodland from excessive human pressure. For example to protect from fly-tipping, the spread of non-native species and pressure to trim over-hanging trees etc.</p> <p>Although a buffer is proposed to Sellers Wood the need to provide more direct pedestrian and cycle links to the urban area to the east and increased human activity will have a potential negative impact, including on Colliers Wood.</p> <p>Grade 3 Agricultural Land quality – Local Planning Authorities should seek to use areas of poor quality land in preference to that of high quality. No assessment has been provided to show that there is no alternative (as required by NPPF).</p> <p>Vehicular access would need to be taken through Blenheim Industrial Estate as the city would not permit direct access from Sellers Wood Drive West which it owns, in order to avoid harm to the SSSI. This would provide poor connection with the wider urban area, promoting a greater propensity for car borne journeys due to poor links to public transport or existing footpath/cycle links specifically into the urban area within the City to the east.</p> <p>The site is remote from existing facilities.</p> <p>Possible highway capacity issue with surrounding highway network</p>

	<p>as well as conflict between Heavy Goods Vehicles using the Industrial Estate.</p> <p>New public green space to the west of the site would not be an ideal location for the existing residential areas within the City.</p> <p>Noted that distances are 'as the crow fly's' and hides how poor the connections are to surrounding facilities.</p> <p>Site performs poorly in sustainability terms.</p> <p>Notwithstanding the strong objection, should the site be taken forward for development and S106 contributions would need to consider the impact of the development on the City (e.g. Education, transport to be paid to City Council and not County Council).</p>
Broxtowe Borough Council - Environment	<p>Important Green Infrastructure corridors to the north and south of the site together with Seller Wood to the east.</p> <p>Buffer with Sellers important to avoid houses being built too close to the woodland.</p> <p>More detail needed on what the new public green space entails.</p> <p>Not really accessible for existing residents and is not directly adjacent to a public right of way.</p> <p>Question if such a large area of open space is needed for the size of the development. Acknowledge that it does provide welcome buffer to the M1.</p>
Broxtowe Borough Council – Energy and Sustainability	<p>Key issue of Green Infrastructure is being taken into account and maintaining key wooded/wildlife sites is important. Good buffers needed between housing and corridors, green spaces, public open space, employment space seems good idea.</p> <p>Opportunities to link corridors with paths and cycle routes increases opportunities for sustainable transport and making places people want to live is important to reduce issues with car usage.</p> <p>Local Air Quality in Broxtowe and Greater Nottingham is an issue. Could be opportunity for Broxtowe to plant trees and enhance green corridors.</p> <p>Development of sites should take into account renewables.</p>
Awsorth Parish Council	<p>Support Allocation – assuming site is available with no overriding planning objections site has good potential to contributing to Boroughs housing need.</p> <p>Concern about housing development at Awsorth. If allocated then the proposed allocation at Awsorth should be re-examined and reduced if necessary.</p>
Awsorth Neighbourhood Plan Steering Group	
Brinsley Parish Council	<p>Support Allocation – Parish Council opposed to all development on Green Belt in Brinsley and protection of heritage and character of village is essential.</p>
Greasley Parish Council	<p>Support Allocation - sites being consulted upon should help in reducing pressure on other, more sensitive, sites elsewhere in the borough.</p> <p>If this site comes to fruition will all of the housing numbers be counted towards the 'Main Built up Area' (as it is to the east of the motorway) or could some of the numbers be attributed to part of 'greater Kimberley'?</p>
Nuthall Parish Council	<p>Support Allocation – Bus routes service the site. Additional facilities that service the site (outside of the Broxtowe Boundary) include; Ken Martin Leisure Centre, Bulwell Hall Park and golf course and The Lime Kiln Public House.</p>
County Councillor Owen	<p>Support Allocation in principle – Supports Parish Council in their</p>

	<p>work on Neighbourhood Plan to identify site for release from the Green Belt. Considers that highway impact of development would be minimised in comparison to other Green Belt development given proximity to city and avoidance of Nuthall roundabout. Other Green Belt sites around Nuthall are considered to be more important to retain in the Green Belt.</p> <p>Supports aspirations to extent Country Park in this area to form wider Green Infrastructure network.</p>
CLlr Simpson	<p>Support Allocation in principle – Viable Site.</p> <p>Green Belt to be sacrificed is at the edge of the borough and a new ‘country park’ next to the site would be beneficial to Nuthall.</p> <p>Additional traffic would not cause serious issue at Nuthall Island – anticipate that traffic would split three ways.</p>
Site Promoter (s) (Owner / Agent / Developer)	
Henry Boot Developments	<p>Support Allocation – for mixed use B2/B8 or employment/residential with public open space where appropriate.</p> <p>Adjacent to successful Blenheim Industrial Estate would be logical extension to Bulwell.</p> <p>Close proximity to Junction 26 of M1 providing excellent transport links.</p> <p>Industrial estate already served by public transport and residential areas within walking/cycling distance.</p> <p>Site is commercially attractive and sustainable location for B2/B8 employment or employment/residential.</p> <p>Site would allow Council to meet employment land requirements and would include job creation, employment diversity and inward investment to strengthen Blenheim Industrial Estate.</p> <p>Site could accommodate some residential development.</p> <p>There are no residential properties within immediate vicinity of the site and so impact on existing residents would not be an issue.</p> <p>The allocation would not pose significant adverse impact on the SSSI's.</p> <p>Information will be provided at a later date regarding the suitability of the highway network and required improvement to support the allocation for employment use.</p> <p>Exceptional Circumstances can be demonstrated for the sites removal from the Green Belt.</p>
Other Developers / Landowners	
Nuthall Nottingham LLP and Severn Trust	<p>Oppose Allocation - Main Built up Area requirement in the Core Strategy is a minimum figure. Poor completion rates to-date means that annual completion rate per annum will need to increase six-fold. Sufficient land should be allocated to ensure that multiple sites can be delivered concurrently and provide sufficient flexibility in delivery to respond to any slippages/lapses on specific sites.</p> <p>Broxtowe should be aiming to boost the supply of housing by exceeding the minimum requirement in the MBA.</p> <p>In Green Belt review the Council scored this area as ‘significant reduction in the gap between the MBA of Nottingham and Kimberley’ and seven other zones scored better for potential Green Belt release.</p> <p>Only means of vehicular access is protracted and through Blenheim Industrial Estate. Unconventional development ‘bolted on’ with residential traffic mixing with heavy goods vehicles. Unclear if</p>

	<p>industrial estate highway is publically adopted or private – if private then ransom issues could affect site delivery.</p> <p>Adjoined by Sellers Wood SSSI and other local wildlife sites to east and south and lies within SSSI Impact Zone. Wood acts as buffer preventing linkages and integration with the housing estate to the east and will reduce developable area of the site as appropriate buffers will be required. Housing development on this site would be isolated and it is questionable as to whether it would adjoin the MBA.</p> <p>Poor accessibility to community facilities – nearest schools, community centre, leisure centre, library, public house and retail facilities all over 400/800m away and would not be accessible walking or cycling. Residents would be dependent on private car use. Site is 7.5km from Nottingham City Centre.</p>
J McCann (Nottm) Ltd	<p>Oppose Allocation – Site is isolated and remote from local residential services.</p> <p>Allocation would represent significant incursion into the Green Belt in a location where there are no clear defensible boundaries – it would represent sprawl and would risk coalescence between settlements.</p> <p>Site will be at significant risk from noise impacts from the M1 and Blenheim Industrial Estate.</p> <p>Proposed Green Space is unlikely to be attractive to users due to proximity to the M1.</p> <p>Vehicular access through the estate is likely to result in conflict between residential and commercial vehicles and would be unattractive to house buyers.</p> <p>Development would be highly visible from, the M1 and would appear out of character with the generally attractive Green Belt Landscape on this side of Nottingham.</p>
Robinson Trust	<p>Oppose Allocation – Unsuitable for housing development.</p> <p>Major constraint of access through an industrial estate makes it unviable because it is unattractive to national house builders as buyers will be deterred by access and the market in the area is not strong enough to overcome the issue.</p> <p>It is uncertain whether the access to the site is ransom stripped.</p>
SSA Planning	<p>Oppose Allocation – Substantial tract of Green Belt land. Remote from existing facilities and public transport and so is unlikely to be sustainable.</p>
W Westerman Ltd.	<p>Oppose Allocation –Green Belt site, no justification for development.</p>
Bloor Homes Ltd	<p>To the south and east Sellers Wood would form the site boundary but would segregate the site from other residential areas. Site would not be sustainable and would be completely isolated from existing communities.</p> <p>The proposed new open space is adjacent to the M1, there are no public rights of way through Sellers Wood and therefore access to the open space would be through the residential development and/or the industrial estate. The Green space is removed from the existing local communities and would be of limited value.</p> <p>Access to the site would have to be taken through the existing Industrial Estate which is wholly inappropriate for residential development.</p> <p>However, broad location containing site is not inappropriate area of</p>

	search for development opportunities. Development should integrate well into surrounding area and there are more logical and sustainable locations for residential development between the M1 and the A6002 to the south of the identified site, these should be explored before the identified site is considered.
Local Business	
Print 4 Ltd	Oppose Allocation – Issue with traffic on Dabell Avenue. Parking Levy forces vehicles to park on the road and is dangerous. Road is used as a race track, lorries parking obstructing the view for people existing car parks. Sellers Wood Estate is used as a cut through by people wanting to avoid Nuthall Island and this already causes traffic problems. More traffic will make the issue worse and the roads won't cope.
Public	
Support	
<u>Traffic / Transport:</u> <ul style="list-style-type: none"> Public transport is inadequate and would need to be improved. Surrounding roads and roundabouts (particularly Cinderhill and Nuthall) are heavily congested. Tram Park and Ride site at Phoenix Park and Bulwell are oversubscribed. <u>Local Facilities:</u> <ul style="list-style-type: none"> No mention of local facilities e.g. schools or medical facilities Retail facilities would have to be accessed with a car. <u>Natural Environment:</u> <ul style="list-style-type: none"> Proximity to Sellers Wood and Bulwell Wood – mitigation would be needed for special sites. Important to preserve wildlife corridors. 	
Object	
<u>Green Belt:</u> <ul style="list-style-type: none"> 100% Green Belt – there are hectares of brownfield land in the area. Loss of openness Green Belt is a sensitive issue Development would allow Bulwell to sprawl into open countryside. Site would destroy open aspect of countryside. <u>Traffic /Transport:</u> <ul style="list-style-type: none"> Roads in Nuthall already congested – more houses will make the situation worse. Vehicular access through Industrial Estate will cause major highway problems and will risk safety of new residents. Isolated position will increase need to use car for journeys. <u>Local Facilities:</u> <ul style="list-style-type: none"> Proximity of schools (particularly primary age) <u>Natural Environment:</u> <ul style="list-style-type: none"> Close to important environmental areas. <u>Other Issues:</u> <ul style="list-style-type: none"> Anti-social behaviour is a major issue in the area – more houses will attract more offenders. 	

Other specific sites suggested for development:	
Developer(s)/ Landowner	Broxtowe Comments
<p>Harworth Estates: Bennerley Coal Disposal Site (West of Awsworth) as a potential employment site allocation. Green Belt boundary should be amended to enable delivery of an industrial, rail related development. 20ha site including large areas of hard-standing associated with coal distribution (dismantled in mid 1900's). Site benefits from high standard vehicular access from the A610 and an existing spur to the Midland Mainline. Site lawful use is coal stocking yard. Site is visually unattractive and could be developed in a way that would not harm the purpose or function of the Green Belt. Attractive employment site given road and rail links and could provide location for businesses that need to relocate as part of the plans for HS2.</p>	Green Belt not a preferred option for development.
<p>Cireri Holdings Limited: Land North of Stapleford Road Trowell should be allocated for mixed use development. Site is suitable, available, developable and deliverable for residential including an element of employment and commercial uses. Existing access to site from Stapleford Road could be used to serve a range of uses and quantum of development and provides good connectivity to the wider highway network. Site has good public transport links. Site currently has low level of employment uses and many of the buildings are substandard and used for storage offering limited economic benefit. Due to uncertainty regarding HS2 the site should be allocated for a range of development uses so that it can respond flexibly dependent on the delivery of HS2.</p>	Green Belt not a preferred option for development.
<p>Nuthall Nottingham LLP and Severn Trust: West of Woodhouse Way is sustainable and deliverable Green Belt release which could accommodate at least 300 dwellings. SHLAA site area and Green Belt Review Zone not the same and this is misleading. Site is deliverable. Housing on land south of Nottingham Business Park and 'initial preferred' HS2 route which bisects the site forms a new defensible Green Belt boundary. Site directly adjoins the MBA and supports urban concentration. Exceptional circumstances exist to remove site</p>	Green Belt not a preferred option for development.

from Green Belt including housing requirement, defensible boundaries and delivery (which could be achieved during the next 5 years).	
The University of Nottingham: Land at Bramcote – land not required for strategic purposes and could be released and monies re-invested into education.	Green Belt not a preferred option for development.
SSA Planning: Moss Drive in Bramcote would be available for development immediately upon grant of planning permission. Green Belt site but small, well screen and bounded on two sides so development would not affect the ‘openness’ of the Green Belt or encroach upon it. Site is close to existing facilities and public transport.	Green Belt not a preferred option for development.
Public:	Broxtowe Comment
Boots	Allocated for development in the Core Strategy
Field Farm	Allocated for development in the Core Strategy
Old Gold Course in Bramcote	Planning Permission refused, appeal pending.
Brownfield site by University West Entrance (where old college was).	Dagford House is an alternative site will be included in the 16/17 SHLAA – number of additional dwelling will depend on configuration of student accommodation provision.
Derelict sites along A6005 between Beeston and Long Eaton	Not an alternative site – Manor Garage: Not considered developable for residential due to sever flood risk.
Land North of Chetwynd Barracks either side of new tramline	Allocated for development in the Core Strategy to the South of the tramline.
Former Stanton Ironworks	Not an alternative site – located outside of Broxtowe Borough Council administrative boundary.
Land adjacent to new Tram terminus in Beeston (Phase 2 of the square)	Not an alternative site – this is already included for 100 dwellings counted on site as contributing towards meeting the housing numbers in the Core Strategy
Moults Yard Stapleford	Not an alternative site – this is already included for 15 dwellings counted on site as contributing towards meeting the housing numbers in the Core Strategy
Old Walker Street site in Eastwood – derelict for years	Not an alternative site – this is already included for 201 dwellings counted on site as contributing towards meeting the housing numbers in the Core Strategy.
Bartons site	Not an alternative site – this is already included for 320 dwellings counted on site as contributing towards meeting the housing numbers in the Core Strategy
Land adjacent to A610 Eastwood (Old Burnhams factory)– off Brookhill Lees Road, New Manleys Road North, Main Street.	Not an alternative site – this is already included for 190 dwellings counted on site as contributing towards meeting the housing numbers in the Core Strategy
Yew Tree Brinsley	This is an alternative site will be included in the 16/17 SHLAA.
‘Nottingham 26’ – cleared site at Eastwood (Mushroom Farm)	Not an alternative site – Under construction for employment use.
Former Pit sites – Babbington, Underwood, Pye Hill and Moorgreen	Not an alternative sites – Green Belt – not a preferred option for development. Moorgreen is SSSI. Underwood, Pye Hill located outside of Broxtowe Borough Council administrative boundary.
Broader area to the East of Toton	Green Belt – not a preferred option for development

Lane to include the Japanese Water Garden and Bardills Garden Centre.	
Open space between Latimer Drive & Sloan Drive & Kilburn Close	Not an alternative site – Council Owned and maintained public open space, constrained in size.
Toton Sidings	Not an alternative site – this land is required for HS2 development.
Land by bridge that crosses A52 in Bramcote from Derby Road Side.	Green Belt – not a preferred option for development
Triangular shaped land adjacent to A52 in Bramcote village (Town Street) to the farm (owned by University?)	Green Belt – not a preferred option for development
Plessey Site (Beeston Business Park)	Not an alternative site – this is already included for 310 dwellings counted on site as contributing towards meeting the housing numbers in the Core Strategy.
Part demolished bungalow Broadgate	Not an alternative site – this is already included for 11 dwellings counted on site as contributing towards meeting the housing numbers in the Core Strategy
Old Rose Gardens between Toton Lane and Bardills Roundabout	Allocated for development in the Core Strategy
Windmill Hill Stapleford, Baulk Lane	Green Belt – not a preferred option for development
Woodhouse Way	Green Belt – not a preferred option for development
Cordy Lane/Red Lane Brinsley would be more appropriate than other site being considered in Brinsley.	Green Belt – not a preferred option for development
Clumber Park, Rufford Abbey Park & Newstead Abbey Grounds.	Not an alternative site – located outside of Broxtowe Borough Council administrative boundary.
Nuthall/Strelley David Wilson Development	Not an alternative site – located outside of Broxtowe Borough Council administrative boundary.
John Barleycorn Pub Nottingham	Not an alternative site – located outside of Broxtowe Borough Council administrative boundary.
Burnett Crane Hire	Not an alternative site – located outside of Broxtowe Borough Council administrative boundary.

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Workshop 1: Natural Environment, Open Space & Climate Change

Attendees:

Broxtowe Borough Council:

Steffan Saunders (Head of Neighbourhood and Prosperity)

Sarah Beeby (Team Leader Development Management)

Mark Thompson (Senior Development Management Planning Officer)

David Lawson (Team Leader Planning Policy)

Martin Rich (Senior Planning Policy Officer)

Tim Crawford (Parks and Environment Manager)

Andy Pooley (Energy and Sustainability Manager)

Briony Ashton (Energy Officer)

Councillor Margaret Handley (Borough and Greasley Parish Council)

Others:

Janet Belfield (Natural England)

Andrew Pitts (Environment Agency)

Alison Stuart (Nottinghamshire County Council Landscape Architect: Environmental Management and Design)

John Mortimer (Awsorth Parish Council)

Dawn Savage (Chair of Awsorth Neighbourhood Steering Group)

Steve Beck (Bramcote Neighbourhood Forum)

Jenny Page (Brinsley P.C. Neighbourhood Plan Steering Group)

Meryl Topliss (Brinsley P.C. Neighbourhood Plan Steering Group)

Graham Heal (Toton Environmental Protection Society)

Norman Lewis (Friends of Toton Fields)

Green Infrastructure

- Green open spaces, green corridors and protecting local environment are priority.
- Landscape can be a heritage asset.
- Should make planning strategy on this binding by including in the local plan and neighbourhood plans
- 2 primary corridors in Broxtowe- River Trent and Erewash Valley, plus 22 other corridors identified.
- There are opportunities for positive change in these corridors through planning policy.
- There should be policies on assets adjacent to corridors subject to planning applications and how they could support the green corridors.
- It was questioned how do we make Green Infrastructure policy binding, are there constraints on planning committee? The potential solution is that Development Management policies ensure that GI is delivered, through decisions in accordance with policy.
- Could fit together NPs and GI Strategy
- GI Strategy is a living document, could be added to, supported by policy. To avoid random policy proposals locally, GI policy should provide an overview for neighbourhood plans.

- Question on whether footpaths and bridleways have all been recorded on a definitive map- Answer: this is a Nottinghamshire County Council responsibility. Further to a question, it was stated that the Nature Conservation Strategy has been superseded by the GI Strategy.
- **Action point:** Nottinghamshire County Council to forward information on Rights of Way.
- Sustainable transport routes should be included in corridors.
- There should be publicity for footpaths (mapped in the Local Plan?)
- Should be integrated (appropriate) use of corridors.
- In terms of information, should be “selective” in use of background information.
- Planning obligations need to be specific commitments linked to a development.
- Should not neglect issues raised by development proposals
- Should be dealt with more specifically in neighbourhood plans? (which organisation should allocate sites, for example Local Green Spaces? Neighbourhood Plans or the Part 2 local plan?) Draft neighbourhood plans could be added to the evidence for Part 2 policies where appropriate.
- A policy example could be that corridors should include cycle routes.
- Local Nature Reserves should be designated in corridors but need to be site specific.
- Should be a trees policy as records need to be checked before development is undertaken. Need a tree policy to promote more Tree Preservation Orders.
- Emphasis should not be put on particular trees but their general contribution to GI.
- Need the right trees in the right places in a planting policy.
- (the Playing Pitch Strategy is due in the Autumn)
- Should there be a threshold development size for contributions to Green Infrastructure?
- What should the overall number of policies be?
- General support for amalgamated policies.

Landscape

- Landscape as an heritage asset, for example the DH Lawrence landscape.
- The geology of the area needs to be considered, using better evidence to include geology and history.
- Policies should require that decisions take account of characteristics of the landscape. Cultural and natural characteristics are included in landscape character assessments. What will be the outputs in local plan policy terms and in neighbourhood plans? Landscape policy zones? (Note: the Broxtowe landscape character assessment will be available in the next couple of months)
- What about archaeology and the landscape?
- Will detailed information be available too, at a neighbourhood level?
- Some landscape is integral to the character of places.
- Local Green Spaces need to be on the policies map
- Are open spaces not currently protected without new adopted Local Green Space designations?
- (see the Land Use Consultants website for Open Space Assessment evidence, including neighbourhood plans)

Renewable Energy

- Should consider the orientation of sites and add renewables in new developments.
- Should be an addition to social housing.
- Ground source heat pumps, solar panels, etc. should be considered.
- Design policies should include orientation, etc.? (Core Strategy local plan Policy 10)
Commercial developments should include the use of renewable energy sources with a set percentage from these energy sources.
- BREEAM rating should be required, for example East Northamptonshire Council.
Should be part of the infrastructure plan for developers.
- Consider Merton style policies.
- On wind turbines, need to consider Government policy on site allocation.
- Should wind turbines be linked to other future developments? Dependent upon wind availability and visual impact.
- Should be evidential assessments and Supplementary Planning Documents- be proactive.
- Policy on the size of turbines?
- Solar farms are less obtrusive than wind turbines.

Flood risk

- Trent defences are to protect existing rather than new development.
- Should we have a locally specific policy? Policy should be clear and unambiguous for a particular 'area'.
- The Strategic Flood Risk Assessment is key. Has not been updated. Needs to be up to date to make a credible evidence base. Need an 'interim' strategy.
- Local 'areas' are prone to flood. The Sustainability Appraisal did not identify, e.g. Brinsley, as a flood risk. Should evidence be subject to local knowledge, in neighbourhood plans?
- The Environment Agency modelling data is only added to by some planning applications if the model is considered appropriate by the Environment Agency.
- What about flash flooding incidents?
- The Environment Agency does not cover surface water matters on applications of under 1 hectare. The Government allows local variation.
- What about sewerage implications?
- Highways development adds to the issue.
- A groundwater policy is needed. Address flash flooding and incremental development impacts.
- 1 what is the adequacy of water infrastructure 2 need good quality overall design with sustainable drainage provision.
- The Local Plan has a wide appraisal for the sequential test in order to consider flood risk matters strategically. Included in Sustainability Appraisal.
- Need to channel evidence through the SA, for example, Boots site and Field Farm.
- Climate Change allowances are set by the EA. An engineering solution may be needed, mitigation as per Core Strategy Policy 1.
- For this pre-Publication phase see national guidance. Look at other local planning authority cases. Any other policies at other local planning authorities are not repeating the NPPF.

- There was a question as to whether the Toton/Erewash Valley been modelled? It was explained that the ACS allocated development based on the Strategic Flood Risk Assessment, that the EA didn't object to the recent application, etc.

Workshop 2: Green Belt

Attendees:

Broxtowe Borough Council:

Steffan Saunders (Head of Neighbourhood and Prosperity)

Emma Palmer-Barnes (Team Leader Development Management)

Adele Bassett (Team Leader Development Management)

David Lawson (Team Leader Planning Policy)

Martin Rich (Senior Planning Policy Officer)

Councillor Tony Harper (Borough Councillor)

Councillor Margaret Handley (Borough Councillor)

Councillor John Handley (Borough Councillor)

Others:

Bettina Lange (Notts CPRE)

Tom Dillarstone (Gedling Borough Council)

John Mortimer (Awsorth Parish Council)

Dawn Savage (Awsorth Neighbourhood Plan Steering Group, Chair)

Paul Nathanail (Bramcote Neighbourhood Forum)

Steve Austin (Bramcote Neighbourhood Forum)

Rob Greer (Bramcote Neighbourhood Forum)

Sheena Trower (Brinsley Parish Council)

Valerie Wakeling (Brinsley Parish Council)

Jenny Page (Brinsley P.C. Neighbourhood Plan Steering Group)

Meryl Topliss (Brinsley P.C. Neighbourhood Plan Steering Group)

Trevor Rood (Kimberley Town Council)

Eddie Cubley (Greasley Parish Council)

Dave Pearson (Stapleford Town Council)

Norman Lewis (Friends of Toton Fields TFPS)

Green Belt:

- Need to emphasise the 5 purposes of Green Belt (although are they relevant to this detailed discussion?)
- Broadly supportive comments upon a change of use policy about what's o.k. and what is not. General support for outdoor sports facilities at an appropriate scale and alternatively cemeteries; although some opposed any loosening of Green Belt policy.
- Reference was made to the Gedling Court case on change of use (crematorium and cemetery)- the CoU is "inappropriate" statement, therefore all CoU development is potentially inappropriate until tested. Certain developments associated with other uses, for example buildings- these are not inappropriate in the Green Belt.
- Lee Valley v. Epping Forest legal judgment was referred to- on openness- openness is about the absence of buildings rather than visual impact.
- Reference was made to the NPPF changes consultation which may change the NPPF on this issue.
- Should we leave the developer to demonstrate the appropriateness of a change of use? Unless very special circumstances can be demonstrated.
- It is considered that certain rural development in countryside in the Green Belt may be acceptable. The potential list of appropriate uses may be too lengthy but is it a

major issue to list some, e.g. horticulture use? Some local representatives opposed the use of a list of 'not inappropriate' uses because the list may be too long.

- There may be a possible 'knock-on' effect of further alternative proposals to any identified appropriate uses.
- Need clear guidance on "very special circumstances"
- There are additional effects of G.B. development for example traffic movements, etc.
- The current planning policy situation is that it forces us to look at each individual proposal, therefore a local definition of very special circumstances in the local plan (with supporting text) would be useful.
- Secondly, a "by definition" harm explanation would also be helpful.
- Query as to how have neighbouring local planning authorities dealt with domestic moorings, for example Erewash and the City.
- Should consider an 'open' policy but give egs. to illustrate the issues involved. Giving all exceptions too onerous.
- Is there an issue of the scale of development in determining Green Belt planning applications?
- Need to define 'detrimental' – GB needs to be open and accessible without major developments. Green Belt development has more impact than in more isolated locations. There is 'paraphernalia' associated with planning permissions which may lead to further encroachment Where is the 'line' to be drawn about what is acceptable in the Green Belt? Restrictive policies may be contradictory with the position the Planning Inspectorate may take. Should not re-instate Planning Policy Guidance note 2 style exceptions.
- Were there sufficient safeguards under PPG2? Especially regarding buildings.
- Need to include safeguards on buildings etc. if change of use is to be permitted.
- Inadvisable to have a generally permissive policy.
- Leads to harder negotiations on brownfield land.
- Leisure uses may generate traffic movements.
- Could policy be permissive of smaller scale proposals rather than major proposals?
- Policy should be as specific as possible.
- Some were concerned that development could be completely constrained if no amendment to policies, because of limited land.

Renewables

- Renewables need land to be allocated in accordance with the Ministerial Statement.
- Should devise a Supplementary Planning Document- criteria/conditions for planning applications (but not wind energy)
- Some people supported solar farms, but others prioritise roof-mounted panels rather than countryside/agricultural land.
- Note that the renewables directive obligation may go.
- There is an argument for being more restrictive.
- Are neighbourhood plans allowed to allocate renewables sites?
- Policy guidance on this matter could be useful for neighbourhood plans.
- Some of the group are against allocating land- not a good use of land.
- Instead, encourage domestic scale support of renewables.
- Fracking applications are a County matter with District Council consultation.

- Consider individual commercial or domestic scale developments.
- **Action point:** Paul and Bettina offered assistance on these issues.
- For extensions, their potential use should be considered in determining the volume allowance.
- Is there an option to consider floorspace?
- Are uses not an issue?
- Is there support for a G.B. design policy statement?

Diversification in the Green Belt

- Controls are too onerous on some diversification proposals
- The re-use of buildings to prevent dereliction should be supported.
- There was some group dissent about certain uses.
- Difficult to achieve text for the policy.
- Should be diversification in accordance with rural use of a site. If we stifle rural businesses the guardians of the countryside may leave, for example, in childcare need a local supply rather than needing access to other external facilities.
- Definition of 'rural' businesses/diversification- define activities, i.e. agricultural land-based activities.
- The NPPF encourages re-use of buildings but would require a policy.
- Is use not inappropriate, this is still Green Belt? (NPPF is less permissive of change of use than buildings).
- Support a policy on outbuildings.
- But, outbuildings and extensions lead to further re-development, therefore be restrictive.
- Consensus on maintaining non-permissive policy. There is an issue about interpretation – definitions in the Green Belt assessment.
- Consider different alternative definitions and balance.
- Feedback will be achieved through a consultation on policies.
- Consider agricultural workers dwellings and the old PPS7 example.

Workshop 3: Design and heritage

Attendees:

Broxtowe Borough Council:

Steffan Saunders (Head of Neighbourhood and Prosperity)

Sarah Beeby (Team Leader Development Management)

Faye McElwain (Senior Development Management Officer)

Joanna Stokes (Development Management Planning Officer)

David Lawson (Team Leader Planning Policy)

Martin Rich (Senior Planning Policy Officer)

Amanda Vernon (Senior Planning Policy Officer)

Councillor Tony Harper (Borough Councillor)

Others:

Rosamund Worrall (Historic England)

David Littlewood (Nottinghamshire County Council)

Jean Cameron (Beeston Civic Society)

Caroline Penn (Beeston Civic Society)

John Mortimer (Awsworth Parish Council)

Dawn Savage (Awsworth Neighbourhood Plan Steering Group, Chair)

Dave Pearson (Stapleford Town Council)

Paul Nathanail (Bramcote Neighbourhood Forum)

Rob Greer (Bramcote Neighbourhood Forum)

Jenny Page (Brinsley P.C. Neighbourhood Plan Steering Group)

Tom Egglestone (Brinsley P.C. Neighbourhood Plan Steering Group)

Norman Lewis (Friends of Toton Fields, TEPS)

Graham Heal (Toton Environmental Protection Society)

Design

- The Bramcote Neighbourhood Forum is intending to make specific design policies which will be intentionally descriptively wider than the basics, to support design in the area for less than 10 dwellings.
- The Council should include design guides for applications as in the past (referring to previous website information).
- There was general support for detailed design guidance, for example for Field Farm site; but don't be too prescriptive. Guidance should be for the public and builders.
- Include parking standards- the issue of the Chilwell Meadows development was cited, where maximum parking standards were perceived to have led to poor design and on-street congestion.
- Also, the example of developments in Cow Lane with "minimal" garden sizes- need to look at garden sizes appropriate to the character of the homes and the area. Amenity space standards should be considered above the issue of the depth of homes relative to adjacent properties.
- There was a question about whether design is related to density? Should we have a minimum density or not? (there are currently flexible densities in the 2004 Local Plan) Also, should we have different densities across the Borough?
- New design policy needs to refer to modern standards, i.e. energy efficiency, access to public transport, etc.

- Design policy needs to be locally based and have flexibility. For example, even within a single Conservation Area there are a number of different character zones. This should be borne in mind as an alternative to set ratio or proportion of amenity space for example. Some occupiers do not want garden space; especially locations in town, for example Stapleford, other town centres or elsewhere as appropriate.
- Reference was made to the Natural England request to consider biodiversity, which needs space.
- Also, people require different space over time.
- There should be a combination of learning from other local planning authorities' design policies but allowing diversity across the Borough.
- There should be a framework policy in the local plan and detailed guides as supplementary planning documents.
- It was queried whether we can ask for BREEAM standards on zero carbon, etc. A reply was that we need to investigate viability and delivery.
- We can establish design principles, for example, as used at Field Farm- required an "exemplar" design quality, to elevate the area, not the 'norm'.
- It was queried whether there is background to the term 'exemplar'. Interested parties were referred to the publicly available information for the Field Farm planning application on the Council's website.
- Reference was made to the need for bungalows which may require smaller amenity space?
- Local plan policies should be 'hooks' for neighbourhood plan policies and local design guides.
- There is a need to have local plan policy to cover areas outside of Neighbourhood Plan areas.
- Being too specific may be counter-productive.
- We could select parts of the Borough for different approaches to design.
- Could have generic policies for urban and 'rural' areas.
- Could have something with design principles, for example, like the "Essex" design guide.
- Design policy is more subjective, i.e. 'good' or 'high'. Should have performance based criteria for monitoring rather than a 'rating'. Should be resilient and attractive places rather than just emphasising visual impact. There should be a framework of expectations without prescriptive measurements, etc. and supplementary guidance.
- Plan design policy will need to endure until 2028.
- Design requirements need to be matched to development allocations.
- Should have a general standard, unless exceptional standards are appropriate; applying to development management policies for less than 10 dwellings, in site specific policies or justification text.

Local character appraisals

- Queried what they are? Informed that in Broxtowe they include Conservation Area appraisals and Landscape Character Assessments but no townscape appraisals
- The BIMBY approach was referenced.
- Landscape character appraisals could be supplementary guides.
- Queried about what influence they have?

- There is greater power in in Conservation Areas and Local Green Space designations, etc.
- Comment was made that it is not possible to go into detail in a useful local plan policy.
- It was queried whether are we helping developers to do their job?
- A question was raised about how long a survey would take.
- Stated that they support considering change in design, for example in Conservation Areas
- Historic England has support available for townscape appraisals. Walsall/Wolverhampton were cited as examples
- Can be included in area action plans.
- A question was raised about what the Council is doing about appraisal and design policy in order for neighbourhood plans to fit in.
- The above was answered with Landscape Character Assessments to finish in October.
- A question was asked about what is “townscape”
- How the Green Belt Review was undertaken was queried. It was answered that there was use of local knowledge and then a desk-based study. It was stated that townscape study needs to include local knowledge with some Green Belt knowledge required.
- It was further stated that liaison with local representatives is required on townscape appraisals, including site visits. By return, townscape appraisals improve local knowledge. East Markham, Lincolnshire was highlighted as an appraisal example.
- Question of what evidence is required for Local Plan and Neighbourhood Plans.
- There are timescale issues associated with evidence gathering and plan production.
- In producing a design code, the terminology needs to be up to date.
- Need to exercise care in being too prescriptive on national standards just need a minimum benchmark in the Local Plan. Flexibility is required.
- The Council needs to lay out a set of requirements and expectations for design and invite applicants to provide a solution.
- In using standards in policy need to ensure that the term “...or equivalent” is used in order to avoid datedness.
- Could use reference points to good designs rather than standards.
- Questioned whether a media link can be made to supplementary guidance which can be updated.
- It was noted that some of the design issues raised are County matters, for example highways.
- It was suggested that policies to support non car alternatives rather than prohibit cars are needed.
- Shop fronts, etc. should be in character.
- Re-emphasised that there should be standards but not too prescriptive.
- Local Plan policy and guidance would be useful for Conservation Areas, for example for Nottingham Road, Eastwood.
- Need to ask has the character of the area changed over time.
- Need guidance with illustrations.

- Bassetlaw was held up as an example of dealing with design and the historic environment.
- It was stated that design policies should cover areas outside the Conservation Areas.
- It was asked whether design policy should be specific to the towns.
- It was noted that there has been character change in the landscape, for example, at Awsworth village.
- Minimum expectations should be stated.
- Security considerations should be included (refer to Gedling policies).
- It was stated that intervention in security devices and advertising is controlled by Permitted Development Rights (Article 4 Directions can restrict these) rather than policies (also note that A boards are controlled by Nottinghamshire County Council). Banners may come under the same controls. However, an advertising policy is possible.
- For shopfronts, viability may be affected by policy. There is an effect on small business in particular. Because of the turnover of shops, shopfronts need to be adaptable. Should be open to creative design.
- Design guides can be specific, could be architectural detail. Shopfronts should relate to the age of the building.
- The group was referred to the Walthamstow design guide on the subject.

Design and biodiversity

- The question of the trees situation was raised, regarding losses, especially in public places. The Tree Preservation Order system is considered difficult to support in not protecting all the trees local people want preserved, TPOs are not used on public land and the Council has responsibility for some trees, therefore a general tree policy is considered relevant.
- St Johns College site, Bramcote was quoted as an example of a place where tree protection needed careful consideration.
- A need for encouraging policies for biodiversity was stated, which it was considered are appropriate for enhancing the viability of development.
- There is an opinion that in biodiversity corridors there should be no homebuilding.
- It is considered that there should be a design and biodiversity policy as well as a biodiversity policy.
- It was queried whether tree survey work could be added to the evidence.

Historic Environment

- It was introduced that historic environment policies are on topic issues usually (Conservation Areas, listed buildings, non-designated heritage assets?)
- It was queried whether landscapes can be considered as heritage assets and included in policy. How will they be protected? Could there be similar to criteria for listed buildings (designated or non-designated).
- Brinsley landscapes were given as examples.
- There should be masterplanning around heritage assets, for example the Boots buildings plan, and others?
- Query about what is a non-designated heritage asset
(Note: These are buildings, monuments, sites, places, areas or landscapes identified as having a degree of significance meriting consideration in planning decisions but

which are not formally designated heritage assets. In some areas, local authorities identify some non-designated heritage assets as 'locally listed'. Broxtowe does not have a local list currently).

- Policy can be made to support non-designated heritage assets identified in neighbourhood plans.
- Broxtowe does not have a local list currently. The Council could develop criteria for non-designated heritage assets and invite nominations. The Nottinghamshire Historic Environment Record(HER) would be the base information.
- Having a policy on non-designated heritage assets was generally supported by the group.

Archaeology

- It is noted that the Notts HER is the starting point for evidence.
- Paragraph 139 of the NPPF states that non-designated heritage assets of archaeological interest that are demonstrably of equivalent significance to scheduled monuments, should be considered subject to the policies for designated heritage assets.
- Policy should cover existing and undiscovered archaeological assets.
- The City Council has identified archaeological sites. Broxtowe Council needs to decide whether it is useful to identify sites in the local plan and whether it is useful to developer knowledge.
- The Council needs to require survey and increase the standards of planning application. Records need to be kept.
- It was queried whether we can have a 'holding' policy done on sites with a required archaeological survey on planning applications.
- A policy on Buildings at Risk was suggested.
- Buildings at Risk register could be cross matched with SA indicators for monitoring to check whether any improvements were made by policy.
- Areas of ancient woodland could be identified as assets.

Workshop 4: Employment and Retail

Attendees:

Broxtowe Borough Council:

Steffan Saunders (Head of Neighbourhood and Prosperity)
Ryan Dawson (Planning Development and Regeneration Manager)
Matt Batterham (Town Centre Manager)
Sarah Beeby (Team Leader Development Management)
Mark Thompson (Senior Development Management Officer)
David Lawson (Team Leader Planning Policy)
Martin Rich (Senior Planning Policy Officer)
Amanda Vernon (Senior Planning Policy Officer)
Councillor Tony Harper (Borough Councillor)

Others:

Trish Clay (Bitesize Telephone)
Suzanne Osborne-James (Nottinghamshire County Council)
Jo Gray (Gedling Borough Council)
John Mortimer (Awsworth Parish Council)
Dawn Savage (Awsworth Neighbourhood Plan Steering Group)
Paul Nathanail (Bramcote Neighbourhood Forum)
Michael Cobbett (Bramcote Neighbourhood Forum)
Jenny Page (Brinsley P.C. /Neighbourhood Plan Steering Group)
Dave Pearson (Stapleford Town Council)

Employment

- Flexibility of premises is now required for business groups, with a number of requests, and these need publicity; for example, small rooms with wi-fi and space to entertain clients. These need to be affordable and flexible management arrangements. These are not currently available in Beeston.
- Policy needs to fit in with wider conurbation in terms of the locations for starter units. This is not a secondary priority, it has an important role, integral to the city-wide offer of all premises.
- Modern buildings are required.
- Need for flexible rented accommodation, not full ownership, with bookable meeting rooms, meeting spaces, a reception area, and telecoms and IT support. There should be a tenancy arrangement with rooms for hire.
- Should use the 'Regus' model- with rented desks by the hour, hot-desking, catering and accessibility, for example to HS2, within walking distance.
- Should be iconic buildings.
- There is a north/south split in Broxtowe, with some units in the north not being taken up. There is a contradictory lack of units in south Broxtowe, especially Beeston. Competition would reduce costs.
- Motorway access is important and parking is useful for accessing meeting spaces.
- The HS2 development area will be especially significant. The aim of the masterplan should be units for diversification, i.e. a range.
- The Sir Colin Campbell building at the University was referenced.

- Stapleford is well located, whereas Beeston is congested, especially the A52, therefore strategic use of park and ride with publicity should be employed.
- The question of village employment sites was raised, for example Brinsley. These could be considered for neighbourhood plans. This would need local evidence.
- Private facilities are available out of town, for example Eastwood Hall but also there are limitations in town centres for larger premises and, it was stated, no readily available units.
- We need business-related infrastructure. There are historical employment brownfield sites in Beeston but new hardware is needed, for example 3D printing facilities.
- Some units used for retail currently could be adapted.
- Need flexibility of use class on employment sites beyond just offices. Need to avoid 'hurdles' like B1->B2. Uses should be restricted in context, e.g. in residential surroundings.
- Should encourage local employment and higher wages economy, including job training, to create a circular economy.
- 'carrots' are a more effective way to boost the local economy.
- Need more pro-active involvement from planning policy and economic development.

Vision and objectives

- The Broxtowe aligned Core Strategy is the starting point.
- Criteria for retention or release of existing employment sites would be:-
Well-located?
Occupied?
Term of vacancy.
- There should be a presumption of re-allocation for homes if the employment sites are near residential areas. But should be done on a site by site basis.
- There should be an analysis of whether we are creating jobs at the same rate as homes growth. Otherwise there is a danger of a place becoming a commuter settlement. The homes/jobs match was critical to the aligned Core Strategies.
- There has been a business re-location from the City to the suburbs.
- Queried whether there should be the same standards of design for conversions as new-build?
- Stapleford has low occupation of units on small sites. Some old units are not suitable for contemporary needs.
- Therefore, where do small growing successful businesses go? Alternative locations are required which are not apparent at the moment.
- Queried whether, if modern facilities were available, would existing businesses in other premises transfer? Are there incentives? Local availability would be an issue.
- Need to consider congestion, for certain locations. In central locations there may be difficulties, creating room may be an issue.
- There is considered to be a need for employment sites or parks.
- The question was raised of how to protect local shopping facilities.
- There are large numbers of businesses working from home, for example Awsworth.
- There is some land demand from large businesses.
- Links to transport provision are considered important.
- The running down of businesses in order to obtain change of use shouldn't be allowed.

Town centres

- Need to extend some boundaries, for example, Chilwell Road in Beeston.
- Need to condense some other areas.
- There should be opportunities for large retailers, for example, Aldi at Stapleford.
- Questioned whether Church Street, Eastwood (the Morrisons site) should be residential.

- In Kimberley, James Street has frequent vacancies.
- In Stapleford, just outside the town centre boundary, there is some residential but the businesses should be brought into the (town) centre (West End Street).
- Suggested that the Stapleford District Centre boundary should be extended up Toton Lane to support HS2 related development; and 'pulled up' from Sandiacre direction; and extended to Pinfold Lane.
- Queried whether Stapleford District Centre should be made more compact?
- Another opinion was that we should use what Stapleford has got.
- In Eastwood, over the shop accommodation should be promoted.
- Suggested that the infrastructure in Beeston needs to be used.
- There was a discussion around the policy on minimum proportion of use classes but it was suggested that loosening of policy may be difficult.
- However, suggested that we need to restrict the concentration of some uses for example sui generis.
- Suggested that there should be minor changes to boundaries to include some sites in town centres in order to provide a flexible approach to development needs, except we need clear boundaries such as a road.
- It was suggested that new shopping complexes are needed, to be included in town centres.
- It was suggested that urban regeneration would take place if living space is provided above town centre property.
- We should indicate through 'red flags' shops for review, for example A1 to A5, supported by supplementary work for further monitoring and review in order to be flexible with the town centres.
- Queried whether there are any issues with having hubs.

Out of centre

- There is considered to be no additional benefit to extending the area of out of centre development as they compete with town centres.
- Consensus that we need an out of centre policy. This could include restrictions of minimum floor area for a retail store to stop sub-division.
- Need policy to stop more 'damage' from major retailers.
- There is considered to be a need for 'destination' retail sites but questioned whether A5 uses are appropriate on them.
- There is a local transport issue, business is for everybody, and there should be servicing for the local community too. Therefore, is there a policy to support transport?
- Suggested that, generally, we should see the NPPF as our policy on out of centre business.
- On the contrary, it was suggested that we need a policy for large scale retail and supporting infrastructure.

Local shopping

- Hilltop, Eastwood was named as an example of the scope of this potential policy.
- The shop use for the sequential test should also be directed towards local neighbourhood centres.
- The term "parades of local importance" could be used.
- Queried whether there could be a proximity test for shops and local centres?

A5 uses

- The amount should be related to the size of the settlement?
- There are social issues involved- could be obesity related (see Gedling Borough local plan)

Other issues raised

- General group agreement on a 500 sq m threshold.
- There are other local issues with town centres mentioned outside the scope of planning.
- Green spaces in Stapleford and Eastwood town centres are significant issues/features.
- Parking and accessibility are significant issues.

Workshop 5: Housing and Community Facilities

Attendees:

Broxtowe Borough Council:

Steffan Saunders (Head of Neighbourhood and Prosperity)

Ted Czerniak (Director of housing and leisure services)

Sachin Parmar (Senior Development Management Officer)

Faye McElwain (Senior Development Management Officer)

David Lawson (Team Leader Planning Policy)

Martin Rich (Senior Planning Policy Officer)

Amanda Vernon (Senior Planning Policy Officer)

Others:

Ian McDonald (Gedling Borough Council)

George Machin (Gracemachin planning and property)

George Breed (Persimmon Homes)

John Mortimer (Awsworth Parish Council)

Dawn Savage (Awsworth neighbourhood plan steering group)

Paul Nathanail (Bramcote Neighbourhood Forum)

Steve Austin (Bramcote Neighbourhood Forum)

Vicky Syson (Brinsley Neighbourhood Plan Steering Group)

Jenny Sissons (Brinsley Parish Council + neighbourhood plan steering group)

Dave Pearson (Stapleford Town Council)

Affordable Housing:

Legislative changes in Housing & Planning Act and reduction in grant money available is having an impact on affordable housing provision. Change in definition of affordable housing to include starter homes and clear government shift towards home ownership all having impact on provision.

Emphasis nationally is on right to buy – Council looking to set up its own housing company to have freedom to provide affordable units - housing company could potentially provide below market rental properties and circumnavigate the need for right to buy – unsure if in future the government will close the loophole which currently allows this.

Council needs to be more flexible in approach in order to achieve delivery – developers need to know that they can sell the units. Possible way to help developers provide more could be cascade mechanisms in Section 106s (S106) – Persimmon Homes have been able to provide own 'discounted in perpetuity homes' product similar to starter homes under its own initiative. Affordable housing requirement is factored in by developers when deciding on initial proposals but changes in the market could mean that developers struggle to sell affordable units and this can have a knock-on effect on delivery on the site as a whole as it's often tied up with trigger points in S106. Starter homes will be easier to deliver as lower risk.

Affordable housing threshold will have an impact on viability. Larger sites are more viable for affordable units – house builders on larger sites but don't have a problem with affordable on sites of 50+ dwellings. Often registered providers don't want to take on a small number of units on lots of smaller sites as it can cause them management issues.

Urban South of Broxtowe is higher value area than that north therefore sale prices are higher; however land value aspirations for the landowner will be higher and so balance each other out. Developer will attempt to achieve similar profit margin across both.

Change in affordable housing policy threshold should take account of land value, having a blanket affordable housing % across the borough might lead to developers targeting development at the higher value areas first rather than spreading development evenly across the borough.

Some thought that the flexibility within the definition of affordable housing should be enough to allow a fixed affordable housing policy % threshold across the borough.

Most thought that a pragmatic and flexible approach to an affordable housing target was important, and it was agreed that it should not hinder development. However, it was also considered that a possible minimum target was used.

Some thought that the mix of affordable houses should be linked to transport connectivity.

Proportion of different types of provision

There is no one size fits all in terms of what is needed. It is becoming harder for schemes to provide rental tenures due to changes in legislation.

Key issue for developers is often linked to money lender expectations. Risk is increased with affordable provision and sales are restricted and this can impact on the ability of developers to get money for specific developments.

When mix is blended together developers will only achieve about 55% of market value and so objective is often to cover costs. Current 70/30 split between tenure split can often make a site unviable, making the split 50/50 would make it more viable.

When considering affordable housing it is important for Council to consider other contributions that the developer will be expected to pay (which impacts viability) including County Council contributions for Education and Highways. If other contributions are lower then the provision of affordable units may be more achievable (e.g. Melton Mowbray).

Size Thresholds

Brownfield sites below 10 dwellings shouldn't have an affordable housing requirement – potential land contamination trigger (i.e. uncontaminated brownfield could possibly provide something).

It was suggested that 5 dwellings would be appropriate (to coincide with the requirement on the brownfield register). Developers thought that 10 units would be sensible as anything less would not be viable.

There was discussion about the merits of having a 3 tier approach e.g. with up to 5 having no contribution requirement, 6 – 24 having case by case assessment as to whether it would be viable and everything 25 or more would have to provide units or contribution (as existing policy).

Policy should be aspirational with flexibility.

Possibility of a Supplementary Planning Document (SPD) to guide these considerations.

On-site provision vs. off-site contributions:

Smaller schemes might struggle to provide affordable on-site and might be more capable of providing off-site contribution but depends on size threshold.

Could be difficult to get registered providers to take on-site units where only a limited number, would depend on whether they were already managing other units in the locality - therefore would be more likely to take on units in built up areas where there is a higher proportion of existing social registered housing.

Council should be able to use their discretion; smaller sites may be more viable where on-site provision is ownership at discount (e.g. starter homes) rather than having on-site social rental where registered provider would need to be involved.

There could be the potential for Council Housing Company to take on units that registered providers wouldn't and this could make on-site rental more viable.

Options for paying off-site commuted sum on all sites would give developers flexibility to respond to market conditions.

Target for numbers as well as %

Broxtowe are never going to be able to meet the target for the number of affordable homes that we need to be building - need to strike a balance between being aspirational and being realistic. Targets important so you can monitor where / what your shortfall is – even if you know you aren't meeting it.

Could illustrate different mechanisms for delivering homes.

Numbers useful but knowing what type of units and specifically where they are required would be more useful for developers, this would be subject to what registered providers want and would be willing to take on.

Bedroom tax and 'pay to stay' has skewed what affordable provision is needed and where, in some circumstances what we need isn't affordable so question over what is provided. Fluid situation and uncertainty means we have to be flexible so as not to stifle development.

Commuted sum might be more appropriate than target.

The more tools available to the Council the better in terms of ability to be flexible, off-site contributions is just one tool.

Viability

Developers nervous about providing commercially sensitive information in their accounts for public scrutiny (often technical and not in a publically accessible format) – happy for it to be made public but planning professionals should be making the judgements. District valuer usually independent mediator where there is a disagreement. Developer concern that it will be another delay to the planning process.

Society has moved beyond 'trusting experts' and details should be open for the public to view. There could be experts in other fields in the public who could offer specialist opinion (e.g. developers pay for more remediation than necessary).

Only necessary to do if not meeting policy expectations and so is potentially not an issue as won't be setting policy at level which is unrealistic to start with and so this would only be applicable in exception cases and not as a standard rule for the norm.

Where there are exceptions to the rule the local community should have an opportunity to comment – point of localism, and specifically for those preparing neighbourhood plans.

Density

Should we have minimum space standard? Being too prescriptive could hinder development. Living space – people move to have bigger space. Very small space and often linked to conversions of older buildings. Living space will depend on the type of development – difficult to be too prescriptive.

Building regulations would deal with space standard issue and Council would need a lot of evidence to show why it was needed if wanted to go beyond what the building regulations stipulate.

Density requirements specifically relate to new builds – should there be a density requirement based on location?

High density has links to sustainability and so should be encouraging it, we should be aiming at 40 dwellings per ha.

Link to transport not clear - should be decided on a site-by-site basis, public transport accessibility needs to be considered, can't be a 'one size fits all' – need to take a pragmatic approach.

There is a difference between what people want and what they can afford so developers don't necessarily build the best product as they know they can sell it anyway.

Elderly People

Currently lots of elderly people in larger houses who would want to move but don't because there is not appropriate provision within the immediate vicinity – links to local need.

Is it possible to specify that new buildings are specifically for local people? Is Council built an option?

Public transport is a key issue for the elderly – links to transport and shops nearby is key – walking distance more restricted than usual but still important for health. Mix of accommodation type important – possibly harder to achieve on smaller sites. Development should include communal shared spaces that the Council maintain.

There should be a policy or incentive to encourage this type of development.

Care Home accommodation

Smaller units needed rather than specialist care home type accommodation. People are reluctant to move into care homes – different model needed which allows people to maintain their independence and stay in their own home as long as possible, possibly accommodation with shared facilities. Need to allow people to live in their locality for social capital issues.

Affordability is a key issue and mix of type is important. Is it possible to provide retirement villages – bungalows may be more appropriate. McCarthy and Stone type development – good example of half-way house type development.

Homes for the elderly may be more appropriate than affordable housing; moving people out of larger houses may have a knock-on effect to freeing up houses for other families.

Space standards / design to allow adaption for changing need is important. Broxtowe have experience delivering dementia friendly development in Eastwood.

Important to consider people with disabilities and vulnerable adults and the type of specialist accommodation that they might require in addition to elderly provision.

Higher & quicker delivery

S106 takes time to agree and this is a hindrance to delivery, should try and front load the application process and have the S106 negotiations running concurrently with the planning application. Agreeing on affordable housing is an issue. Need to strike a balance so as not to hinder applications coming forward. Technical information and objections from key stakeholders should be provided at the outset to assist developers. Would be good to have a developer forum to help developers air issues with a planning officer prior to an application coming in.

Time limiting a Reserved Matters application for 2 years is about right.

Shortage of labour, superficially brick layers nationally and this is hindering delivery.

Needs to be a wholesale change to developer and development industry to construct quicker. Custom and self-build could be an attractive alternative form of development. Council should be encouraging innovation in building practices. Council should use 'sticks' including time limiting developments to speed up delivery.

Gypsy and Travellers

Could we allocate sites as interim uses for previously developed land before they get planning consent for something else? Is there Council owned land which might be suitable?

There may be a discrepancy between what the local planning authority allocates as suitable between where the travelling community want to stay – often they prefer to own their own sites. There may be no point allocating sites because Council wouldn't know what was required, requirements will be different e.g. public transport compared to what we would be looking for in a 'traditional' housing site. Policy to specify what we would look for when determining an application may be more appropriate.

Harborough Gypsy liaison good example

Community Facilities

Often more important to protect and enhance existing facilities rather than building new, will be dependent on location and size of development. Should there be a development size threshold? Villages have different requirements to towns. Important to consider long term maintenance issue.

Important to consider who uses what and how – need to make sure achieving value for money for local residents. Council needs to make sure not allowing soulless development where people just go to live.

Assets of Community Value

Do we need policies to protect them?

Is it possible to use the inspector's criticism at the appeal we lost to craft into a policy?

Workshop 6: Chetwynd Barracks (Site Specific)

Attendees:

Broxtowe Borough Council:

Philip Horsfield (Head of Service: Legal)

Steffan Saunders (Head of Neighbourhood and Prosperity)

Tim Crawford (Parks and Environment Business & Projects Manager)

Martin Rich (Senior Planning Policy Officer)

Amanda Vernon (Senior Planning Policy Officer)

Tom Genway (Planning Policy Officer)

Councillor Eric Kerry (Borough Council)

Councillor Stephanie Kerry (Borough Council)

Councillor Halimah Khaled (Borough Council)

Councillor Mia Kee (Borough Council)

Others:

Caroline Penn (Beeston and District Civic Society)

Judy Sleath (Beeston and District Civic Society)

Geoff Weightman (George Spencer Academy)

Colin Tideswell (emerging Neighbourhood Forum)

Andy Askham (emerging Neighbourhood Forum)

Katrina Stephens (emerging Neighbourhood Forum)

Graham Heal (emerging Neighbourhood Forum)

Norman Lewis (emerging Neighbourhood Forum)

John Berry (emerging Neighbourhood Forum)

Helen Skinner (emerging Neighbourhood Forum)

Rob Sanderson (MOD)

James Ryley (MOD)

Group 1:

Access

- Concerns were raised in relation to the amount of traffic / congestion along Toton Lane / Stapleford Lane (B6003). This causes the back-up of traffic from the Bardill's roundabout to the A6005 Nottingham Road / Swiney Way during peak periods.
- A relief road through the site was suggested (also including access to the tram).
- A road off the A52 to the proposed HS2 station would be required.
- A major upgrade of the Bardill's A52 roundabout would be required. Land at Bardill's could be used for this purpose
- Access from Chetwynd Road (to the east of the site) should be opened up, but only for pedestrian and cycle use

Conservation & Heritage

- A number of constraints were identified including green areas and heritage assets.
- A green corridor should be maintained from the southeast of the site across the site to the northeast and onwards west to the proposed HS2 station at Toton – as shown on the marked up plan
- Heritage assets including the Officers' Mess, Memorial and 'Long' Building should be retained. Some of these could perhaps be converted to residential.
- Trees on the site should be retained
- The Memorial cannot be moved
- There should be some sort of memorial / feature retained at the main entrance to the site

Neighbourhood Centre

- Land for a Neighbourhood Centre was suggested within the centre of the site or close to the playing fields to the south of the site.
- This could include local shops.
- Some people argued that new shops should be located on main roads – to increase footfall.
- Need to provide a primary school. Could include shared access / joint use facilities with the local community (e.g. playing fields etc).
- There should be a 'car exclusion zone' around the school. Pedestrian areas would be paramount.
- There should be a community 'hub', to include the school, open space, GPs and dentists (a 'multi-function' facility)
- A potential location for the Neighbourhood Centre / 'Hub' is shown on the plan.

Delivery & Phasing

- The MOD does not own parts of the site including land to the north and TA Training Centre, as shown on the plan. Therefore, the development capacity (currently set at 800 homes) may need to be reduced.
- Brief discussion in relation to phasing. Suggestions for starting with previously developed buildings to the south of site. Also, suggestions for starting at the 'easiest place' for development – possibly some of the open land.

Group 2:

Traffic:

- Key concern for everyone is the impact of traffic on surrounding roads particularly Stapleford Lane traffic light junction at Swiney Way.
- Need for a North/South vehicular link through the site to join Stapleford Lane at the top (near the Tram Park and Ride) to act as a 'relief road'.
- Pedestrian Crossing points needed on Stapleford Lane – currently very difficult to get across
- Cycle paths should be provided throughout the site
- Important to have a connection to the tram
- Bus route through the site is required.

Open Space:

- Link existing Council open space to the recreation land to the south east corner of the site.
- Concentration of open space to the south east – does all of the memorial garden need to be retained?
- Retain Hobgoblin Wood
- Boulevard approach should be taken to the street scene with large trees and grass verges.

Heritage:

- Does the Listed Memorial need to stay in its current location?
- Officers Mess has heritage value and should be retained – would it be possible to move the Memorial towards the Mess so that they're together?

Retail:

- Provision on site should be limited – don't want to take away from surrounding town centres.
- Better access could encourage people to use surrounding retail including shops on Woodstock Road.

School:

- Is there the opportunity to re-develop with local school (Chetwynd) to provide larger school within the site?
- Is there secondary school capacity in the area?
- School should be sited so as to be away from areas of high emissions

Delivery:

- Survey of traffic, trees and green space needed.
- Infrastructure plan is needed and should be delivered during the development
- Wider transport plan needs to be done early.

Group 3:

- Connections should be made between green spaces to create a corridor. This should include the Memorial Formal Gardens. It should also include a Green Infrastructure corridor to the north, to include existing trees and woodland.
- To link with the wider area, connections should be made internally and externally between all schools in the catchments with cycle tracks and walking routes.
- The closed (barrier) access on Stapleford Lane should be opened.
- It should be noted that residents to the north-west and east of the site are concerned to ensure that vehicular traffic should not be permitted by connections through the site. In addition residents to the north-east don't want vehicular access to Field Lane towards the north-west.
- Potential favoured key accesses are marked on the plan.
- There should be enhanced access to the Toton Park and Ride for pedestrians and cyclists.
- Stapleford Lane and Swiney Way should be widened.
- This site needs to be considered as a package with the Toton HS2 development.
- Potential rat-running to the Toton site from the south, through this site, should be controlled.
- A detailed study needs to be made of the potential interactions between this site and other nearby proposed developments.
- It should be noted that there are existing managed homes on the site with an uncertain situation as to these estates inclusion in the masterplan.
- The southern part of the site is favoured for the employment land to make use of existing built up land and control the differing traffic movement to the residential traffic movement.
- Toton and Chilwell Meadows lacks a village centre and this site is an opportunity. A 'European' model of a 'village green' with bars, restaurants, surrounding sports fields (existing) and indoor facilities, formal play space next to the playing fields, and a new school could be located in the south-west area to create a new neighbourhood centre, including limited retail.
- The overall aim is to link in the site with the whole Toton and Chilwell Meadows area.

Workshop 7: Eastwood (Site Specific)

Attendees:

Broxtowe Borough Council:

Steffan Saunders (Head of Neighbourhood and Prosperity)

Martin Rich (Senior Planning Policy Officer)

Amanda Vernon (Senior Planning Policy Officer)

Tom Genway (Planning Policy Officer)

Councillor Tony Harper (Borough Council)

Councillor Milan Radulovic (Borough Council)

Councillor Edward Cubley (Borough Council)

Others:

Bob Willamott (Greasley Parish Council)

Ron Jones (Greasley Parish Council)

Andrea Poxon (Eastwood Town Council)

Elanor Wright (Oxalis Planning)

Connectivity & Movement:

Vehicular:

- Mansfield Road heavily congested, particularly at rush hour with people commuting to Junctions 26 & 27 of the M1 and towards the city.
- No realistic prospect of bringing access from Greenhills Road or Mill Road – although there was the suggestion that potential access could come from Industrial Estate to the east.
- Greenhills Road onto Mansfield Road via junction difficult to get out of because of the speed of the traffic coming down Mansfield Road and the angle of the junction.
- Oxalis have done transport and capacity work in 2013 which will need updating – Mansfield Road access most viable option, demonstrates that Mansfield Road has capacity.
- Bridle path (adjacent to existing housing to the south of the site) is too narrow to be used as site access and recently developed new houses would restrict width available.
- Separate access along Mansfield Road should be provided across land owned by the Dogs Home.
- Access to the site from Mansfield Road could be via a mini-roundabout which would act as a traffic calming measure and which might slow the speed of the traffic, possibly in the centre of the field to the west of the site. In addition, there is the option of developing the road across the southern edge of the site to service a development on the east side of the site leaving the remainder of the west side undeveloped.
- Link road should be provided from Mansfield Road to the A610 via road access used by commercial vehicles for Mushroom Farm development (to the west of Eastwood Hall) to alleviate traffic using Mansfield Road, effectively a bypass for Eastwood to avoid 'rat-running' through the town.

Public Transport:

- Bus stops on Mansfield Road should be moved towards Eastwood (opposite Coach Drive) with safe pedestrian crossing between the two to an area where there is a longer 'straight stretch'. Current situation is dangerous, traffic is moving too quickly (above the 30mph speed limit) and sight lines not long enough to cross safely.

Public Footpaths:

- Site (particularly to the east) is already well serviced by footpath network which should be retained.

- Greenhills Road is used by school children walking to the school and so care needs to be taken to ensure that the road is safe.
- Possibility of opening up the disused railway line as a public footpath?

Part of the site to be developed:

- East of the site would be a natural extension to Eastwood via Coach Drive (AP) and most of the historical connections to the listed buildings, to the west of Mansfield Road, and DH Lawrence literary heritage are to the west.
- West of the Site would be preferable (Greasley PC)
- Development at the West should be limited to the first two fields and should not extend beyond Newthorpe Grange, a non designated heritage asset
- Could Bridleway be used to split the site and as a long term boundary for the Green Belt or is the Dismantled Railway the defensible boundary, or is the bridleway better?
- Alternative site suggestion to build on land adjacent to Hall Farm (Grade II Listed), Green Belt less sensitive here and could provide link road (Eastwood Town Council parish).
- In terms of the landscape and the DH Lawrence literary heritage, there are site development density issues- should it be low density, bungalows, to match Thorn Tree Gardens?

Heritage:

- Views to the site from the Town were considered to be important particularly those up to Coney Grey Farm and Lamb Close from the Conservation Area and The Canyons at Walker Street (as described in *Sons & Lovers*)
- D H Lawrence landscape – nationally renowned writer
- Would be desirable to extend the ‘blue line trail’ via an urban greenway from Eastwood up to Brinsley Headstocks via ‘Aunt Polly’s Cottage’ (described in *‘Odour of Chrysanthemums’*).
- The urban Greenway could form boundary to the built aspect of the site.
- Important to promote D H Lawrence in the locality for the local population and for tourism.
- Building bungalows in the area could help to preserve the views.
- Considered that the west of the site was less sensitive
- If land to the east is developed, a new heritage trail across the west of the site could be made, with a green north/south corridor between Eastwood and Brinsley Headstocks to emphasise the DH Lawrence literary heritage views.

Flooding:

- Flooding issues from Brinsley Brook to the west – could be the potential to provide attenuation ponds next to the Brook and provide some public open space along this edge.
- Springs in land to the west – Oxalis have done preliminary investigation work.
- Developing the east of the site would be more problematic in flooding terms – topography of the land to the east causes flooding issue for Coach Drive.
- Drainage for cricket pitch (adjacent to site) and sluice in Brinsley Brook not working properly.
- The land contours are a constraint.

Open Space:

- Area to the east should be protected as open space – issue over who would own area- land should be gifted to the Borough Council for maintenance.
- Concern regarding how protected the open space would be from future development.
- Open space should retain its openness (and not be planted with trees), would be preferable to create English meadows.

Workshop 8: Brinsley (Site Specific)

Attendees:

Broxtowe Borough Council:

Steffan Saunders (Head of Neighbourhood and Prosperity)

Tim Crawford (Parks and Environment Business & Projects Manager)

Martin Rich (Senior Planning Policy Officer)

Amanda Vernon (Senior Planning Policy Officer)

Tom Genway (Planning Policy Officer)

Councillor Tony Harper (Borough Council)

Others:

Debbie Broad (Ashfield District Council)

Jenny Sisson (Brinsley Parish Council and Neighbourhood Plan Steering Group)

Elaine Minninghan (Brinsley Parish Council)

Meryl Topliss (Brinsley Parish Council)

Tom Egglestone (Brinsley Parish Council)

Keith Rodgers (Guy Taylor Associates)

General Points:

- Neighbourhood Plan steering group have been investigating alternative sites (greater quantity of smaller sites) which they believe are more suitable for development , not yet approved by Brinsley Parish Council but they will be presenting these to the Parish Council for consideration at the next meeting. They will submit these to us for consideration shortly.
- Parish Council is intending to undertake public consultation on the neighbourhood plan as soon as they have finalised a venue.
- As a principle the Parish Council are against development in the Green Belt in Brinsley.
- If Chetwynd Barracks becomes available this should mean that no development in Brinsley takes place.
- Site in question is particularly important to retain in the Green Belt.
- Area has 4 landowners: Anthony's, Taylors, Parish Council and Borough Council.
- Landowners are a local family with a long history with Brinsley, they intend to remain in the village and therefore have a vested interest in the quality of the development in the locality. They currently have an equestrian business which they wish to retain and therefore would also like to increase the provision of bridleways around the village.

Connections & Movement:

- Theoretically there are two access points off Church Lane but the road is narrow and it would be dangerous.
- Traffic travels along Church Lane at speed and the bend to the south of Church Lane (adjacent to Hall Drive) is dangerous and there are often accidents at this part.
- Discussion about the potential for one or two traffic islands to slow the speed of traffic through the village - a road traffic island was considered to be viable and could provide access to the Northern part of the site
- Road crossing at the Post Office is dangerous

Public Footpaths:

- Lots of footpaths in and around the village that are well used, particularly the footpath opposite the Post Office and the 'steeple chase' (long distance footpath around the village) which is linked to D H Lawrence.

- Informal footpath at the back of the recreation ground used by children to cut through the hedge – wouldn't like to see this formalised as it is an exciting/adventure route.
- Footpath to the east of the site has been improved; it doesn't necessarily give access to the brook and comes to a dead/end to the North.
- Opening up the brook as a walking route would be an aspiration for the landowner.

Bridle paths:

- Landowner would like to increase the level of bridle ways in the village.
- Acknowledged that it is difficult to turn a footpath into a bridleway and some concern that by doing so it would encourage off-road motorbikes to use the area (significant issue elsewhere in the borough).
- Could be conflict between different modes of transport – walkers might not want to walk if have to share the path with bikes or horses

Heritage:

- Views both to and from the headstocks are important to the Parish (particularly those from Church Lane and from the Listed church itself) and development to the South would have a serious impact on this. This site is part of the character of the village.
- Church and Brinsley Hall both Listed but there are a number of non-designated heritage assets that are important for the identity of the village particularly those referencing the mining heritage of the village and those linking to D H Lawrence (the Nottinghamshire Historic Environment Record identifies Vine Cottage, the Brinsley Colliery as a monument and Brinsley Headstocks).
- Vine Cottage to the South of the site was considered to be a very important heritage asset. It was considered that whilst currently in private ownership if it could be CPO'd by the Council then local groups could gain funding to restore it as a community facility/heritage centre. Resource implication for the Council was discussed and it was considered that the ability to get grant money without being able to demonstrate the long term ability of the site to be self-sustaining (particularly with the nearby DH Lawrence museum having recently closed due to lack of resources) may be limited. There was the suggestion that S106 money could go towards this and this could be an objective for the Parish Council through their neighbourhood plan as they would receive money from development if the plan were adopted.
- Non-designated heritage assets include:
 - Headstocks and surrounding landscape
 - Original school;
 - Vine Cottage
 - Houses on Hall Drive in the Conservation Area
 - 74 Church Lane
 - Quarry Cottage - interesting brick work (incorporating brick-tax bricks)
 - 1901 properties on Church Lane facing the headstocks
 - Land in general is a heritage asset
 - Ancient Woodland
 - Potential for archaeological interest due to shape of the land and possible links to Willey Wood Hey – extent of empark land (ditch and fence) – North of the site only as the South of the site has been subject to open cast mining.
 - Some houses sideways on to Church Land may be important because suggestion that when land was common land if they could build a house in a day and have a fire in the grate they got squatters rights to stay.
 - Historic links to coal mining heritage including a number of bridges with pipes underneath.

- Part of the Parish Hall was the original miners welfare club
- Bowling Green and pavilion also had links to miners welfare club and were used historically by miners

Flooding:

- It was considered that the site floods

Utilities:

- It was considered that the sewage system in the village could not cope with the additional homes however an 18inch main runs through the site and this was considered to have capacity to accommodate any new dwellings.

Open Space:

- Proposal for the Brinsley Recreation Ground and the Brinsley Headstocks to be linked by a route across the centre of the site to include public footpath and bridleway.
- Would encourage the use of the recreation ground as focus of the open space provision with less emphasis on the headstocks as this is also a nature reserve and therefore more sensitive to increased human traffic.
- Green Infrastructure improvements would need to be made and there are plans for doing this.
- Children's play area could be improved with new equipment, changing rooms at the recreation ground have been demolished and so could be the potential for re-development
- Would like to see allotments in the village.
- Keen to make Nature and wildlife improvements

School/ Education Provision:

- Some children do not attend the village school and travel elsewhere but it was suggested that this could be because of the quality of the school and not because there wasn't the capacity.
- Considered that school is currently full but that the capacity fluctuates at different age groups.
- Land for the potential expansion of the school floods
- It was suggested that part of the school was given to 'Sure Start' so there could be the potential for the school capacity could be increased without physically extending the school by taking this back. It was thought that 'SureStart' actually don't use the premises and use the Parish Hall instead.

Affordable Housing/ Elderly Housing:

- Brinsley has a high proportion of elderly residents who would like to move out of family homes into more suitable accommodation which is not available in the village.
- Discussion regarding whether the site could provide an off-site affordable housing contribution in order to deliver sheltered accommodation on the brownfield land to the North of the village adjacent to the Durham Ox public house. The site is in multiple ownerships and the owners have been in conversation with the Parish Council (Southern field not available for development) – it was considered that if sheltered housing was provided this could contribute towards the housing figure for the village.
- It was suggested that the Borough Council or possibly the Parish Council could look into building the houses themselves.

Part of the site to be developed:

- If any part of the site were to be developed than the area behind the recreation ground was considered to be the 'least worst' place. With an adjacent area to also come out of the Green Belt to accommodate SuDs and open space.

Other Issues:

- It was considered that the Green Belt Review was inaccurate and that the points didn't add up to the value of the site.
- If the Neighbourhood Plan Steering group were looking at a number of other smaller sites (max. capacity suggested to be 40) they would need to ensure that the surrounding highways would have capacity.
- It should also be a consideration that it is much easier for developers of smaller sites to argue that the site would not be viable and therefore it was likely that the contributions to assist the local community with issues such as education would be much less (potentially nothing).
- Ashfield didn't think that there would be an issue with merging between the two authorities with any sites particularly with the pattern of development along Cordy Lane already affectively merging the two settlements anyway.
- If any part of the site were to be developed, the Green Belt boundary would need to be altered with a new defensible boundary. If all the land were reviewed, land to the south could be protected by the alternative means of Policy 11 2. of the Core Strategy for DH Lawrence literary heritage; and a potential Local Green Space designation either through the Local Plan or the Neighbourhood Plan

Workshop 9: Bramcote / Stapleford (Site Specific)

Attendees:

Broxtowe Borough Council:

Steffan Saunders (Head of Neighbourhood and Prosperity)
Tim Crawford (Parks and Environment Business & Projects Manager)
David Lawson (Team Leader Planning Policy)
Martin Rich (Senior Planning Policy Officer)
Amanda Vernon (Senior Planning Policy Officer)
Tom Genway (Planning Policy Officer)

Others:

Councillor Martin Plackett (Borough Council)
Councillor Dave Pearson (Borough and Stapleford Town Council)
Councillor John Longdon (Borough and Stapleford Town Council)
Councillor Riachrd MacRae (Borough and Stapleford Town Council)
Margaret Downie (Stapleford Town Council)
Paul Nathaniel (Bramcote Neighbourhood Forum)
Bettina Lange (Nottinghamshire Campaign to Protect Rural England)
Richard Willan (Bramcote Hills Community Association)
Alison Wilson (Bramcote Hills Community Association)
Mick Bellamy (Bramcote Hills Community Association)
Steve Austin (Bramcote Hills Community Association)
Tony Smith (Bramcote Conservation Society)
Rob Greer (Bramcote Conservation Society)
Chris Dilks (Bramcote Conservation Society)
Paul Heery (White Hills Park Federation)
James Macdonald (White Hills Park Federation)
Mike Powell (White Hills Park Federation)
Stuart Natkus (Barton Willmore)
Bob Wollard (Planning and Design Group)
Simon Gardiner (J McCann)
John Billingley
Robert Barton (Cornerstone)
Andrew Mc Dowall (CAD Associates)
Alan Evans (CAD Associates)

Group 1:

Public Rights of Way

- Additional footpaths and cycle access to the wider area should be provided, including from Moor Lane, Coventry Lane and Ilkeston Road. Routes across the site should be maintained and enhanced. Please refer to the site plan for further details.
- There should be new and enhanced pedestrian and cycle routes linking residential development to the east of the site.
- Good footpaths and cycle paths along Coventry Lane are important.
- It was considered important to have safe access for children to walk to and from the school from the Stapleford side of the site.
- The bridleway to the east of the site should be retained and should not be opened up as vehicular access.

- Important footpath links include the footpath to the north of the former Bramcote Hills Golf Course towards Lenton Abbey.
- The former Nottingham Canal should be enhanced with public access (foot and cycle) extending on towards Nottingham.

Vehicular Access:

- 300 homes to the east of Coventry Lane and a further 200 to the west will significantly increase the traffic within the local area (especially based upon 1.5 cars per dwelling on average).
- The double roundabout at the bottom of Coventry Lane can be busy but could be improved
- Vehicular access to the residential development sites should come off Coventry Lane.
- There is a need to provide a new junction either with traffic lights or mini-roundabout – to provide access to the site. This would also reduce traffic speeds along Coventry Lane.
- Limited vehicular access to a new retirement home on the site of the Bramcote School (former Bramcote Park School) from Moor Lane may be acceptable.

Public Transport:

- Providing accessible public transport will be important.
- Coventry Lane currently has a number of bus stops which are no longer served by buses. (The County Council-supported service has ceased).
- There is the potential for new bus routes along Coventry Lane if the development proceeds.
- There is the potential to include a railway station / 'stop' on the railway to the north of the site.

Site Design:

- There is a need in the local area for retirement accommodation. The former Bramcote Park School site should be redeveloped for use as a retirement home / specialist accommodation for the elderly.
- There was a desire for any redevelopment on the school land to be kept below the 'ridgeline'.

Leisure Centre:

- It is important to the community that the leisure centre is re-developed on the site.
- There is the potential for further joint use facilities with the school.

Green Space / Green Infrastructure:

- A new area of open space should be created within the centre of the site (to the east of Coventry Lane), surrounded by clusters of housing development.
- There should be a buffer around the brook to the west of Coventry Lane. This is important as this area may be subject to flooding issues.
- It was suggested that the Council land to the west of the Crematorium should not be developed. Similarly, the northernmost part of the Field Farm site (part of the area which has outline planning consent) to the west of this land should be retained, thereby retaining an important wildlife corridor from the former Bramcote Hills Golf Course site (and beyond), along the ridgeline to the railway line to the west.
- The existing '6th form' building on the ridgeline should be demolished. This land should not be redeveloped and should be used for playing fields / school open space.
- It was considered that areas which should not to be considered for development (and which should potentially be included within Local Green Space designations) should include:

- Bramcote Hills Golf Course and the land across the site to the west;
- Bramcote Hill and Stapleford Hill
- Bramcote Park
- The buffer of land around the brook to the west of Coventry Lane (which may be subject to flooding)
- The school playing fields / running track to the southeast of the site

Delivery:

- West of Coventry Lane: No comments were made in relation to delivery.
- East of Coventry Lane: Representatives from the school noted that they needed to open the new school within 3 years. Therefore, there is a very tight timescale for development and housing delivery would be achievable within the short-term. The project would therefore contribute to the 5 year housing land supply figures.
- Representatives from the school indicated that they are currently assessing various options in relation to housing numbers – to determine viability of the scheme.
- Representatives from the school noted that they are currently considering both the delivery options of following the Local Plan process and also just proceeding immediately to a planning application; no decision has yet been made as to which route to follow.

Other Issues:

- Mr Heery explained that the school does not need all of the land or premises currently in its control, as much of this is currently surplus to requirements. The expenditure savings as a result of reducing the number of premises would be substantial.
- Support for the re-development of the school was expressed. However, there were concerns raised that the Green Belt could be sacrificed and that then the school re-development may not be delivered.
- In principle, most participants were supportive of the development of the land to the north of the school and some of the land to the west of Coventry Lane, especially if this will enable the re-development of the school.
- The need to defend the planning appeal (relating to the former Bramcote Hills Golf Club site) was stressed. It was considered (by some participants) that the allocation / development of land in this area could positively contribute to this.

Group 2:

200 homes are proposed on the part of the site west of Coventry Lane, in a broad area identified as suitable in the Tribal report (but this would leave 100 to be located elsewhere). Access would be from Coventry Lane at Sidings Lane with perhaps an island for traffic calming. It was considered that Section 106 funding from this site would be insufficient alone to fund the school re-development but could it be included to address the alleged shortfall even with the School site development?

Concern was expressed that the proposed developments on the school site, west of Coventry Lane and Field Farm should not be seen as isolated developments if all occurred.

The Park School area, if developed at all, should be used only for homes for older people. This could be accessed by a one way system using the existing infrastructure from Derby Road to Moor Lane, although not universally favoured.

The overall effect of site allocations in the area on Bramcote island should be assessed.

It is considered that the Primary School has more temporary impacts on traffic movement than the secondary school and should be accounted for in the development design, possibly including a turning circle/dropping off point.

The possibility of closing off Moor Lane access and a new internal gyratory access from Coventry Lane was considered.

A through site cycle route from Moor Lane for the Hills estate was considered to be a good thing.

Links through to the Field Farm site are considered important, via public open spaces and green transport links, including a good link across the railway line.

It was considered that an affordable homes contribution should be foregone for design and financial viability reasons (including maintaining Section 106 funding for the School).

If the project was not well designed, the wildlife corridor could be blocked.

Bramcote Leisure Centre should be retained/replaced in situ in any development scheme. Could Section 106 funding be used for leisure centre redevelopment?

There should be no new development changes of use in the leisure centre and environs in the south of the site.

There is a landfill constraint to the mid west of the site but could this be overcome to increase the developable area (the Local Wildlife Site area)?

Group 3:

Non-car modes of transport:

- Important to have safe and attractive routes that connect people to services and facilities both in and outside the site, including safe access for children to walk to and from the school from the Stapleford side.
- Important to also provide safe and attractive routes out into the open countryside for leisure.
- Footpath along Moor Farm Inn Lane could be improved to include a cycle route
- Not pleasant to walk along Coventry Lane at the moment but does have good off-road cycle access to the wider area.
- Disused Canal is an important leisure route
- Bridleway to the east of the site should be retained as such and should not be opened up as vehicular access.
- Important footpath links including over Bramcote Hills Golf Course towards Lenton Abbey.
- Golf Course is an important wildlife corridor
- Coventry Lane has severing effect – needs to be safer to cross and more pleasant for pedestrians
- Important to ensure pedestrian links to Field Farm (permeability)

Vehicles:

- Speed limit along Coventry Lane is 40mph however the design of the road (long straight road with clear views) encourages motorists to exceed this.
- Character of the road should be changed to make it feel less like a trunk road (example given of the Clifton section of A453 – residential in character compared to the rest of it and that encourages motorists to take more care)
- Double roundabout at bottom of Coventry Lane already at capacity
- Can design of site be car free? – Issue that people might park elsewhere, people will want cars to travel to shops and cars important for working people.
- Minimising car use is good principle – could be option to have community parking like they do on the continent
- Providing accessible public transport (e.g. on-demand public transport) to make it a better/more realistic option than private car use
- Possible that technology which allows people to work from home might reduce use of private vehicles in the future.
- It was considered important that vehicles be able to disperse in a number of different directions so as to ease congestion issues.
- Development at Field Farm will increase traffic in the locality – this should be assessed.
- Moor Lane access for the school is expected to be retained
- Traffic on Moor Road to Bramcote Primary caused largely because many of the students come from the City – however traffic at school drop-off and pick-up times is preferable to buses being used as these block the road for other users.
- Option that the school could access from Coventry Lane?
- Vehicular access to sites should come from Coventry Lane – McCanns side already has wide bell-mouth entrance
- Important to have a well-defined hierarchy of routes for different modes of transport.
- Neighbourhood Plan might include policy on vehicle charging points at new dwellings.

Public Transport:

- Coventry Lane currently has a number of bus stops which are not serviced by buses.
- Number 31 bus terminates to the North of the site and there could be the potential of extending the route along Coventry Lane which could either then loop back into the Field Farm development or there could be the potential to create a new bus only route through the western side of the site through Field Farm and on to Ilkeston Road.
- Although accepted that this could not be controlled through planning it was considered that the cost of public transport was an issue (too expensive) and that there needed to be a cross-boundary public-transport smart card that you could easily charge outside of the city limits.
- Was there the potential to include a train halt (un-manned station) where people could get on to the trains going into Nottingham? This could link to University who are looking into this as an option at the moment. There could be the possibility of this to the west where there was historically infrastructure / a sidings.

Design / House types:

- Cul-de-sac layout not preferable (although accepted that more desirable by residents) because discourages public transport – i.e. permeability of site by buses.
- Design of development on the site needs to be of the highest standard.
- Neighbourhood Plan will include design principles that exceed those required by Building Regulations.
- Houses built on the site should be expected to be lifetime homes
- Opportunity within the site (particular aspiration to the West) to provide a proportion of self-build plots which would be more likely to encourage high specification / high quality – that you wouldn't necessarily get with a national house builder.
- National house builders are moving towards new assembly methods where e.g. off-site construction and not necessarily traditional brick built houses.
- Urban fringe character of the area where wouldn't be expecting very high density would allow for a more artisan / bespoke product (re: house design).
- Should be aiming for a density of 40 dwgs/ha – not 'spare land' should be maximising it.
- Need to ensure that houses are affordable and that by creating self-build you aren't pricing people out of the market (i.e. it doesn't become a place for rich people)
- Community would not like to see large executive homes on the site
- There is a need in the local area for retirement accommodation which would free up family homes in the area.

Leisure Centre:

- Important to community that if the leisure centre is re-developed then it should be kept within the area.
- Also important that provision be made for users of the leisure centre that they can either turn right directly onto the A52 or that a mini roundabout be installed along Derby Road at Thorsby Road junction so that people can turn right at this point without having to cut through the existing housing estate.
- There should be no through route from the leisure centre to Moor Lane as it would be used as a rat-run

Green Space / Green Infrastructure:

- It was considered that areas not to be considered for development (and to be potentially included in a public green space designation) were:

- Bramcote Hills Golf Course and link across the site to the West;
- Running track area to the south east of the site;
- Bramcote Hill and Stapleford Hill
- Bramcote Park
- Local Wildlife site
- Buffer around Boundary Brook

Other Issues:

- It was considered important to have a traffic/transport working group to discuss that matter specifically in more detail – potentially to engage other stakeholders such as bus service providers.
- Sustainability is a key issue for the local community.
- Community would like to support the re-development of the school however there is concern that the Green Belt would be sacrificed and that they get housing development and the school re-development is not delivered.

Delivery:

- West of Coventry Lane: Client is a highway engineering company who have recently started house building themselves – in control of the majority of the land to the West. Nothing stopping delivery over short time period.
- East of Coventry Lane: Not aware of anything that would constrain development, Cornerstones are supporting the development and the re-development of the school is reliant on the fast sale of the land for development. Would have to wait until site removed from the Green Belt but would then want to deliver as soon as possible after that decision.

Workshop 10: Awsworth (Site Specific)

Attendees:

Broxtowe Borough Council:

Steffan Saunders (Head of Neighbourhood and Prosperity)

David Lawson (Team Leader Planning Policy)

Martin Rich (Senior Planning Policy Officer)

Amanda Vernon (Senior Planning Policy Officer)

Tom Genway (Planning Policy Officer)

Others:

Councillor Ken Rigby (Borough and Trowell Parish Council)

Councillor Lydia Ball (Borough and Awsworth Parish Council)

Michael Smith (Awsworth Parish Council)

John Mortimer (Awsworth Parish Council)

Dave Bamford (Awsworth Resident)

Dan Foster (Awsworth Resident)

Guy Longley (Pegasus Planning Group)

Stuart Ashton (Harworth Estates)

Bill Tomson (Sustrands)

Group 1:

Access & Roads

- Park Hill & Station Road not suitable for access to site as busy and narrow as a result of on-street parking - concern about emergency vehicle access – essential to have entrance onto Shiloh Way.
- Important to think about how development might be able to provide relief to Park Hill, potentially by offering residents a new way out of the village.
- Developer suggests that Barlow Drive North would be emergency access only however there were differing views on this, others considered that access should be ‘general purpose’. There was no consensus about whether opening it up would improve things for existing residents [by giving them another ‘way out’] and/or make things worse [by increasing traffic past existing homes].
- Two possible options for access from Shiloh Way:
 - Newtons Lane - possible roundabout to help with dangerous junction, although wouldn’t want Newtons Lane to be a rat run and so would need to be blocked off closer to the village. If Newtons Lane the access this could provide access to a wider development incorporating the site on the south of Newtons Lane in Cossall.
 - Opposite Naptha.
- Shiloh Way is fast but it would be difficult to do anything about the speed of the traffic.
- There could be the potential to introduce double yellow lines along The Lane to slow the traffic and make it a less desirable route for people wanting to avoid the bypass.

Footpaths:

- Park Hill footpath should be enhanced.
- Would welcome access onto the viaduct - As part of the open cast mining in Trowell Cllr Rigby has negotiated money for viaduct if mining takes place.
- Bonners Lane is a key route through the village (including from this site) for school children – not adopted.
- Footpath inside the site along the bypass should be provided.

Public Transport:

- Existing bus route runs along The Lane and doesn't permeate the residential 'estate' of the village – need to consider whether links through the housing areas of the village which could connect through to Newtons Lane (although getting a bus through Park Hill would be problematic).
- Concern that the lack of a bus route through the housing in the village means that elderly residents are concerned about being isolated, for many the walk to the bus stop is uphill and not feasible.
- Ilkeston Railway Station is due to open very soon – important to think about public/sustainable transport links down to the station. There needs to be a bus link to the station (bus 27).
- There is no bus stop on by-pass but this would not be suitable without a layby because it would affect the flow of traffic.

Open Space / Green Infrastructure:

- Linear Park adjacent to the bypass – reinforce existing tree belt.
- Existing tree belt and hedgerows to be retained where possible.
- Open space needed to the south east of the development – means that the open space in the village will be spread around.
- Open space should be managed with play equipment.
- Landscaping adjacent to the existing housing is needed to soften the impact of development.
- Toad tunnels that were provided when the Bypass was built haven't worked because of lack of maintenance – they are either cracked or have been filled in.

Form of development:

- Community accept the need for new homes in the village but consider it imperative that the new development integrates with the existing village and is not an isolated development.
- Mix of housing needed – perception that there is a lack of bungalows for the elderly but study shows that there are quite a few bungalows in the village.
- Design of housing should incorporate the positive aspects of some of the older buildings in the village (local distinctiveness is important) e.g. brick detailing.
- Community wouldn't want to see something similar to the new development at the allotments which is not local in character or the Ponderosa which is 'gated' and does not enhance the 'gateway' to the village.
- Would not want to see development to the north near to the roundabout as this is a Local Wildlife Site.

Heritage:

- White House Farm could be of heritage interest – however some residents living near to it would welcome it gone.
- Level crossing gate next to station house – would be nice to see this re-instated as an original crossing gate.
- There are a number of historic buildings focused in the centre of the village, there could be the possibility of a Conservation Area on The Lane.

Village Facilities:

- School will need to be enlarged.

- There is a lack of medical facilities within the village, there is a chemist but unclear for how long.

Delivery:

- Would expect 50 a year build out rate.
- Would expect one developer, possibly two.
- Would deliver in the early part of the 5 year supply.

Group 2:

Bennerley Viaduct is a critical piece of historic environment infrastructure close to the site. It is considered that development of the site should be linked to the Viaduct, the Nottingham Canal, Cotmanhay/Ilkeston, as a recreation opportunity. Access to the Viaduct for transport will require a ramp on the Awsworth side, to enable links to the Erewash Valley Trail and Nottingham Canal. There's a ground level path too, under the Viaduct. Access to Bennerley would be near the boarding kennels and the existing crossing on Shilo Way.

The agent has an option to purchase land from 3 landowners of the site and they own the land under the Viaduct including the area to be ramped. A bund will be developed from Bennerley Viaduct for which ground testing has already been done.

The access on the site should be dual purpose, to access the site and be a safe non-vehicular crossing. The aim should be to slow traffic on Shilo Way.

Local concern has been expressed through neighbourhood survey, that traffic may divert from a slower by-pass back through the village.

It is suggested that there is no access via Park Hill. No other 'rat runs' should be created. There was a discussion about Newtons Lane, it was proposed that it should be closed off at the junction with Shilo Way and possibly a gyratory access be made, with Shilo Way to the north as the access, a feeder road through the centre of the site leading to Newtons Lane and then eastwards to The Lane, linking back north to Shilo Way. The new development should not be isolated, with the latter link leading new occupants to the village centre and potential additional green travel routes through the existing residences from the site to the village centre. Stopping up Newtons Lane should prevent through traffic cutting through the village. New access for the development may be welcomed by existing residents if they are able to use the new access point themselves.

It is considered important that there is a good link to Ilkeston Station. The existing TB 27 service is only a 'shuttle' between Ilkeston and Kimberley and is unreliable. It is mainly used by shoppers who provide its peak usage times, with low patronage throughout the rest of the day. There should be sufficient parking at Ilkeston Station, with a good bus service from Awsworth. A further cycling route is planned from Awsworth to Ilkeston Station- Integrated Transport measures are planned, possibly including subsidised bus passes from Section 106 funds. The service should be more regular at peak times, similar to the stopped T1 service.

Whatever measures are used, off-road bikers should be discouraged.

In the long-term, a bridge or underpass across Shilo Way would be best. There should be one vehicular access for Shilo Way.

Landscape

An upgrade of the pocket park would be welcome; and an extension into the field of the recreation area off The Lane (although the link to the development may be tenuous). A pocket park may be designed into the new development.

Path improvements for Sustrans would be good.

A buffer to Shilo Way would be useful, with a retained tree screen, etc. this would be a good area for a SUDs.

Delivery

Pre-application consultation is planned for next year, with a planning application in 2018 and on site in late 2018.

Workshop 11: Kimberley (Site Specific)

Attendees:

Broxtowe Borough Council:

Steffan Saunders (Head of Neighbourhood and Prosperity)

David Lawson (Team Leader Planning Policy)

Martin Rich (Senior Planning Policy Officer)

Amanda Vernon (Senior Planning Policy Officer)

Tom Genway (Planning Policy Officer)

Councillor Tony Harper (Borough Councillor)

Others:

Councillor Mel Crow (Borough Councillor)

Councillor Shane Easom (Borough and Kimberley Town Council)

Councillor Richard Robinson (Borough Councillor)

Bob Willamot (Greasley Parish Council)

Neil Hutchinson (Greasley Parish Council)

Christine Brown (Kimberley Parish Council)

Ken Mafham (Ken Mafham Associates)

Connections & Movement:

Vehicular:

- Potential to use Depot as access to site or Caravan site has potential (they have expressed an interest to move to a larger site)
- Traffic circulation in Kimberley is struggling but would not support any road widening schemes
- Lots of houses in Kimberley don't have allocated off-road parking space which causes an issue with lots of people parking on the road, in some places this leads to restricted flow of traffic as roads are reduced to almost single carriageways.
- Eastwood Road is used as a by-pass for the by-pass and is congested at peak times.
- Historic road network within the town is not suited for heavy traffic.
- Suggestion that the site could take direct access onto A610 however this was not considered desirable over concerns that it could create other traffic issues and create 'rat-runs'.
- Concern about a knock-on traffic impact on Giltbrook and Newthorpe from development in Kimberley.

Public Footpaths:

- Disused railway line could be used as a footpath with links through the site / footpath system leading to it but gradient issues getting onto embankment.
- Level access footpath routes could also link into existing footpaths.
- Footpath system in good / well established – links to wider area.

Tram Extension:

- Any development should not inhibit the possible future tram extension

Mix of development:

- Incorporation of the depot site is key principle – issues regarding loss of jobs in Kimberley as a result, could be off-set through on-site provision of B1 use within the development. Issue regarding the disposal of the depot by the borough needs to be dealt with sensitively as

currently still in use and the borough have staff working there who may be concerned about their job.

- Employment use on site would be small-scale – similar to a parade of shops (approximately 5 – 10% of the area)
- Particularly important as industrial provision hasn't been incorporated into the Brewery scheme.
- Caravan site has a new building which could be suitable for the subdivision to create a number of employment units.
- Mix within the site will need to be appropriate and complimentary for a residential area – don't necessarily need to restrict use to B1a but could design the units in such a way that it inadvertently restricts the use.
- Live-work units might be appropriate on the site
- Is there the possibility that the Council (as landowner at the Depot) could build the mix use units on the site and could control the use of them as the landlord.
- Consideration needs to be given to affordable housing on the site
- Self / custom build could also be incorporated into the scheme

Design/extent of development:

- Should be planning for approximately 100 dwellings
- Embankment should be Green Belt boundary (not entire site as consulted upon previously)
- Land east of the railway embankment should be extended nature reserve – emphasis on wildlife and biodiversity.
- However, landowner of area to east of site does have expectation of housing development on land and therefore it is unlikely that they will spend any money providing space for wildlife area.
- Eastwood Road 2004 allocation – would like to do 'land-swap' so that triangle of land which is now being proposed will contain development and area to the south would be wildlife area – that would mean that development would be moved away from the existing housing.

Heritage:

- Where site adjoins the Conservation Area site is sensitive – this might be mitigated with a landscape buffer
- Rest of the conservation area is already adjacent to the caravan site and the depot and so less sensitive.

Constraints:

- Noise issues from the A610
- Depot is rumoured to be filled land and this needs investigation.

Other:

- Need to ensure that sites that are allocated for development are deliverable so as to resist future pressure for development on the Green Belt.
- Retirement village type development is needed somewhere in the borough.
- Cricket club would like to expand – possibly move elsewhere – aspirations that if this happens the community would like the area retained as urban green space.
- Scout hut will be retained.

Neighbourhood Plan update:

- Kimberley has got Locality grant and will be spending the money on evidence gathering over the next few months
- Neighbourhood Plan will masterplan the site to ensure site has development brief

Workshop 12: Nuthall (Site Specific)

Attendees:

Broxtowe Borough Council:

Steffan Saunders (Head of Neighbourhood and Prosperity)
Tim Crawford (Parks and Environment Business & Projects Manager)
David Lawson (Team Leader Planning Policy)
Martin Rich (Senior Planning Policy Officer)
Amanda Vernon (Senior Planning Policy Officer)
Tom Genway (Planning Policy Officer)
Councillor Tony Harper (Borough Councillor)

Others:

Councillor Philip Owen (Borough and Nuthall Parish Council)
Councillor Jill Owen (Borough and Nuthall Parish Council)
Councillor Paul Simpson (Borough and Nuthall Parish Council)
Brian Watson (Nuthall Parish Council)
Bettina Lange: Nottinghamshire Campaign to Protect Rural England
Ben Glover (Savills)
Justin Sheldon (Henry Boot Developments Limited)

Nuthall have prepared a draft Neighbourhood Plan which is ready to go before Nuthall Parish Council next Thursday (17th November 2016).

Green Infrastructure, Open space and the SSSI:

- Parish Council would like development to provide a country park which there is a need for in the area. Park would be informal in nature (similar to Colliers Wood).
- SSSI is important and there would need to be a buffer between it and any development – would need to get advice on what was required (15-50m was suggested) however it would be important to get the right balance between developable area and a buffer.
- Wouldn't be desirable to build too close to the wood anyway because this could cause future problems from tree shading and overgrowth.
- Potential to move development closer to the embankment (which is a Local Wildlife Site) which is less sensitive than the SSSI (which would need a wider buffer).
- Green Infrastructure (GI) corridors usually connect existing open space however the GI corridor to the north (shown on the plan) is a new corridor. The GI corridor shown to the south is an important existing link for the areas of woodland.
- Concern that any development (particularly employment) to the west would sever GI corridor (for both people and wildlife) and that attractive links would need to be maintained (i.e. not fenced footpath). Proper connectivity to the wider area would need to be considered as site is currently very isolated.
- Maintenance of the country park was raised as an issue; the Council would need to have discussion with the developer re: contribution or up-front sum. Scale of development would link to contributions.

Access:

- Developer has legal agreement that access can cut through embankment at 90° angle although is recognised as a Local Wildlife Site and that there could be contamination issues due to historic use.

- Suggested that development would only work if access came through the SSSI (although most considered that this was not feasible).
- Important that site has access/links to Bulwell.
- Improvements to the attractiveness of the access (particularly for residential) to the site through the existing industrial area is outside of developer's control (not in their landownership) and so limited ability to achieve this.
- Developer would speak to bus companies regarding the ability to extend existing bus routes and would look to provide cycle routes.
- Developer would also possibly try to improve walking routes through the SSSI (would need to speak to the Wildlife Trust as this is in their ownership with no public right of way).
- Developer would put infrastructure in early which would encourage house builders.
- Consideration should be given to an east/west Public Right of Way access to link development with Nuthall – this could alleviate site being so isolated.

Mix and form of development:

- Developer initially only wanted employment development at the site as a result of market demand for employment units in close proximity to the M1, would be seen as an extension to the existing industrial estate.
- Envisage B1, B2 & B8 (main focus on B1 & B8) similar to their previous development at Markham Vale – wouldn't envisage mega sheds; expect it to be similar to employment provision in the immediate locality with mixed-use similar to the Blenheim area
- Concern from others that it would be difficult to stop mega-sheds and that residential development in close proximity would not be desirable.
- It was also questioned whether Council has evidence that there is a need for employment land in the borough.
- Following earlier discussions developer has incorporated an element of residential (120 dwellings) but state that residential on its own would be unviable as it is not a prime site for house builders because of the constraints. Concerned that it would be detached from existing residential and therefore would need employment development.
- The isolation of the site was the principal reason the developer selected it for employment development as it would have limited impact on existing residential areas.
- Developer concerned that residential development could hinder the employment opportunities for the site. Not including employment development would be a missed opportunity.
- Up until this point developer had not considered where areas of open space would be located.
- There was concern about the type of house that would be provided considering that to include industrial development would result in everything being compacted together. Parish Council had expected high quality houses spread out with plenty of green space and unsure about how everything would fit.
- Developer had done very early calculations and density was in line with current standards approx. 15 dwellings/acre (37 dwellings/hectare).
- Suggestion that open space would be compacted to accommodate development.
- Providing an attractive green environment was considered to be non-negotiable.
- Developer envisage that housing development would be located to the east of the site nearer to the woodland (SSSI) to include SuDs ponds and that employment would be best suited towards the proposed HS2 line to the west. There was concern that moving housing towards HS2 would impact on the saleability of the houses.
- Parish Council expected the east to be the 'green end'.

- Land surrounding the site in question is in the same ownership and so there is the potential to expand the site to accommodate all of the requirements up to HS2 and west of the motorway.
- Concern was raised about the future potential that development would eventually link the employment development proposed at the aerodrome.
- Developer could provide defensible boundaries although HS2 would act as a boundary (line would need a buffer and this would need to be factored into proposals).

CPRE consider that the issues amount to the site not being suitable for development and that in the hierarchy of Green Belt sites being considered for development Nuthall would be the lowest in priority.

Report of the Chair of the Jobs and Economy Committee

WORK PROGRAMME1. Purpose of report

To consider items for inclusion in the Work Programme for future meetings.

2. Background

Items which have already been suggested for inclusion in the Work Programme of future meetings are given below. Members are asked to consider any additional items that they may wish to see in the Programme.

3. Work Programme

23 February 2017	Local Plan Part 2 Update Findings of the task and finish group
16 March 2017	Local Plan Part 2 Update

4. Dates of future meetings

The following additional dates for future meetings have been agreed:

- 23 February 2017
- 16 March 2017

(All meetings to start at 7.00 pm)

Recommendation

The Committee is asked to consider the Work Programme and RESOLVE accordingly.

Background papers

Nil

Report of the Director of Housing, Leisure & Property Services

STAPLEFORD Wi-Fi1. Purpose of report

To provide members with details of the quotes received for the installation of public Wi-Fi in Stapleford town centre, and to recommend the appointment of ElephantWiFi.

2. Background

Members will recall the report of 10 November 2016 setting out suggested investment priorities for Eastwood, Kimberley and Stapleford town centres. Amongst other items, members approved, in principle, the installation of public Wi-Fi in Stapleford town centre – subject to receiving satisfactory quotes.

3. Detail

Two quotes have been received, as detailed in the confidential appendix.

4. Financial implications

There is £27,600 remaining in this year's town centre management budget (including the remaining one-off High Street Innovation Funding). In addition, there is a further one-off £3,500 available, set aside specifically for town centre work in Stapleford. Allowing a little for contingencies it is proposed to fund the Wi-Fi as follows:

- £3,500 from the money set aside specifically for Stapleford
- £21,500 from this year's town centre management budget.

Recommendation

The Committee is asked to appoint ElephantWiFi to install and operate public Wi-Fi in Stapleford town centre with a budget set aside of £25,000.

BUSINESS GROWTH PLAN

This Business Plan details the projects and activity undertaken in support of the Council's Corporate Plan 2016 - 2020 priority of **Business Growth**.

The Corporate Plan prioritises local community needs and resources are directed toward the things they think are most important. These needs are aligned with other local, regional and national plans to ensure the ambitions set out in our Corporate Plan are realistic and achievable.

The Business Plan covers a three-year period but will be revised and updated annually. Detailed monitoring of progress against key tasks and outcome measures is undertaken quarterly by the Jobs & Economy Committee. The Policy and Performance Committee also receives a high level report of progress against Corporate Plan priorities on a quarterly basis.

The Council's Vision for Broxtowe is 'a great place where people enjoy living, working and spending leisure time'.

The Council's Values are:

- Integrity and professional competence
- A strong caring focus on the needs of the communities
- Continuous improvement and delivering value for money
- Valuing employees and enabling the active involvement of everyone
- Innovation and readiness for change

The Council's Priorities and Objectives for Business Growth are:

'New and growing businesses providing more jobs for people in Broxtowe and improved town centres'

- Increase the number of new business starting in Broxtowe (BG1)
- Help our town centres to compete and attract more visitors (BG2)
- Complete the regeneration of Beeston town centre and seek opportunities to regenerate town centres throughout Broxtowe (BG3)

1. PUBLISHED STRATEGY AND POLICY DOCUMENTS SUPPORTING THE DELIVERY OF PRIORITIES AND OBJECTIVES

Strategy/Policy Document	Purpose of Document	Renewal Date	Responsible Officer/Contact
Broxtowe Corporate Plan	Broad strategies and vision		R Hyde
Broxtowe Economic Development Strategy	Provides a framework for the delivery of economic regeneration in the borough	2019	R Dawson
Notts County Council Growth Plan	Outline strategy detailing the County's priority areas and outcomes		R Dawson
Nottingham City Growth Plan	Outline strategy detailing the City priority areas and outcomes		R Dawson
D2N2 Growth Strategy	Outline strategy detailing Sub-Regional priority areas and Investment Proposals		R Dawson
Local Enterprise Partnership	Strategic document for the Nottinghamshire and Derbyshire area		R Dawson
Broxtowe Core Strategy	Strategic level document to replace Local plan	2028	S Saunders
Broxtowe Local Plan 2004	Planning policy framework up to 2011	2016	S Saunders
Local Development Scheme	Programme of policy documents up to 2028	2016	S Saunders
Boots Statement of Development Principles 2007	To establish and steer decisions on the future land use of the Boots site at Beeston/Nottingham City		S Saunders
Boots Enterprise Zone Implementation Plan (Draft)	To progress the development of and investment in the Enterprise Zone site.		S Saunders
Beeston Town Centre Action Plan	Supplementary guidance		S Saunders
Kimberley Brewery Planning Brief	To establish and steer decisions on the development of this site		S Saunders
Service Standards	Various		Various
Enforcement Concordat	Code of practice for central and local government enforcement		S Saunders/ C Danby
Contaminated Land Strategy	Purpose of strategy is to detail how the Council will take a rational, ordered and efficient approach to inspecting the land within its duty under the Environmental Protection Act 1990.		S Hickey

Strategy/Policy Document	Purpose of Document	Renewal Date	Responsible Officer/Contact
Understanding High Street Performance	Intended to help inform government and local authority decision making regarding town centres, high streets and local economic growth.		M Batterham
Portas Review	Intended to help inform government and local authority decision making regarding town centres, high streets and local economic growth.		M Batterham
Grimsey Review	Intended to help inform government and local authority decision making regarding town centres, high streets and local economic growth.		M Batterham
Association of Town and City Managers manifesto	Intended to help inform government and local authority decision making regarding town centres, high streets and local economic growth.		M Batterham
Notts County Council code of practice for seasonal decorations	Intended to help inform best practice regarding decorations including Christmas decorations		M Batterham

2. SERVICE LEVEL OBJECTIVES LINKED TO CORPORATE OBJECTIVES

Increase the number of new business starting in Broxtowe (BG1)

Service Areas Covered by this Plan	Service Objectives
Economic Development and Regeneration	Work with key stakeholders to meet the skills needs of local employers, and to reduce unemployment and worklessness within the Borough. Work with partners in areas of higher unemployment such as Eastwood South, Chilwell West and Stapleford South East. Bring forward previously developed sites for development. Prepare and maintain the LLPG.
Development Control	Provide pre-application advice (subject to a fee), process applications, enforce permissions, defend appeals and successfully resist costs applications whether these are member overturns or not, secure community benefits from developers via S106 agreements and in the future through CIL if this is the route the Council decides on.
Planning Policy	Prepare and monitor statutory and non-statutory planning documents, contribute to wider strategies and major projects such as Beeston Town Centre redevelopment and NET phase 2, Boots Enterprise Zone, Beeston Business Park, support equality. Review Conservation Areas, prepare appropriate management plans and designate new areas. Provide support for the preparation of Neighbourhood Plans.
Town Centre Management	Support and develop activity that promotes, markets and increases the profile of the Borough's 4 town centres. Support the business activity within Beeston town centre. Improve Town Centre Key Performance Indicators. Establish, support and develop the activity of the town centre steering groups. Highway inspections (two locations), provide off-street car parks, oversee on-street parking enforcement. Maintain and improve council owned seating, street name plates, signage and other street furniture. Maintain stock of seasonal decorations.

Help our town centres to compete and attract more visitors (BG2)

Service Areas Covered by this Plan	Service Objectives
Economic Development and Regeneration	Work with key stakeholders to meet the skills needs of potential local employers seeking new investment opportunities within the four town centres, and to assist in providing new opportunities for employment within the enhanced town centres. Bring forward previously developed sites for development. Prepare and maintain the LLPG.

Service Areas Covered by this Plan	Service Objectives
Development Control	Provide pre-application advice (subject to a fee), process applications, enforce permissions, defend appeals and successfully resist costs applications whether these are member overturns or not, secure community benefits from developers via S106 agreements and in the future through CIL if this is the route the Council decides on.
Planning Policy	Prepare and monitor statutory and non-statutory planning documents, contribute to wider strategies and major projects such as Beeston Town Centre redevelopment and NET phase 2 including assisting with new studies in the north of the Borough. Review Conservation Areas, prepare appropriate management plans and designate new areas. Provide support for the preparation of Neighbourhood Plans.
Town Centre Management	Support and develop activity that promotes, markets and increases the profile of the borough's 4 town centres. Support the business activity within Beeston town centre. Improve Town Centre Key Performance Indicators. Establish, support and develop the activity of the town centre steering groups. Highway inspections (two locations), provide off-street car parks, oversee on-street parking enforcement. Maintain and improve council owned seating, street name plates, signage and other street furniture. Maintain stock of seasonal decorations.

Complete the regeneration of Beeston town centre and seek opportunities to regenerate town centres throughout Broxtowe (BG3)

Service Areas Covered by this Plan	Service Objectives
Economic Development and Regeneration	Work with key stakeholders to meet the skills needs of potential local employers seeking new investment opportunities within Beeston Town Centre, and to assist in providing new opportunities for employment within the enhanced town centre. Bring forward previously developed sites for development. Prepare and maintain the LLPG.
Development Control	Provide pre-application advice (subject to a fee), process applications, enforce permissions, secure community benefits from developers via S106 agreements and in the future through CIL if this is the route the Council decides on.
Planning Policy	Prepare and monitor statutory and non-statutory planning documents, contribute to wider strategies and major projects including Beeston Town Centre redevelopment and NET phase 2.
Town Centre Management	Support and develop activity that promotes, markets and increases the profile of Beeston. Support the business activity within Beeston. Improve Town Centre Key Performance Indicators. Establish, support and develop the activity of the town centre steering groups. Highway inspections (two locations), provide off-street car parks, oversee on-street parking enforcement. Maintain and improve council owned seating, street name plates, signage and other street furniture. Maintain stock of seasonal decorations.

3. MEASURES OF PERFORMANCE AND SERVICE DATA

Context – Baseline Service Data

Covalent Code	Service Data Description	Actual 2014/15	Actual 2015/16	Comments including benchmarking data
EDData_10	Numbers claiming job seekers allowance for over 1 year (as at March)	405 (Mar 2014)	Not available	Figures to be updated in Spring 2017 following the appointment of a new Economic Development Officer
EDData_09a	Borough Unemployment rate (as at March) (% of resident population aged 16-64)	2.1% (Mar 2014)	Not available	Figures to be updated in Spring 2017 following the appointments of a new Economic Development Officer
NEW (Former NI 163)	Proportion of population aged 16-64 qualified to NVQ level 2 or above	71.2% (Dec 2013)	Not available	Figures to be in Spring 2017 following the appointment of a new Economic Development Officer is in post
DSDData_01	Planning applications received	819	842	These figures are likely to increase significantly from 2017 onwards as the economy continues to improve and more viable previously developed sites are made available in the part 2 Local Plan, scheduled to be adopted in 2017. Estimated growth around £40,000
DSDData_05	Enforcement complaints	319	325	These figures are likely to go up once more people consider home improvements, starting new businesses and general development opportunities including changes of use. The Council already provides comprehensive pre-application advice service to keep to a minimum the number of people undertaking works without knowing of the need for permission. However, even allowing for this, these figures do tend to rise at a time of increased development activity
DSDData_09	Planning appeals received	16	22	The Government has tightened the trigger points for 'special measures' in relation to Council decisions overturned at appeal. A report has been considered by planning committee on 11 January 2017

Covalent Code	Service Data Description	Actual 2014/15	Actual 2015/16	Comments including benchmarking data
DSDData_10	Section 106 agreements completed	6	10	The Council will consider the merits of entering into a CIL charging schedule which will effectively replace S106 for most contributions if this is the route the Council decides on. The Government position on CIL is expected to be clarified in the planning white paper which is due to be published shortly
PMDData_01	No. of tickets issued by off-street car park pay and display machines	663,707	734,114	

Critical Success Indicators (CSI)

Priority leaders should work corporately to **define the outcome objective** for each priority area and **identify an outcome indicator** or indicators which will be **Critical Success Indicators**. There will be a maximum of two CSI for each corporate priority.

Indicator Description	Covalent Code	Achieved		Target				Indicator Owner and Comments (incl. benchmarking)
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	
Critical Success Indicators (CSI)								
Increase the number of new business starting in Broxtowe (BG1)								
Employment Land take up	ERLocal_02	-	-	-	-	-	-	S Saunders This to be measured against allocations to be made in the Broxtowe part 2 Local Plan which will be reported to Jobs and Economy committees in January, February and March 2017
New accounts on the web based Business Support Network	ERLocal_01	-	-	-	-	-	-	R Dawson
Help our town centres to compete and attract more visitors (BG2)								
Town Centre Occupancy rates	TCLocal_01	90%	90%	91%	92%	93%	%	M Batterham

Indicator Description	Covalent Code	Achieved		Target				Indicator Owner and Comments (incl. benchmarking)
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	
New retail and commercial floorspace provided within the town centres	TCLocal_05	-	-	-	-	-	-	S Saunders To be measured against allocations to be made in the Broxtowe part 2 Local Plan which will be reported to Jobs and Economy committees in January, February and March 2017
Complete the regeneration of Beeston town centre and seek opportunities to regenerate town centres throughout Broxtowe (BG3)								
Appointment of a developer for phase 2 of Beeston Town Centre re development	BG1620_09	-	-	-	-	-	-	J Delaney
Commencement of works for phase 2 of Beeston Town Centre redevelopment	BG1620_09	-	-	-	-	-	-	J Delaney

Performance Indicators

Priority leaders should identify two sets of performance indicators namely **Key Performance Indicators (KPI)** for reporting to GMT and Members and **Management Performance Indicators (MPI)** for use in business planning and performance monitoring purposes at a service level.

Indicator Description	Covalent Code	Achieved		Target				Indicator Owner and Comments (incl. benchmarking)
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	
Key Performance Indicators (KPI)								
Town Centre user satisfaction for Businesses Beeston Kimberley Eastwood Stapleford	TCLocal_03	70%	70%	70%	70%	70%	70%	M Batterham Targets are the same for each Town Centre

Indicator Description	Covalent Code	Achieved		Target				Indicator Owner and Comments (incl. benchmarking)
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	
Town Centre user satisfaction for Customers Beeston Kimberley Eastwood Stapleford	TCLocal_04		70%	70%	70%	70%	70%	M Batterham Satisfaction levels were determined via the Welland Survey. Business opinion is not a true reflection of overall user satisfaction. The Town Centre team now targets centre customers. The survey is considered to be a more telling indicator and this affects the likely extent of future visitors and custom for businesses Targets are the same for each Town Centre
Percentage of town centre units occupied: Beeston Kimberley Eastwood Stapleford	TCLocal_01 a - d	88% 91% 91% 83%	94% 92% 92% 89%	91%	92%	93%	93%	M Batterham National average in 2013 was 84%, more recently 87%. This is a significant and achievable increase above the national average. As more housing developments take place this should increase the visitors to assist in town centre expenditure
Major planning applications determined within 13 weeks %	NI 157a	61.11%	77.27%	55%	60%	60%	60%	S Saunders The increase in performance is realistic with regard to increase in time savings on the basis of potentially a CIL charging schedule being introduced, or having up to date policy expectations clearly set out in the Part 2 Local Plan thus saving time on negotiations for S106 agreements

Indicator Description	Covalent Code	Achieved		Target				Indicator Owner and Comments (incl. benchmarking)
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	
Minor planning applications determined within 8 weeks %	NI 157b	86.71%	92.26%	90%	90%	90%	90%	S Saunders Where extensions of time are agreed and decisions are issued within this extended time, they would be reported as within target
Other planning applications determined within 8 weeks %	NI 157c	92.96%	95.03%	95%	95%	95%	95%	S Saunders Where extensions of time are agreed and decisions are issued within this extended time, they would be reported as within target
Appeals allowed against refusals %	BV204	15.38%	52.94%	30%	30%	30%	30%	S Saunders It would be useful to split the appeals allowed into those made under delegated powers compared to those overturned at Committee. The 30% overturn rate is realistic but does account for some appeals allowed against officer recommendation
Management Performance Indicators (MPI)								
	NI 151	70.7% (March 2014)	Tracking Indicator No Target Set					R Dawson No. of people in employment as a percentage of all people aged 16-64 (Source: NOMIS, official labour market statistics)
Higher unemployment rate Eastwood S Stapleford N Chilwell W Stapleford SW	EDData09 (a-f)	4.4% 3.8% 3.2% 2.8%	Tracking Indicator No Target Set					R Dawson Figures from Employment Bulletins published by Nottinghamshire County Council

Indicator Description	Covalent Code	Achieved		Target				Indicator Owner and Comments (incl. benchmarking)
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	
Businesses engaging in the town centre business forums %	TCLocal_02	60%	65%	75%	75%	75%	75%	M Batterham
Undisputed invoices paid within 30 days	BV 8	99.4%	99.2%	99%	99%	99%	99%	P Adcock
Undisputed invoices paid within 20 days	FPLocal_09	97.7%	97.8%	95%	95%	95%	95%	P Adcock

4. KEY TASKS AND PRIORITIES FOR IMPROVEMENT 2016/19

Covalent Code	Description	Targeted Outcome	Partnership/ Procurement Arrangement	Officer Responsible Target Date	Budget Implications / Efficiencies Other comments
JBG 1417_04	Work with partners to develop apprenticeship campaign	Increase awareness of Apprenticeships	Job Centre Plus, NAS, NNF, DNCC, FSB, Colleges and Schools	R Dawson March 2017	
JBG 1417_05	Work with partners to leverage investment and develop a borough wide incentive scheme for employers	Wage subsidy scheme to increase take up of youth apprenticeships	Job Centre Plus, NAS, NNF, DNCC, FSB, Colleges, Training Providers	R Dawson March 2017	
PLACE 0912_04	Undertake comprehensive redevelopment of The Square and adjoining areas in Beeston Town Centre	Key redevelopment/ refurbishment such as The Square and adjoining areas for retail and other use	Henry Boot	E Czerniak December 2017	
PLACE 1215_05	Work with all parties involved with NET phase 2 in relation to:- Compensation payments for land loss. Land hand back.	Secure best possible outcomes for the borough from the construction and operation of the tram	NET//TWA/	J Delaney December 2017	
CP 1417_02	Redevelopment of the Stapleford gateway Site	Creation of a redeveloped site to provide housing, employment and community facilities		M Kirk March 2018	Phase 1 is subject to a current planning application. Phase 2 was endorsed by the Stapleford working group
BG1620_05	Support tram extension to the HS2 station and transport infrastructure work in the wider region.	Support the provision of necessary transport studies as part of the devolution deal	NET	R Dawson March 2020	

Covalent Code	Description	Targeted Outcome	Partnership/ Procurement Arrangement	Officer Responsible Target Date	Budget Implications / Efficiencies Other comments
BG1620_07	CPO Moults Yard	CPO Moults Yard	Secure Development Partner	R Dawson March 2017	Secure development partner
BG P2LP Includes:- JBG1518_02 JBG1518_06 BG1620_01b(i)	Bring forward the Part 2 Local Plan to adoption Develop town centre plans Neighbourhood Plans Conservation Area Appraisals	Successfully steer the part 2 Local Plan through its examination process receiving a report recommending adoption from the appointed Planning Inspector	Development Partners and in particular Town and Parish Councils as part of their Neighbourhood Plans	S Saunders December 2017 for adoption	Town centre studies, employment allocation and identification of policies to undertake as part of the single Part 2 Local Plan. This will create efficiencies in coordinated evidence gathering with the progression of the neighbourhood plans. Local plan examination expected to cost £60,000-£80,000. Each neighbourhood plan examination plus referendum is likely to be £20,000 supported by government grant. A single combined examination for the neighbourhood plans being progressed and the part 2 Local Plan could be maintained at £80,000-£100,000. It is unlikely that of the nine neighbourhood plans being prepared that all will be concluded in time for a combined examination
JBG1518_02	Develop Town Centre Plans for each of the four principal town centres in the borough	Develop plans to which will highlight the potential opportunities for inward investment	Notts County Council, Town Centre Groups, and transport operators	M Batterham S Saunders March 2017	Inform the submission of Part 2 Local Plan to Planning Inspectorate. See above for the likely examination costs which are expected in 2017/18
JBG1518_06	Assist in the preparation of Neighbourhood Plans	Approve Neighbourhood Plan Area designations for all parish areas	Town and Parish Councils	S Saunders March 2017	See above for budget savings

Covalent Code	Description	Targeted Outcome	Partnership/ Procurement Arrangement	Officer Responsible Target Date	Budget Implications / Efficiencies Other comments
BG1620_08	Further report to Cabinet to enable consideration of undertaking a CIL charging Schedule	Produce a CIL if this is the route the Council decides on	If the Council decides on this route, it should be combined with the Part 2 Local Plan Examination to reduce costs	S Saunders March 2017.	<p>The government response to the effectiveness of CIL will be included in the White Paper which is due to be published early in 2017</p> <p>Detailed viability advice and examination fees. Estimated between £40,000 and £60,000 for 2017/18</p>

5. LINK KEY TASKS AND PRIORITIES FOR IMPROVEMENT TO THE FINANCIAL BUDGETS

Budget Implications/Efficiencies Generated	Budget £
Adjustments to Revenue Budgets 2016/17 - 2017/18	
Add: Other Budget Implications	
Local Plan Part 2 Examination Costs	88,000
Lost income through free parking on Saturdays	10,000
Less: Efficiencies Generated	
Employee costs reductions (Cabinet March 2016)	(13,600)
Employee savings programme	(30,950)
Less: New business/increased income	
Increase in rental income for industrial units	(10,000)
Impact of economic upturn on planning fees, offset by potential court costs	(40,000)
Net Change in Revenue Budgets 2017/18	3,450

Revenue Budgets 2018/19	
Add: Other Budget Implications	
Reduction in Admin support grant re transfer to Universal Credit	
Less: Efficiencies Generated	
Less: New business/increased income	
Net Change in Revenue Budgets 2018/19	-

Revenue Budgets 2019/20	
Add: Other Budget Implications	
Less: Efficiencies Generated	
Less: New business/increased income	
Net Change in Revenue Budgets 2019/20	-

6. SUMMARY OF KEY RISKS

Priority leaders are to identify three strategic risks for the Business area and to determine whether these have been/or should be considered on the Council's Strategic Risk Register.

Key Strategic Risk	Is this already covered by an existing Strategic Risk?	What action can be taken/is required to mitigate/minimise the risk or threat
1. Insufficient urban design / conservation expertise to progress Part 2 Local Plan and Beeston Town Centre work in view of loss of previously available in house urban design expertise	No	This risk has been substantially reduced by working with Erewash to appoint a suitable replacement.
2. Finding of unsoundness at part 2 Local Plan/ CIL examination	No	Make adequate allocations in line with sustainable development principles. Ensure viability evidence is up to date.
3. Implement Beeston Square redevelopment	Yes	Review mix of uses within the scheme. Ongoing dialogue and finalisation of development agreement. Ongoing discussions with advisors and members.

Also, the top five risks (strategic or operational) arising from the key tasks and priorities for improvement should be identified. Whilst, it will be expected that detailed risks will be considered as part of the project planning process for each key task, it is anticipated that there will be 'common themes' identified which should enable the key risks to be limited to the top five. An earlier example has been included for reference.

Code	Key Task	Risk or Threat to Key Task	Covered by an existing Strategic Risk?	Action taken/required to mitigate/minimise the risk or threat
BG P2LP	Bring forward the Part 2 Local Plan to Adoption	Finding of unsound from the Inspector	No	Make sufficient allocations
JBG1417_04	Work with partners to leverage investment and develop a Borough Wide incentive scheme for employers	Lack of capacity with competing priorities	No	Effective partnership working
BG1620_05	Support tram extension to the HS2 Station and transport infrastructure work in the region	Business case is declined by Government	No	Work with Transport partners to make a convincing case to Government

Code	Key Task	Risk or Threat to Key Task	Covered by an existing Strategic Risk?	Action taken/required to mitigate/minimise the risk or threat
JBG1518_06	Assist in the preparation of Neighbourhood Plans	Lack of capacity with competing priorities	No	Effective working with Town and Parish Councils. Effective working with Neighbourhood Forums
PLACE0912_04	Undertake comprehensive redevelopment of The Square and adjoining areas in Beeston Town Centres	Council's preferred redevelopment ambitions are not deliverable in their entirety	No	The Council considers priorities and delivers these