

# Chapter 1: Introduction

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## The Background to the Plan

1.1 The Broxtowe Local Plan sets out the Council's policies and proposals for development and use of land in the borough and covers the period up to 2011. The Plan has been prepared following wide ranging consultation with relevant organisations, including businesses, having an interest in the area, and with members of the public and amenity groups. It will provide a context for and a means to co-ordinate other Council strategies and initiatives, including housing, economic development and local agenda 21 matters.

1.2 This introduction sets out the background to and context for the Plan, and describes its form and content.

1.3 The Council is obliged, under the Town and Country Planning Act 1990 and subsequent Guidance Notes and Regulations, to prepare and maintain an up-to-date development plan for its area. The government sets out the role of the development plan in PPG1 General Policy and Principles (1997) as follows:

'The planning system regulates the development and use of land in the public interest. The system as a whole, and the preparation of development plans in particular, is the most effective way of reconciling the demand for development and the protection of the environment. Thus it has a key role to play in contributing to the government's strategy for sustainable development by helping to provide for necessary development in locations which do not compromise the ability of future generations to meet their needs'.

1.4 The Plan provides the framework for decisions on development proposals unless other material considerations indicate otherwise. It is therefore particularly important that the Local Plan is reviewed regularly. Government guidance suggests that a local plan review may be prompted by a review of the relevant structure plan and should examine the effectiveness of existing policies and proposals, together with the need for new ones to reflect changing circumstances.

1.5 The previous Broxtowe Local Plan was adopted in 1994. In recognition of the many changed circumstances since then, the review re-examined the whole of that Plan although where policies have continued relevance and have worked in practice, they are carried forward into this document.

## The Context for the Plan

1.6 The context for this plan is set by the principal factors referred to in the following paragraphs.

1.7 National Planning Policy: is one factor that shapes the content of the plan. This is developed through primary legislation, Circulars, White Papers, parliamentary statements, and the series of Planning Policy Guidance Notes, now being gradually replaced by Planning Policy Statements. PPGs are referred to where appropriate under individual chapters and a list of current PPGs is attached as Appendix 11.

1.8 Regional Planning Guidance: this currently takes the form of RPG8

(January 2002). Revised regional planning guidance is being prepared by the East Midlands Regional Assembly working with the Government Office for the East Midlands, local authorities and others.

1.9 The Nottinghamshire Structure Plan: the Structure Plan sets the strategic context for development and environmental protection in the borough and the local plan is required to be in general conformity with its policies and proposals. A revised Structure Plan was adopted in 1996, covering the period up to 2011. This plan recognises the significance of south Nottinghamshire as a magnet for economic growth, and this is reflected in the policies for provision of new employment and housing which are to be balanced with measures for environmental protection. The main land use obligations of the Structure Plan for Broxtowe for the period 1991-2011 are:

- Housing: the borough is required to identify land to accommodate 5,500 dwellings;
- Employment: it is necessary to identify land to accommodate 90 hectares of employment development, plus around 25 hectares for a business park (however the Structure Plan authorities have subsequently accepted the Broxtowe Local Plan Inquiry Inspector's opinion that the business park is no longer needed);
- Environmental protection: a green belt will be maintained around Nottingham and the borough council needs to identify new boundaries following the identification of land for housing and employment development.

Other policies secure protection of major landmarks and sites of built and nature conservation interest;

- Accessibility: the Plan seeks the co-ordination of development and transport with an emphasis on accessibility by means other than the private car and general minimisation of the need to travel.

A revised Joint Structure Plan for Nottinghamshire and Nottingham has been prepared by the County and City Councils.

1.10 The Broxtowe Local Plan 1994: many policies have stood the test of time well and have been carried forward with little modification.

#### Broxtowe Borough Council Strategies

1.11 The Broxtowe Economic Development Strategy: the Local Plan will provide the framework for, and support the positive measures taken through, the annually reviewed Economic Development Strategy to secure a wide range of employment opportunities in the borough.

1.12 The Broxtowe Housing Strategy: the Local Plan will support the provisions of the annually reviewed Housing Strategy to ensure a wide variety of quality homes for residents of the borough, including the provision of affordable housing.

1.13 The Broxtowe Community Strategy: the Local Plan will support and implement the priorities and concerns identified in the strategy to promote sustainable development in the borough.

1.14 The Broxtowe Nature Conservation Strategy: the Local Plan

will support the objectives contained in the strategy to conserve and enhance wildlife in the borough whilst encouraging the creation of new habitats in the pursuit of a sustainable environment.

1.15 The Greenwood Community Forest Plan and other leisure and recreation strategies: the Council is a partner in the Community Forest (with other local authorities and government bodies) and the local plan will seek to implement the objectives of the Forest Plan as far as possible.

1.16 The Greater Nottingham Local Transport Plan: this Plan, which is prepared jointly by the City and County Councils in consultation with the Borough Council and others, sets out proposals for transport-related infrastructure and funding over a period of 5 years. Its proposals are closely integrated with the provisions of the Local Plan.

## **The Plan-making Process**

1.17 The Council has been committed to following an open democratic process in the preparation of the Plan with liaison and consultation with the community at all stages. The Plan needs the support of the community if it is to be effective and therefore full consideration has been given to advice and representations throughout its preparation. The Council has therefore followed a programme which balances its objective of effective community liaison with the requirements of statutory procedures. Details of the plan – making process are given in Appendix 10.

## **The Form of the Plan**

1.18 The Local Plan comprises a written statement and a proposals

map. The written statement sets out the Council's policies and proposals for the development and use of land and in particular those which form the basis for deciding planning applications. Each policy or proposal is preceded by an explanatory comment in the form of 'reasoned justification' and for clarity, the formal policies are identified in heavy typeface. The proposals map illustrates the policies and proposals by reference to their location, defining sites for particular developments or land-uses and the areas to which specific development control policies apply. Separate, larger scale insets are prepared for each town centre.

1.19 The Plan also includes briefs for the major development sites. These identify the form of development which will be expected, noting any particular constraints, means of access, areas for open space and/or community woodland, requirements for community facilities, and any associated measures to which the development will be expected to contribute. A series of appendices amplify the Plan (such as nature conservation sites and listed buildings) together with other information forming part of the plan, such as car parking, access and open space requirements.

1.20 To accompany the Plan a series of Technical Reports has been produced to provide further information on specific issues covered by the Plan. Input from these Technical Reports directly influenced the content of the policies and allocations in the Plan. These reports study urban land availability; the Green Belt boundary; the need for affordable housing; and the provision of outdoor playing space.

1.21 It is important that the plan is read as a whole, as numerous policies may be relevant to the particular

proposal. The Council has not cross – referenced between policies as this may give the impression that such an holistic approach is only necessary in certain specified cases.

## **Implementation, Monitoring and Change**

1.22 During the course of preparation of this local plan, changes to the planning system have been proposed by the government and these will be implemented under the Planning and Compulsory Purchase Act, 2004. The new system requires local planning authorities to prepare a new type of development plan called a 'Local Development Framework' (LDF). This will not be one large plan covering all aspects of policy and land use as the current local plan does, but splits this down into projects, each with its own individual 'Local Development Document' (LDD), together with a map indicating land uses and constraints similar to that which is already prepared for the current local plan. A 'Local Development Scheme' (LDS) sets out the content and programme of the LDF.

1.23 This local plan can be carried forward under the new legislation for three years after the date of adoption to allow the policies and allocations to continue until each topic is revisited. This means that some new documents will need to be prepared beyond 2007.

1.24 The current local plan will be monitored for the effectiveness of policies and this will direct any changes required when the LDD's are written over the next three years. Housing and employment are already monitored annually to assess the take-up of land and demand for additional sites, together with the details of house types and density and the type of

employment uses requiring sites of certain sizes and locations. This information is published annually and will continue to be gathered and utilised in the new system, with additional monitoring which will be required for other aspects. An annual monitoring report will then be required for the LDS, showing progress with reasons and revisions if the programme falls behind schedule.

## **Chapter 2: The Strategy**

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2.1 The Local Plan is primarily a statement of the Council's land use and transportation policies which will shape development in the borough over the next ten or more years. It will also set the context for other policies and strategies of the Council and other public and private sector agencies, and will provide a framework for partnerships working toward the Council's wider goals. The Plan is both a positive, enabling document – in that it removes uncertainty and guides new development – and a controlling vehicle – in that it seeks to prevent development which conflicts with recognised national and local concerns including those derived following consultation with the local community.

2.2 This chapter reiterates and amplifies the Council's strategy for the Plan. It includes the Council's 'vision' for the plan and the guiding principles which underpin its detailed policies and proposals. From these have been derived a set of strategic aims and locational principles which provide further foundation for policies; each policy is designed to work towards the implementation of one or more of the strategic aims.

## **THE VISION FOR THE PLAN**

2.3 The Council aims to create a successful and prosperous district, providing for housing, employment, leisure and community needs in an attractive, high quality environment. In preparing the Local Plan, the Council's aim has been to follow an open, democratic process leading to a plan which attempts to balance and meet the various, sometimes conflicting, interests of Broxtowe's communities where they live, where they work, and during times of recreation and relaxation. Throughout that process the Council has embraced the principles of sustainable development by using past decisions and development patterns as foundation for present decisions but without compromising the ability of future generations to meet their own needs.

## **GUIDING PRINCIPLES FOR THE PLAN**

2.4 The Plan will provide the framework for land use and development in the borough by:

- applying the principles of sustainability to all development and land use proposals;
- providing space for necessary development while respecting local environments and communities;
- encouraging the most efficient use of land within already developed areas through redevelopment and re-use of land or buildings, and in new development locations;
- improving transport infrastructure and services in a programme consistent with Local Transport Plans;

- making the best use of existing infrastructure and community facilities;
- conserving wherever possible the character of towns, villages and the countryside including wildlife, landscape, historic and archaeological interest, and the best agricultural land;
- bringing forward opportunities for economic development which promote the regeneration of deprived areas and promote the development of vibrant communities;
- providing opportunities for recreation and cultural development.
- Within urban areas, opportunities for the efficient use and reuse of land have been examined so as to provide new housing and employment development opportunities close to existing facilities and services so as to reduce the demand for development land elsewhere and to reduce the need to travel.
- Measures are proposed to ensure that new housing development reflects the local character and variety found in presently developed areas and brings forward a well-designed mix of housing sizes and types, including high density and 'affordable' housing.
- Beyond the existing urban areas, new development has had regard to the existing infrastructure and facilities, including sustainable forms of transport; to agricultural land quality and other environmental resources; and in Green Belts to the purposes of Green Belts as set out in PPG2.

### **Urban and New Development Areas**

2.5 It is in these areas that the majority of us presently live and work and where our future needs will largely be met. Although the plan provides the means to examine and identify land for significant new developments it is worth noting that over 90% of us will continue to live in the already developed areas. Whilst therefore the plan focuses attention on the need for new development it is important that the Council also gives attention to the quality of the environment in presently developed areas and introduces measures to protect and enhance it wherever possible.

- Opportunities will be taken for the best use or reuse of urban land, but protection will be given to the supply of urban open space which offers relief from the mainly built up area and provides opportunity for the enhancement of the urban environment.

### **Town Centres**

2.6 Town centres are most typically recognised for their shopping function although their historical development and individual character emerges from a variety of civic and service uses, and from their central or easily accessible position in relation to the communities they serve. The factors which caused the original concentrations of shops and services remain relevant today and it is therefore essential to recognise and build on the importance of attractive and vibrant town centres.

- The Council will continue to promote each of the four town centres of Beeston, Eastwood, Kimberley and Stapleford as a

focus for shopping and community and leisure related activities.

- Developments will be expected to add or contribute to the attractiveness of town centres by quality design and by the provision of a range of services to meet the needs and demands of the community.
- Accessibility to town centres will be maintained and improved by direct provision of parking etc and/or by contribution toward measures which encourage easy access by a variety of modes of transport, by pedestrians and by people with physical disabilities.
- In parallel with measures to improve the appearance and performance of town centres the plan seeks to prevent the leakage of investment and activity from them by strictly controlling development elsewhere.

## **Rural Areas**

2.7 These areas provide a valuable environmental resource. The closeness of Nottingham City and the passage of the M1 motorway and other main traffic routes through Broxtowe make our open land and villages even more vulnerable to development. It is therefore essential to carefully balance the need for development against the need to conserve all that is best in the borough's countryside.

- The review of green belt boundaries has been undertaken giving priority to the 5 purposes of green belts: to check unrestricted sprawl; to prevent the merging of towns; to safeguard the countryside from encroachment; to preserve the setting and character of historic

towns; and to encourage the recycling of urban land.

- The importance of agricultural land quality, landscape, and wildlife features have been recognised in new development land choices.

## **Throughout the Plan Area**

2.8 Wherever development occurs it will be expected to accord with the highest standards of design. The previously mentioned need for efficiency in the use of land should be seen as a design challenge rather than a reason for compromise.

2.9 Planning obligations have a positive role to play and will be pursued in order to reconcile the aims and interests of developers with the need to safeguard the local environment or to meet the costs imposed as a result of development.

## **Strategic aims of the Plan**

2.10 A series of strategic aims has been developed to provide foundation for policies in this Plan. These aims are:

- meeting the borough's need for new housing, employment development and community facilities;
- encouraging accessibility by means of transport other than the private car and minimising the need to travel;
- encouraging economic development;
- protecting and enhancing urban and rural environments including their cultural, historic and natural heritage;

- recognising and promoting the continued importance of town centres as shopping, commerce and community service centres;
- encouraging the enhancement of existing and provision of new recreation and leisure opportunities across the borough;
- adopting the principles of sustainability.

### **Locational Principles**

2.11 The location of new development is based on the following principles:

- wherever possible, relating new development to existing built-up areas and on previously-developed land
- retaining valuable open spaces within built-up areas
- ensuring that breaks between settlements are maintained
- locating development in proximity to public transport corridors as defined in the Structure Plan, or in other locations with good existing or proposed public transport
- ensuring good road access to new development
- avoiding isolated development in the countryside
- wherever possible, avoiding harm to recognised nature conservation sites, prominent landscape sites, cultural and historic assets or good quality agricultural land
- making optimum use of existing facilities and services or enabling

the provision of new or enhanced facilities and services

2.12 The locational principles the plan has adopted conform closely to the guidance contained in PPG3: Housing. They also take account of Policy 1 in RPG8 which advises that in identifying sites for development a sequential approach should be taken, beginning with previously developed sites within urban areas, followed by other locations within urban areas, locations adjoining urban areas and, finally, locations not adjoining urban areas. In the search for previously developed land, an examination of all urban land was undertaken to identify and assess sites with development/redevelopment potential. The results of the study are shown in Technical Report 2: 'Study into Urban Capacity and the Recycling of Brownfield Land'.

2.13 New development, wherever possible, is proposed on previously developed sites and other suitable land within the urban area and accessible by public transport. Other proposed development sites are located to form urban extensions having regard to the purposes of the green belt. No development is associated with existing nodes in public transport corridors due to the absence of such nodes in the borough.

2.14 New housing development is subject to a phasing policy designed to limit the release of greenfield sites and to allow for development on previously developed sites to take precedence. More detail is given on phasing in the Housing chapter.

2.15 A series of detailed objectives for each subject chapter have been derived from the strategic aims. These are set out towards the beginning of each subject chapter. Each policy in



the plan is designed to meet or work towards the implementation of at least one of these objectives. In this way all the policies in the plan represent a coherent approach towards meeting the same strategic aims.

## **KEY POLICIES**

### **Sustainable Development**

2.16 The Council is committed to the principles of sustainable development. Through its planning decisions the Council has long sought to reconcile the demands of social and economic objectives with the protection of the environment, whilst at the same time involving the public and others in the decision making process. This review adopts a more explicit role for the concept of sustainability, applying it throughout the plan.

2.17 Sustainable development was defined by the 1987 World Commission Report on Environment and Development as: “development which meets the needs of the present without compromising the ability of future generations to meet their needs”. The government was one of some 150 nations which endorsed a detailed document known as Agenda 21 at the United Nations Earth Summit in Rio de Janeiro in 1992. This set out how developed and developing countries could work towards achieving sustainable development and established a direct role for local government through “Local Agenda 21”. The Borough Council has subsequently developed a variety of Local Agenda 21 initiatives, now incorporated in the Community Strategy, to promote sustainability at a local level and adopted a Sustainability Policy in 1999.

2.18 The importance of the planning system in regulating land use and development in a sustainable manner was recognised in the government’s UK Sustainable Development Strategy (1994) and subsequently updated and reaffirmed in ‘A Better Quality of Life: A Strategy for Sustainable Development

in the UK' (1999). The strategy, as summarised in PPG12 paragraph 4.1, sets out detailed objectives to help progress to more sustainable development; these are equivalent to the aims in the 'Sustainable Planning Framework' developed through PPG1 (1997) which remain relevant to the Council's sustainability approach.

2.19 This framework requires the planning system to:

- provide for the community's needs for commercial and industrial development, food production, minerals extraction, new homes and other buildings whilst respecting environmental objectives;
- use already developed areas in the most efficient way, while making them more attractive places in which to live and work;
- conserve both the cultural heritage and natural resources (including landscape, water, soil and air quality) taking particular care to safeguard designations of national and international importance; and
- shape new development patterns in a way which minimises the need to travel.

2.20 This framework has been applied to the Plan in formulating policies and proposals and the Council will take into account the above principles of sustainability in determining future development proposals.

**K1 The Council will assess development proposals in the context of the principles of sustainable development.**

## **The Economy**

2.21 The local economy has performed well over the last decade and unemployment levels are below the national and county averages. However, the overall figures disguise a number of pockets of higher unemployment in parts of the borough and there have been significant job losses in certain sectors of the economy. The Local Plan will work in conjunction with the Council's Economic Development Strategy to provide the foundations for a diverse, strong and lasting quality local economy. The Economic Development Strategy seeks to harness external funding opportunities and to encourage partnership working with appropriate agencies and private sector partners to secure sustainable economic growth. The Local Plan has a key role to play in this Strategy, in setting the framework for that growth, by ensuring an adequate supply of land and floorspace for employment development and maintaining and developing an efficient communications network.

**K2 The Council will make provision for the development of a thriving economy in the Borough by:**

- (a) **encouraging development proposals which create additional employment opportunities or assist in diversifying the economic base, subject to compliance with other relevant policies of the plan;**
- (b) **ensuring an adequate and diverse supply of land and premises for employment development;**

- (c) ensuring the provision of adequate transportation, infrastructure and services to support development; and
- (d) reconciling the demands of economic regeneration with protection of the environment.

## **Housing**

2.22 Housing is a key priority for the Council, which aims to ensure adequate provision of good quality, affordable homes for private ownership and rental, to meet the needs of the community. The Local Plan will work in conjunction with the Council's Housing Strategy in meeting this objective, by providing for new development, encouraging high densities, securing an appropriate element of affordable housing, and promoting diversity and quality in new and existing housing areas. Accordingly the Plan identifies measures towards meeting the Structure Plan requirement of 5,500 new dwellings during the plan period, including new development sites, the selection of which is undertaken in accordance with the sustainability principles set out elsewhere in the Plan. The Local Plan will also support measures to protect and enhance environmental quality in existing housing areas.

**K3 The Council will make provision for the housing needs of the community, including the requirement for new dwellings identified in the Nottinghamshire Structure Plan, by:**

- (a) wherever possible, making best use of previously developed and degraded land and buildings;

- (b) locating new housing in areas accessible to employment opportunities, shops and services, and with good access to public transport;
- (c) safeguarding valuable environmental and heritage features, including protecting the character and amenity of existing built-up areas;
- (d) promoting high quality layout and design at higher densities of development;
- (e) securing the provision of an appropriate amount of affordable housing; and
- (f) encouraging measures to maximise energy efficiency in housing layout and design.

## **Town Centres**

2.23 Town centres provide the focus for the life of the community and maintaining their health is therefore of great importance. The centres provide for a range of differing activities throughout the day, including social and cultural facilities, various business uses and residential accommodation, which complement the more traditional shopping facilities. Changes to shopping patterns over recent years, notably the development of out-of-town shopping facilities, have reduced the vitality and viability of traditional town centres leading to loss of shops and services and a decline in the attractiveness of some centres. The Council has taken steps to break this cycle by promoting enhancements to town centres and individual shop units, backed where appropriate by grant aid assistance. Policies of the plan will aim to reinforce the role of the borough's four main centres as the

location for a wide range of retailing and other uses which can benefit from easy access by a choice of means of transport. The Local Transport Plan is committed through mobility management studies for town centres to increase and improve public transport access and conditions for pedestrians and cyclists. For the purposes of Policy K4 (only), "employment" refers to Class B1 uses and not to Classes B2 and B8.

**K4 The role of Beeston, Eastwood, Kimberley and Stapleford town centres as the focus for shopping, employment, social, community and leisure uses, combined with residential uses to create mixed development as appropriate, will be maintained and enhanced through:**

- (a) provision for appropriate new development;**
- (b) protection of the character and townscape of centres;**
- (c) enhancements to accessibility, in particular by public transport, bicycle and on foot; and**
- (d) safeguarding the character and function of prime shopping frontages.**

## **The Environment**

2.24 The Council places great emphasis on protecting the quality of the environment in the borough. The plan will safeguard key features and habitats and contains detailed policies to protect and enhance environmental quality and amenity in urban and rural areas. In particular, the majority of the borough's countryside will continue to

be protected by Green Belt designation.

2.25 The Green Belt boundary in the 1994 Broxtowe Local Plan was held substantially at the same line as in the previous borough-wide plan issued in 1985.

2.26 The Greater Nottingham Green Belt will continue to be an area of great restraint on development. It surrounds the Greater Nottingham built-up area and links up with the Green Belt around Derby. A major aim of the Green Belt is to help prevent coalescence of urban areas, so as to maintain the distinctiveness of local communities. In addition, the Green Belt will help to protect the countryside from the uncontrolled spread of development and assist in the regeneration of land within urban areas.

2.27 Some additions have been made to the Green Belt where it has been considered appropriate. The largest of these is at the site of the former Moorgreen Colliery, south-east of Engine Lane, where a new community woodland named Colliers Wood was created through a restoration scheme in 1997. Other smaller changes to the Green Belt boundary are described in the Technical Report on Green Belt Review.

2.28 The core of Trowell village is proposed for exclusion from the Green Belt, as it represents a substantial built-up area. Other smaller settlements such as Strelley village, Cossall village and Moorgreen will continue to be 'washed over' by the Green Belt. These settlements have no apparent opportunities for further infilling development and accordingly no

defined areas for infilling have been shown.

2.29 Comparing this Local Plan with the 1994 Plan for Green Belt coverage, the reductions in Green Belt total 94 hectares and the additions total 17.1 hectares. The net loss is therefore approximately 77 hectares, slightly reducing the total Green Belt coverage of the borough from 5232 ha (65.3% of the borough) to 5155 ha (64.4%).

**K5 The green belt in Broxtowe will extend to the area defined as Green Belt on the proposals map.**

2.30 New development should be located and designed so as not to harm unacceptably the local environment. Accordingly the Council will pay close attention to the juxtaposition of land uses and to the scale and design of new buildings in order to ensure that local character and amenity are properly safeguarded.

2.31 The policies and proposals of this plan seek to provide for the economic and social needs of the borough but at the same time ensuring that the environmental wealth and quality of the borough are protected and enhanced. Where there is an overriding need for development which would result in damage to environmental assets the Council would expect provision to be made to compensate for this harm.

**K6 Proposals for new development will be assessed in the context of existing land uses and developments on adjacent land, and planning permission will not be granted where the character and quality of the environment and the level of amenity currently enjoyed would be unreasonably harmed. Where exceptional circumstances**

**have been demonstrated to support development which would result in damage to environmental assets, the Council would expect provision to be made to compensate for this harm.**

**Access and Transport**

2.32 Good accessibility and transport underpins the borough's economic success and is vital to the individual's quality of life. It is now generally recognised that we must seek ways to reduce our past dependence on the private car. Whilst recognising that the car has brought increased freedom to individuals, including choice of where to live and work, when and where to shop, enjoy leisure and cultural activities and so on, it has also brought increasing congestion and pollution, and led to reduction in the availability of public transport for those who do not have access to the car. The Plan's strategy seeks to improve opportunities for access by public transport, by ensuring that new development is located and designed so as to reduce the need for travel, is accessible by public transport, and encourages movement on foot and by cycle. Notwithstanding this objective, it is recognised that road access will continue to dominate our movement patterns in the near future and the Council will encourage the County Council and Highways Agency to make improvements to the road network where appropriate.

**K7 The Council will require that new development is located and designed so as to minimise the need for travel and to encourage accessibility by public transport, cycling and on foot.**

## **The needs of the disadvantaged**

2.33 The local plan is primarily a land use document and therefore has limited scope for addressing social needs and problems. Nevertheless the plan can assist in tackling certain forms of deprivation including problems of social exclusion that can exist in urban and rural areas and help provide for the needs of the disadvantaged. Social considerations are particularly relevant to defining the need for affordable housing and encouraging the provision of local employment opportunities. In addition, policies will ensure provision for ease of access in new developments which are intended to be accessible to the public thereby assisting the needs of the disabled and infirm, and will aim to promote a safe environment in new layouts as a means to assist in reducing crime levels.

**K8 In determining applications for planning permission, the Council will require that developments make provision for people with special needs, in particular to ensure ease of access and to promote a safe and secure environment.**

## **Chapter 3: The Environment**

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### **Introduction**

3.1 A key objective of planning is to protect the environment, by maintaining its quality and wherever possible enhancing its value. There is increasing public awareness of the importance of conserving wildlife habitats and the built heritage, and the need to follow the principles of sustainable development with regard to such matters as energy conservation.

3.2 The concept of sustainable development has been a key theme in central government advice since the United Nations Earth Summit at Rio in 1992. Sustainable development involves taking account of how local activities have an impact on global environmental factors, and the well being of future generations. Sustainable development is usually defined as “Development that meets the needs of the present without compromising the ability of future generations to meet their own needs”. The UK Sustainable Development Strategy (1994) has provided an important basis for local government action. The Council’s Local Agenda 21 initiative, now incorporated in the Community Strategy, has helped to promote sustainable activities at a local level and the Local Plan can play a complementary role by encouraging built development and land usage which embraces the concept of sustainability.

3.3 Government Planning Policy Guidance Note (PPG) references are highlighted in the section below. The combined effect of these gives greater emphasis to environmental protection

and enhancement, and to sustainable development.

3.4 The Nottinghamshire Structure Plan Review, which was adopted in November 1996, contains policies on environmental issues including renewable energy and energy efficiency which are broadly in line with central government policy.

3.5 Additional information is also available from sources including the East Midlands Renewable Energy Planning Study, Government advice concerning air quality, the Nottinghamshire Landscape Guidelines and the Local Biodiversity Action Plan for Nottinghamshire.

3.6 These changes in the policy context and in the extent of available information enable this Plan to take a more comprehensive approach to environmental issues than before. The Plan therefore contains a range of policies to deal with a variety of sustainable environment issues.

3.7 As the large majority of the community live in urban areas it is essential that planning policies are designed to protect valuable features of the built environment, and encourage a high standard of urban design in new developments.

3.8 Above all, new development must be sensitive to its surroundings and take into account the character of the locality. It must be designed to perform efficiently, to cater for the needs of all sectors of society, and to address concerns about reducing crime wherever possible. It must achieve an efficient use of land, bearing in mind the overall aim of sustainability.

3.9 There are extensive stretches of attractive countryside in the central and northern parts of the borough, and smaller but important areas of countryside in the south. Agriculture continues to be an important land use: farms are mixed in character, with arable and livestock, but with livestock predominating on the pasture land in the Erewash Valley areas to the west. There may be pressures for increasing diversification of activities on agricultural land, which will be guided by Green Belt policies.

3.10 Although particular local plan policies protect special areas for their visual or wildlife value, the most significant general countryside policy in Broxtowe is the Green Belt, which has traditionally covered all the open countryside within the borough. Review of the Green Belt boundary forms an important part of the local plan review process. Account has been taken of the purposes of Green Belt, and the potential effect on these purposes of expanding certain urban edges.

3.11 Aspects of the countryside which relate to mineral working cannot be dealt with by this local plan, as planning legislation requires separate Minerals Local Plans which are the responsibility of county councils. Opencast coal has been worked extensively in the past and remains the most likely mineral resource in the borough to be subject to new proposals. Policies to address the environmental issues are set out in the adopted Nottinghamshire Minerals Local Plan. Large parts of the borough's rural areas are close to residential property or are identified as being of environmental or wildlife value through specific policies. These areas comprise some of the most attractive and varied countryside around

Nottingham. For these reasons, it is unlikely that the Borough Council would consider that substantial opencasting could be made acceptable within the borough. Policies in the Broxtowe Local Plan will be an important material consideration for the County Council to take into account in reaching decisions on minerals planning applications that affect the borough.

3.12 Waste disposal and other waste management development are County matters and like minerals are dealt with by the County Council. A separate Waste Local Plan, prepared jointly by the County and City Councils, was adopted in 2002. It identifies an area of search for a general waste transfer station at Newmanleys Road, Eastwood, on an allocated employment development site.

## **BACKGROUND TO THE PLAN'S POLICIES**

### **Government Guidance**

3.13 PPG1 'General Policy and Principles' (1997) gives high priority to the concept of 'sustainable development' and to the protection of the environment. It refers to the importance of clean air, in the context of the need to locate new development so as to minimise the need to travel and maximise the ability to use public transport.

3.14 PPG1 emphasises the need for good design and to use built-up areas more efficiently, in line with the principles of sustainable development. Various related issues arise from the desire to use land more efficiently, including the potential for areas of mixed uses, the need to exploit any "brownfield" sites, the need to achieve higher densities while maintaining good



design, and the need to avoid “town cramming”. The PPG also confirms the link between good design and crime prevention.

3.15 PPG22 “Renewable Energy” (1993, replaced by PPS22 in 2004) states that plans should contain policies for developing renewable energy sources. It advises that authorities should consider the immediate impact of renewable energy projects on the local environment and their wider contribution to reducing greenhouse gas emissions.

3.16 PPG23 ‘Planning and Pollution Control’ (1994) states that plans should include policies for potentially polluting development, criteria for assessing applications for such development and policies for development on, and remediation of, existing contaminated and derelict land. Authorities are encouraged to bear in mind the need for developments that are potentially polluting whilst also considering the possible impacts on health, environment and amenity. The environmental consequences of former land uses should be assessed, as should the suitability or otherwise of former landfill sites for development. Advice on waste disposal is also provided; however most matters relating to this subject will be dealt with by the County Council and/or the Environment Agency.

3.17 PPG24 ‘Planning and Noise’ (1994) states that plans should contain policies concerning noisy types of development and measures which may be required to mitigate noise impact. Plans should also ensure that noise-sensitive developments are located away from noise sources. Attention should be given to noise exposure categories for assessing residential applications and to the assessment of

noise from industrial and commercial developments.

3.18 DETR Circular 15/97 gives guidance on air quality management and accompanying guidance notes relate the issue to traffic management and land use planning. These documents emphasise the importance of the planning system in guiding the location of new development to reduce the need to travel and promote transport choice. They stress the need for a corporate and multi-disciplinary approach to air quality management. Air quality reviews and action plans are proposed; these would be separate from local plans but linked and complementary to them.

3.19 PPG15 ‘Planning and the Historic Environment’ (1994) emphasises the importance of protection for all aspects of the historic environment, including conservation areas, listed buildings and their settings.

3.20 The PPG says that the Plan should set out the authority’s policies for the preservation and enhancement of the historic environment and the factors that will be taken into account in assessing different types of application.

3.21 PPG16 ‘Archaeology and Planning’ (1990) sets out government policy on archaeological remains, and how they should be preserved or recorded. It gives advice on the importance to be assigned to archaeological remains in making decisions on planning applications.

3.22 PPG2 ‘Green Belts’ (1995) reaffirms the purposes of Green Belt, which are listed as:

- 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.

3.23 In addition, the PPG provides guidance about infill developments and extensions to buildings within the Green Belt, and the circumstances in which Green Belt may cover a whole small settlement.

3.24 PPG7 'The Countryside – Environmental Quality and Economic and Social Development' (1997, replaced by PPS7 'Sustainable Development in Rural Areas' in 2004) confirms the importance of protecting the whole countryside rather than concentrating only on designated smaller areas such as Mature Landscape Areas. In Broxtowe overall protection has generally been achieved through Green Belt policies in any case. The PPG gives guidance on the acceptability of converting agricultural buildings to accommodate rural businesses.

3.25 PPG9 'Nature Conservation' (1994) emphasises the need to establish a hierarchy of protection by the wording of policies relating to conservation sites of local importance, through to nationally recognised designations. It also advises on policies about species protection.

## **Nottinghamshire Structure Plan Review**

3.26 Policy 10/3 states that proposals for the development of renewable energy sources will be permitted

provided that they meet various environmental, safety and other criteria. Particular attention will be given to the local supply advantages and wider benefits that the proposal may bring.

3.27 Policy 10/4 states that in considering proposals for all major new development, preference will be given to those which incorporate energy efficient layouts, designs and heating schemes and which exploit the potential of renewable energy sources.

3.28 Policy 11/1 protects river floodplains from development which would increase the risk of flooding.

3.29 Policy 11/2 protects groundwater resources from development that would lead to the infiltration of harmful pollutants.

3.30 Policy 11/4 states that development proposals which would be sensitive to sources of potential nuisance or pollution will only be approved where the level of risk is acceptable or can be successfully mitigated. The policy also states that proposals for potentially polluting developments will only be permitted after a full assessment of risk levels and that local plans will, where appropriate, specify development control criteria which may indicate minimum separation distances.

3.31 Policy 12/1 sets out criteria for assessing waste management proposals whilst policy 12/2 supports the reclamation of derelict and degraded land. The informal policy 12/B commits the County to undertaking some reclamation works themselves, subject to the availability of grants.

3.32 Policy 3/H is an informal policy which sets a maximum recommended road traffic noise level for new residential development.

3.33 The Structure Plan includes policies (3/20, 3/21) which set out criteria for assessing the environmental impact of new and existing industrial and commercial development. Policy 3/21 lists measures that can be taken to make existing industrial areas more efficient and attractive places in which to work.

3.34 Policy 3/19 states that where activities cause serious environmental intrusion within residential areas, their expansion or intensification will not be permitted. Provision may also be made for relocating these activities.

3.35 Policy 3/16 states that areas of poor environmental quality will be improved.

3.36 Policy 3/17 sets out the provisions for protecting and enhancing the historic and architectural character of the urban environment, covering conservation areas and listed buildings.

3.37 Policy 3/22 refers to utility installations needing to be integrated with surrounding land uses and the landscape.

3.38 Policy 3/2 states a presumption against inappropriate development in the Green Belt and identifies what constitutes “appropriate development”. Paragraph 13.37 comments that much Green Belt land in Broxtowe is of a “particularly sensitive nature” in terms of containing the spread of the urban areas and of preventing urban coalescence.

3.39 Policy 3/3 states that certain areas of the county will be given special protection to conserve their landscape and other environmental qualities; these include Mature Landscape Areas.

3.40 Policy 3/4 protects ancient monuments and sites of archaeological importance.

3.41 Policy 3/6 sets out the relationship between development proposals and nature conservation, in particular regarding protected species. Policy 3/7 deals with proposals affecting designated nature conservation sites. Policy 3/9 confirms the protection of ancient woodlands and amenity woodlands.

3.42 New wildlife areas are encouraged by Policy 3/8, and proposals for new areas of woodland should be assessed against criteria listed in Policy 3/10. Woodland planting within the Greenwood Community Forest area is promoted by policy 3/11.

3.43 Policies 3/12, 3/14 and 3/15 deal with the need to reclaim land to its former state, whether woodland or agricultural, after mineral workings or temporary uses.

3.44 Policies 3/13 protects “best and most versatile” agricultural land from development, and protects farm units from severance, “except where there is no reasonable alternative”.

3.45 Policies 7/1 and 7/3 give guidance on the location of different types of recreation activity that can take place in the countryside. Policy 7/4 encourages the retention and improvement of recreational routes in the countryside, including rights of way and Greenways.

## **The 1994 Broxtowe Local Plan**

3.46 The 1994 Plan contained policies concerning the environmental effects of non-residential development, energy-efficient transport systems and the reclamation of derelict land. The changed policy context and the availability of more detailed information provides the opportunity to develop these policies and expand the range of topics covered.

3.47 The 1994 Plan included policies for the urban and rural environments under various chapter headings. It was considered more convenient to combine together these various policy issues within an environment chapter, in order to emphasise the common approach to be taken on the need to ensure high standards of design, and good accessibility by public transport, pedestrians and cyclists, in line with sustainability principles.

3.48 The 1994 Plan included three designated mixed use areas where it was considered important to minimise further spread of commercial use. It has been decided that other policies adequately deal with this issue, and that it is no longer necessary to define them, or use the 'mixed use' terminology which, in line with central government advice, is now likely to be applied to a planned grouping of adjoining compatible uses in new development.

## **Other policy background**

3.49 The Department of Trade and Industry commissioned the 'East Midlands Renewable Energy Planning Study' (1996), which assesses the potential for renewable energy initiatives in each part of the region. The study indicates that renewable energy has the potential to provide

approximately 25% of Nottinghamshire's current electricity consumption. The majority of this could be provided by solar energy, in particular through 'passive solar design' for individual buildings. A significant contribution could also be made by energy crops, particularly short rotation coppice. In 2003 the Government produced an Energy Policy White Paper and regional guidance was issued which sets a target for each major grid-connected renewable technology.

3.50 The County Council has produced guidance on rural environmental issues in the form of the Nottinghamshire Landscape Guidelines (1997). These provide some guidance on assessing the impact of development proposals on the natural and built character of different Countryside Areas in the county as well as other suggested initiatives that do not involve development proposals.

3.51 The Nottinghamshire Biodiversity Action Group (a partnership of eight local and national organisations) also produced the Local Biodiversity Action Plan for Nottinghamshire (1998).

3.52 The Strategic Plan for Greenwood (2000) is a non-statutory document providing a framework within which local authorities, landowners and managers are encouraged to operate. It identifies strategies to achieve the community forest and highlights its links with planning proposals.

## Aims and Objectives

### Aims

3.53 The strategic aims of the Local Plan which relate to the environment are:

- encouraging accessibility by means of transport other than the private car and minimising the need to travel;
- protecting and enhancing the urban and rural environments;
- adopting the principles of sustainability.

### Objectives

3.54 The Council's objectives with regard to environmental issues are derived from the strategic aims and are:

- e/a - Minimise the use of energy, particularly non-renewable energy
- e/b - Conserve natural resources and encourage the use of renewable resources
- e/c - Maintain and improve air and water quality
- e/d - Protect the living environment of local residents
- e/e - Protect the health and safety of occupants of new development
- e/f - Ensure high quality design for all new development
- e/g - Protect the character and amenity of existing residential areas

e/h - Preserve and enhance the character of the conservation areas and protect listed buildings and sites of archaeological and historic interest

e/i - Ensure that new developments incorporate appropriate standards of highway design and parking provision

e/j - Ensure improved facilities for disabled people in public areas, including shops and the shopping environment

e/k - Reduce the incidence of crime through improved urban design

e/l - Support traffic calming measures in sensitive areas to exclude unnecessary through traffic

e/m - Add to the colour and variety of existing communities

e/n - Encourage mixed development where appropriate

e/o - Maintain the principle of Green Belt protection for the countryside, and reaffirm the criteria for assessing the acceptability of development proposals in the Green Belt

e/p - Identify and safeguard landscape and ecological areas of recognised significance

e/q - Improve and extend opportunities for public access into, and enjoyment of, the countryside

- e/r - Promote appropriate agricultural diversification and recreational uses in the countryside
- e/s - Provide opportunities for enhancement of derelict or other underused land and buildings
- e/t - Protect the countryside from inappropriate development
- e/u - Protect the best and most versatile agricultural land from inappropriate development

3.55 The policies in this chapter are intended to work towards implementing these objectives.

## **POLICIES FOR THE ENVIRONMENT**

### **GOOD DESIGN**

3.56 This policy is the main reference point for considering the quality of design of development proposals. It encourages the design of new development to be to a high standard when judged against these criteria, which accord with the approach set out in PPG1 (paragraphs 15-16), although not all the criteria will be relevant to every application. This policy applies to all kinds of development, including new buildings, extensions, fences and other structures in both urban and rural areas. In criterion e) "a high standard of architectural design" will be assessed with regard to the character of neighbouring buildings and the surrounding area.

3.57 For shop units, new shop fronts, signage or security shutters, additional policies are included in the shopping chapter (policies S8-S10).

3.58 In the case of new housing or extensions or alterations to dwellings, the design must also take into account other relevant policies contained in the housing chapter (policies H9-H11). Development in conservation areas, or involving listed buildings, must respect the relevant policies in this chapter (policies E3, E5, E6).

3.59 This policy is designed to implement objectives e/f, e/j and e/k and accords with Structure Plan policy 3/16 and waste minimisation and recycling measures which have wide policy foundation.

**E1 Planning permission will not be granted for development which does not include each of the following criteria where relevant:**

- a) The creation or retention of a high standard of amenity for all users of the new development and occupiers of neighbouring property;**
- b) Design features to enable safe and convenient use of buildings and facilities by people with limited mobility;**
- c) Measures to assist in waste minimisation and recycling;**
- d) A safe and secure environment, where necessary including crime prevention features;**
- e) A high standard of architectural design in terms of scale, mass and materials;**
- f) Respect for the character of the setting of the proposed development;**
- g) A high standard of landscaping;**
- h) A high standard of design of open spaces within the development, where provided;**
- i) Safe and convenient access for vehicles,**

**cyclists and pedestrians;  
and**

- j) Sustainable techniques to minimise the impact of surface water discharges.**

## **ENERGY-EFFICIENT DESIGN AND LAYOUT**

3.60 Energy-efficiency can be achieved through “Passive Solar Design” (PSD) which uses a building’s form and fabric to capture, store and distribute the solar energy which it receives. PSD has the potential to make a major contribution to replacing the use of fossil fuels for lighting and heating. There will be consequent financial benefits for occupants and if appropriate measures are taken at the design stage the additional development costs may be minimal. Benefits can be gained, for example, by ensuring that major windows face south and are not overshadowed by other buildings or trees. Other measures, such as internal layout and type of glazing, may not be subject to planning control but should also be carefully considered at the design stage. The Council has collaborated with other organisations in Nottinghamshire to produce guidance for householders and developers concerning energy-efficient design and layout, under the title “Sustainable Developer Guide”.

3.61 This policy will be applied to all development, including those on ‘greenfield’, redevelopment and ‘infill’ sites. It will apply to new buildings, conversions and extensions.

3.62 This policy is designed to implement objectives e/b and e/c and accords with Structure Plan policy 10/3.

**E2 Planning permission will not be granted for development unless the applicant has demonstrated that the issues of energy-efficient design and layout have been addressed.**

## **DEVELOPMENT WITHIN CONSERVATION AREAS**

3.63 Fourteen conservation areas have been designated within the borough, which the Council considers are of special architectural or historic interest with a character or appearance which should be preserved or enhanced. The policy lists the factors to be taken into account for various types of proposal in conservation areas. This will enable rigorous attention to be paid to the appropriateness of development in the borough's conservation areas. A detailed scheme of development will be required for proposals in a conservation area, in order to allow proper assessment. Particular regard will be taken of such matters as scale, height, massing, respect for the traditional pattern of frontages, window openings and the nature and quality of materials. The development should also respect open spaces, road and footpath patterns, important viewpoints, trees and other features which contribute to the character of the area.

3.64 Opportunities for enhancement within conservation areas will be taken, wherever possible, within and outside the development control process, including environmental improvements, highway maintenance and listed building repairs.

3.65 During 1994-96 the borough's fourteen conservation areas were re-appraised and guidance leaflets distributed to all occupiers within their boundaries. In five cases, boundary

changes were made and at Cossall an Article 4(2) Direction was made which restricts agricultural development normally allowable as 'permitted development' in order to maintain the characteristic hilltop setting of the village.

3.66 The borough's conservation areas are listed below, described in Appendix 5 and shown on the Proposals Map:

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

3.67 This policy is designed to implement objective e/h and accords with Structure Plan policy 3/17.

**E3 Planning permission will only be granted for development within or in the vicinity of a conservation area which preserves or enhances the character and appearance of the area having regard to its location, scale, design and materials**

## **DEMOLITION WITHIN CONSERVATION AREAS**

3.68 Although planning permission is not required for demolition within a conservation area, 'conservation area consent' may be needed. This is an



area where development and conservation issues are linked and therefore need to be addressed together. Conservation area consent will only be granted in exceptional circumstances where, for instance, a building makes little or no contribution to the character or appearance of the conservation area. In these circumstances it will also be necessary to ensure that redevelopment takes place within a specified period and this will be expected to be achieved through a formal planning obligation entered into by the developer voluntarily, or by condition.

3.69 This policy is designed to implement objective e/h and accords with Structure Plan policy 3/17.

**E4 Conservation area consent will not be given for the demolition of a building or structure which contributes to the character or appearance of a conservation area. Where a building makes little or no contribution to the character or appearance of the conservation area, conservation area consent will not be granted unless the proposed demolition forms part of a scheme which would preserve or enhance the character and appearance of the area.**

## **LISTED BUILDINGS**

3.70 This policy confirms the Council's intention to give protection to buildings listed as being of special architectural or historic interest. This is an area where development and conservation issues need to be addressed together. English Heritage will be consulted where appropriate in the assessment of proposals.

Proposals to change the use of listed buildings which would otherwise be redundant may be appropriate in certain circumstances, although there will generally be a preference for retaining the building for the use for which it was originally built. Policy E5 states clearly that the demolition of listed buildings will not be granted consent; as with all policies in this Plan, an exception could be made if other material considerations justified it. Appendix 6 contains the addresses and grading of the borough's listed buildings.

3.71 In considering any proposals where there would be an adverse effect on the character or interest of a listed building, it will be important for the Council to assess whether the adverse effect is outweighed by the benefits of securing a long-term use for the building. In these circumstances, it will also be important for the developer to demonstrate that the degree of alteration or addition is the minimum necessary to secure the future of the building, and that the development avoids the fragmentation of the management of the building and its grounds.

3.72 This policy is designed to implement objective e/h and accords with Structure Plan policy 3/17.

**E5 Planning permission or listed building consent will not be granted for any alteration or addition to a listed building where there would be an adverse effect on its architectural or historic character or interest, unless, exceptionally, it can be demonstrated that the alteration or addition is essential to provide income for the upkeep of the building**

**and/or secure a long-term beneficial use for the building, which is otherwise likely to become disused or fall into disrepair. Demolition of listed buildings will not be granted consent. Proposals to change the use of listed buildings which would otherwise be redundant may be appropriate in certain circumstances, although there will generally be a preference for retaining the building for the use for which it was originally built.**

## **SETTING OF LISTED BUILDINGS**

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

3.74 This policy is designed to implement objective e/h and accords with Structure Plan policy 3/17.

**E6 Planning permission will not be granted for development which would adversely affect the setting of a listed building in terms of the scale, form, siting or design of the proposals.**

## **ADVERTISING**

3.75 It is recognised that advertising may often play a positive role in the environment, but that it may sometimes conflict with the ideals of maintaining an attractive environment. Criteria regarding siting, size, design and

illumination will be applied at an appropriate level in response to the character of the environment where any new advertising proposals are being made. It is considered that there is little scope for further permanent advertising hoarding sites in the borough.

3.76 An Area of Special Control of Advertisements largely coincides with a previous Green Belt boundary. Within this Area, stricter controls apply over advertising. The Council intends to apply to the Secretary of State for an amended Area of Special Control to be designated, to include the area covered by the revised Green Belt.

3.77 This policy is designed to implement objective e/f.

**E7 Consent will only be given for the display of any advertisement which respects the interests of public safety and amenity, assessed in the context of the general characteristics of the locality and any features of historic, cultural or other special interest, with particular reference to siting, size, design and illumination.**

## **DEVELOPMENT IN THE GREEN BELT**

3.78 Policy K5 in the Strategy Chapter confirms the boundaries of the Nottingham Green Belt in the borough.

3.79 Policy E8 identifies “appropriate development” in the Green Belt, reflecting the advice in PPG2. It also confirms that proposals for changes of use of buildings in the Green Belt can be acceptable where the proposed activity has no greater impact on the open character of the Green Belt.

Proposed conversions of agricultural buildings to other uses can sometimes be achieved without any potentially undesirable effects on the environment. In some circumstances, applicants may be asked to submit a structural survey of a building, or other information to confirm the feasibility of a proposed conversion. Buildings to be converted should be worthy of retention, and of permanent and substantial construction, and should be capable of conversion without major reconstruction. For re-use of buildings, conditions may be imposed to remove certain permitted development rights, in order to prevent inappropriate minor development on converted properties.

3.80 Conversions which help to diversify the rural economy through providing opportunities for tourism or employment are more likely to be supported.

3.81 Essential facilities, as listed in clauses b) and c) of Policy E8, should be genuinely required for uses of land which preserve the openness of the Green Belt and do not conflict with the purposes of including land in it. Such facilities may include modest changing facilities at sports grounds.

3.82 As guidance in respect of clause d) of policy E8, an increase in volume above 50% of the original building is likely to be considered to be disproportionate.

3.83 The major developed sites referred to in clause e) of policy E8 are at Trowell Motorway Services Area, Toton Sidings and Bramcote Hills School. Their boundaries are defined on the proposals map. Proposals for infilling or redevelopment will be assessed against the criteria of paragraphs C3 or C4, respectively, in Annex C of PPG2.

3.84 This policy accords with the advice in PPG2 and PPG7, is designed to implement objective e/o and accords with Structure Plan policy 1/5. Policy K5 in the strategy section of this document confirms the principle of Green Belt.

**E8 Planning permission will not be granted for development in the Green Belt except where it constitutes appropriate development.**

**Appropriate development includes:**

- a) Buildings appropriate to agriculture and forestry;**
- b) Essential facilities for outdoor sport and outdoor recreation;**
- c) Essential facilities for cemeteries and for other uses of land which preserve the openness of the Green Belt and which do not conflict with the purposes of including land within it;**
- d) Limited extension, alteration or replacement of existing dwellings, provided that it does not result in disproportionate additions over and above the size of the original building;**
- e) Limited infilling or redevelopment of major developed sites;**
- f) Changes of use of agricultural and other buildings to employment and tourism uses which**

help to diversify the economy;

- g) **Mineral working subject to high environmental standards and a high standard of restoration.**

### **VISUAL IMPACT OF DEVELOPMENT ON GREEN BELT**

3.85 Development of a type which is normally acceptable in principle in the Green Belt, but for which the location, design or materials may adversely affect the Green Belt, in particular its open character, will be resisted. The visual amenities and open character of the Green Belt may also be similarly adversely affected by proposals conspicuous from the Green Belt, but not necessarily sited within it, and such proposals will also be resisted in accordance with PPG2.

3.86 This policy is designed to implement objectives e/o and e/t, and accords with Structure Plan policy 3/2. Policy E1 considers the issue of general good design of built form and is applicable to all built development.

**E9 Development in the Green Belt which is considered appropriate in accordance with the provisions of Policy E8, and development which is outside the Green Belt but conspicuous from within it, will not be permitted if the development, by reason of its siting, design or materials, would harm the open character in the former case or visual amenities of the Green Belt in both cases.**

### **ACTIVITIES IN THE GREEN BELT**

3.87 This policy reflects the objectives for the use of Green Belt land listed in PPG2, and is intended to emphasise the positive aspects of planning for the Green Belt. The large urban population adjoining the borough's Green Belt are increasingly seeking opportunities for many types of recreation. Some of these activities need extensive areas of land and are compatible with the aim of keeping the open character of the Green Belt. Careful control needs to be exercised over the siting and design of any ancillary buildings. The quality of agricultural land is nevertheless an important factor in the overall acceptability of this type of change of use. When appropriate, such open recreation uses can form a suitable buffer between built-up areas and productive farmland, and represent useful diversification of the rural economy.

3.88 This policy is designed to implement objectives e/o, e/q and e/r.

**E10 Within the context set by policies E8 and E9, planning permission will be granted for uses of land in the Green Belt which provide opportunities for access to the open countryside, or for outdoor sport and recreation, and retain or enhance the attractiveness of landscapes and secure nature conservation interests.**

### **DWELLINGS FOR AGRICULTURAL WORKERS**

3.89 Dwellings for agricultural workers in the countryside will only be permitted where it can be demonstrated that the dwelling is

essential to house a full-time worker who must live on the spot rather than in a nearby settlement. PPG7 advises that normally any new dwellings justified for this purpose will be temporary, with permanent replacement only being allowed after the viability of the unit and the need for the dwelling have been established during the temporary period. In appropriate cases involving this type of development, an occupancy condition may be imposed on any existing dwellings within the agricultural unit under the applicant's control. A legal agreement will normally be sought to prevent the new dwelling being sold off separately from the agricultural unit. The stricter control is intended to prevent new individual dwellings being built in the countryside except where they are fully justified for agricultural purposes.

3.90 Policy E11 reiterates the aesthetic considerations contained in E9, in order to minimise the impact of appropriate new development in the countryside. As advised in PPG7, in terms of agricultural workers' dwellings this could include encouragement to group any new building with existing buildings, and to ensure they are modest in size, in keeping with their function.

3.91 This policy is designed to implement objectives e/o and e/t.

**E11 Planning permission will not be granted to construct a dwelling for an agricultural worker in the countryside unless:**

- a) **A clearly established need for a full-time agricultural worker to live in a particular location has been**

**demonstrated by reference to functional and financial tests; and**

- b) **No other suitable property is available locally to meet the need, including through conversion of any building; and**
- c) **The proposed dwelling by reason of its siting, design or materials would not be harmful to the visual amenities and open character of the countryside.**

**Where planning permission is granted for such a dwelling, its occupation will be restricted by condition to a person solely or mainly employed in agriculture locally, or last working in agriculture, or to a widow or widower of such a person, and to any resident dependants.**

**Where a new farming activity is introduced into the countryside, temporary on-site accommodation will usually be the only acceptable solution in order to establish the viability of the agricultural unit, and a permanent dwelling can only be accepted after the need has been established during the temporary period.**

## **PROTECTED OPEN AREAS**

3.92 These areas provide important breaks in the built-up areas, contributing to visual amenity and recreational opportunities. Whilst

Green Belt designation would not be appropriate because they are located within the urban area, their environmental importance justifies strong protection.

3.93 The boundaries of the protected open areas are carried forward from the 1994 Broxtowe Local Plan (with one minor change at Bramcote). Both golf courses provide significant tracts of land of open character close to the urban edge. The Bramcote Ridge area includes the Thoresby Road pitch-and-putt course and further east abuts the city boundary where complementary policies are operated by the City Council. The area around Hemphill Hall, Nuthall, is important to the setting of listed buildings on the site and to the approach to the city on this major route.

3.94 This policy is designed to implement objective e/p.

**E12 Development will not be permitted which would detract from the character or function of the protected open areas shown on the Proposals Map.**

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

## **PROMINENT AREAS FOR SPECIAL PROTECTION**

3.95 The hills and ridges listed below and shown on the Proposals Map are recognised as prominent areas of attractive landscape which provide distinct and permanent landmarks near the edge of the Greater Nottingham conurbation. The policy aims to protect their particular open character, and

means that even some development acceptable under the overall Green Belt policy E8 would not be permitted in these prominent areas.

3.96 This policy is designed to implement objective e/p, and is derived from Structure Plan policy 1/5 and paragraph 1.89, which identify major ridgelines and hills around the Greater Nottingham urban area.

**E13 Development which would adversely affect the character or appearance of the following prominent areas as shown on the Proposals Map will not be permitted:**

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

## **MATURE LANDSCAPE AREAS**

3.97 The Structure Plan gives special protection to Mature Landscape Areas. The areas listed in the policy were previously identified in the 1994 Broxtowe Local Plan, and were identified as part of a countywide countryside appraisal exercise undertaken by the County Council. The areas contain features of mature landscape, indicating that they have been relatively unaltered by agricultural practices, opencasting, or other forms of development. These areas typically include hedgerows along old boundaries, well-established habitats and a concentration of sites of wildlife value.

3.98 Planning permission will not be granted for development which could damage or destroy the value of the

Mature Landscape Areas. Complementary policies protecting these Mature Landscape Areas are included in the County Council's Minerals Local Plan.

3.99 Wherever possible, the quality of the Mature Landscape Areas should be enhanced through good management, in conjunction with other Council policies.

3.100 PPG7 states that authorities should rigorously consider the function and justification of local countryside designations, and only maintain or extend them where normal planning policies cannot provide the necessary protection. In the light of this, the County Council commissioned an independent study of Mature Landscape Areas which recommended their continuation on the present basis. A review of Broxtowe's Mature Landscape Areas took place in 2001 and recommended the retention of all the Areas, with some revisions to boundaries. The County Council has also produced its own guidance in the form of the Nottinghamshire Landscape Guidelines, which confirm the value of retaining a Mature Landscape Area policy. Appendix 7 gives more information on the methodology used, and on the character of the individual Mature Landscape Areas.

3.101 This policy is designed to implement objective e/p and accords with Structure Plan policy 3/3.

**E14 Development which would harm a Mature Landscape Area will not be permitted unless it can be demonstrated that:**

- the siting, scale and design of the proposals

**minimises the harm to the Mature Landscape Area; and**

- the need for the proposals clearly outweighs the remaining harm to the special qualities for which the area was designated.

**If planning permission is to be granted, the Council will seek to secure appropriate measures to offset any remaining harm to the Mature Landscape Area by means of planning conditions or obligations.**

**Existing Mature Landscape Areas are identified on the Proposals Map and listed below:**

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

## **SITES OF SPECIAL SCIENTIFIC INTEREST**

3.102 Sites of Special Scientific Interest are designated by English Nature and are of national importance. They are the outstanding sites in the borough in terms of nature conservation and geological interest. They will, therefore, continue to be protected from development. If the need for development outweighs the

site's value, the priority must be to avoid harm, but if harm cannot be avoided then it must be minimised and, where appropriate and practical, compensatory measures will be sought.

3.103 At Attenborough Nature Reserve there is pressure for a range of recreation uses, which must be balanced with its nature conservation interest. Collaboration between the Borough and County Councils, English Nature, the Nottinghamshire Wildlife Trust and the landowners is needed in order to produce and maintain an appropriate management strategy for the reserve.

3.104 This policy is designed to implement objective e/p and accords with Structure Plan policy 3/7.

**E15 Planning permission will not be granted for development which would have an adverse effect on a Site of Special Scientific Interest (SSSI) unless the reasons for the development clearly outweigh the value of the site and the national policy to safeguard such sites. Where there are exceptional reasons for development which outweigh the value of the SSSI, the applicant shall minimise the harm to the SSSI's features. Compensation for the loss of the SSSI's features will be required, secured by planning conditions or negotiated planning obligations. Existing SSSIs are identified on the Proposals Map and listed below:**

- a) Attenborough Gravel Pits
- b) Sellers Wood, Nuthall

- c) **Sledder Wood Meadows, Greasley**
- d) **Kimberley Railway Cutting**
- e) **Robbinetts, Cossall**

#### **SITES OF IMPORTANCE FOR NATURE CONSERVATION**

3.105 The former Nottingham Canal is owned and managed by the Borough Council and was confirmed as a Local Nature Reserve in 1993. Sellers Wood is also a Local Nature Reserve and is managed by Nottinghamshire Wildlife Trust on behalf of Nottingham City Council. The Borough Council will consider declaring further Local Nature Reserves at appropriate locations on land in its control or under a Management Agreement with the landowner.

3.106 Other Sites of Importance for Nature Conservation (SINCs) were identified by the Nottinghamshire Biological and Geological Records Centre based at Wollaton Hall. These have been updated by a new countywide Wildlife Audit in 2004. The SINCs are identified on the proposals map and listed in Appendix 8. Development threatening the character or wildlife value of these sites will be carefully assessed in relation to their status. Any harm should be minimised and compensation should be made for the loss of any features of interest.

3.107 The policy also stresses the environmental benefits which may result from the improvement or creation of habitats as part of new development. The Borough Council will also encourage appropriate initiatives aimed at improving public access to SINCs where appropriate and in other ways increasing the environmental and recreational potential of the urban fringe area.



3.108 This policy is designed to implement objectives e/p and e/q and accords with Structure Plan policy 3/7.

**E16 Planning permission will not be granted for development on or adjoining local nature reserves or Sites of Importance for Nature Conservation, which would damage or devalue their interest, unless there are special reasons which outweigh the recognised value of the sites.**

**Where it is accepted that there are special reasons for development which outweigh the local value of the site, the applicant shall minimise harm to the site's features. Compensation for the loss of the site's features of interest will be required, secured by planning conditions or negotiated planning obligations.**

**Wherever opportunities arise, appropriate measures should be taken to enable the improvement or creation of Sites of Importance for Nature Conservation.**

#### **SITES SUPPORTING SPECIES PROTECTED BY LAW**

3.109 Certain wildlife species are protected through the Wildlife and Countryside Act 1981 (as amended) and through other habitat regulations such as those relating to badgers. Surveys to determine whether protected species would be affected by development will be required in circumstances where the proposals would affect features which could be

important for protected species. Where, in the light of these surveys, development is found to be acceptable applicants will be advised that, in order to meet the requirements of relevant wildlife and countryside legislation, survey work should be undertaken again prior to implementation.

3.110 Where exceptional circumstances allow a development affecting a protected species to be permitted, the Council will require the developer to take suitable steps to secure the protection of the relevant species, including where appropriate creating a similar habitat elsewhere locally through a legal agreement.

3.111 In many instances developers will be required to obtain a licence from English Nature in order to carry out operations affecting protected species, in addition to securing planning permission. Developers are therefore advised to contact English Nature at an early stage in their development proposals. Information on protected species is also available from English Nature.

3.112 This policy is designed to implement objective e/p and accords with Structure Plan policy 3/6.

**E17 Planning permission will not be granted for development that would detrimentally affect a species of wild animal or wild plant protected by law, or its habitat, unless it can be demonstrated that there is an overriding need for the development. In these cases provision must be made to secure the protection of the species or habitat in the locality.**

## LOCAL BIODIVERSITY

3.113 The Nottinghamshire Local Biodiversity Action Plan, published by the Nottinghamshire Biodiversity Group in 1998, provides the main reference for habitats and species of conservation interest in the county and includes targeted action plans. Further details, including a list of habitats of conservation concern in Nottinghamshire, are provided in Appendix 8. New development can sometimes give rise to the loss, fragmentation or isolation of habitats. The Council may, accordingly, require the submission of impact assessments and, where appropriate, will secure measures for maintaining and enhancing local biodiversity through use of planning conditions or negotiation of planning obligations.

3.114 This policy is designed to implement objective e/p and accords with Structure Plan policy 3/6.

**E18 Permission will not be granted for development which would adversely affect the conservation value of recognised habitats and species identified in Appendix 8 unless there is an overriding need for the development which outweighs its conservation importance or unless any adverse effects can be addressed through compensatory measures, secured by planning conditions or negotiated agreements.**

## OTHER NATURE CONSERVATION RESOURCES

3.115 Policy E19 is intended to provide clear guidance for developers

in order to enable modest habitat creation and enhancement within development sites, in accordance with the objectives of the Council's Nature Conservation Strategy, the Council's Sustainability Policy and the government's PPG9 ("Nature Conservation"). The policy relates only to on-site provision. The requirements of the policy might be met by modest planting or water features in a new development. For example, developers could ensure that any tree planting involves native species planted in a small group so that they provide wildlife value as well as amenity value.

3.116 This policy accords with Structure Plan policy 3/8.

**E19 On development sites of 0.5 hectares or more, wherever opportunities arise, the Council will seek, as appropriate, the enhancement of existing nature conservation resources and the provision of new resources.**

## AGRICULTURAL LAND QUALITY

3.117 The national agricultural land quality classification system has five categories, with the middle grade split into 3a and 3b. Higher grade agricultural land (Grades 1-3a) is referred to as 'best and most versatile' and is considered a valuable national resource; considerable weight should be given to protecting such land against development.

3.118 In addition to the land quality issue, proposals affecting agricultural land should preferably avoid the severance of holdings that undermine their economic use or fragment them to the significant detriment of their viability.

3.119 This policy is designed to implement objective e/t and accords with Structure Plan policy 3/13.

**E20 Planning permission will not be granted for development which involves the loss of best and most versatile agricultural land (Grade 1 to 3a) unless each of the following criteria are met:**

- a) **There is an overriding need for development; and**
- b) **There is a lack of new development opportunities in already developed areas and on lower grade agricultural land.**

## **ANCIENT MONUMENTS**

3.120 Policy E21 applies to Scheduled Ancient Monuments in the borough. Existing Scheduled Ancient Monuments are listed in Appendix 6. There will continue to be a presumption to preserve these most important sites, as advised by PPG16.

3.121 This policy is designed to implement objective e/p and accords with Structure Plan policy 3/4.

**E21 Planning permission will not be granted for development which would detrimentally affect Scheduled Ancient Monuments shown on the Proposals Map, or their setting.**

## **OTHER SITES OF ARCHAEOLOGICAL INTEREST**

3.122 In the case of sites of archaeological or historic significance

other than Scheduled Ancient Monuments, the Council wishes to safeguard important sites wherever practical. It will seek to reconcile the needs of development with the interests of archaeology, and will where appropriate request that an archaeological evaluation be submitted prior to determining an application. Where, after consideration, development is permitted, conditions may be imposed to ensure the most appropriate treatment for the archaeological remains. Policy E22 applies to sites which emerge during the plan period on the advice of the county council or English Heritage.

3.123 This policy is designed to implement objective e/p and accords with Structure Plan policy 3/4.

**E22 Where proposals are submitted for development on sites identified as being of archaeological or historical importance, other than Scheduled Ancient Monuments, the Council will where appropriate:**

- a) **request that an archaeological evaluation be submitted prior to determining the application; and**
- b) **refuse permission for development which would detrimentally affect nationally important archaeological sites and their setting; and**
- c) **where development is acceptable, impose conditions to achieve partial preservation in situ and/or secure appropriate treatment for archaeological remains including their recording or excavation.**

## **GREENWOOD COMMUNITY FOREST**

3.124 The aim of Community Forests is to encourage the establishment, over a 30-50 year period, of large areas of multi-purpose woodland, heath and open land in urban fringes. The Greenwood Community Forest was launched in Nottinghamshire in 1991, with the partnership support of local authorities, the Countryside Commission and the Forestry Commission. Most of Broxtowe's rural area lies within the defined Greenwood Community Forest area.

3.125 Implementation of the Community Forest proposals will be guided by the Strategic Plan for Greenwood to which partners have contributed. The leaflet "Opportunities for Developers" gives useful guidance on the design of planted areas.

3.126 This policy is designed to implement objectives e/q, e/r and e/s and accords with Structure Plan policy 3/11.

**E23 The Borough Council will support the establishment and development of the Greenwood Community Forest in Broxtowe through the creation of planted areas or other new habitats as appropriate having regard to local ecological and geological conditions. This will be secured by:**

- a) requiring the provision of planting or other habitat creation in conjunction with new developments over 0.5 ha: this will be provided on or adjacent to the development site;**

- b) requiring the provision of substantial woodland planting where appropriate in conjunction with the reclamation of derelict land; and**

- c) promoting the planting of native woodland in the countryside provided that it is in keeping with the character of the area and does not detract from existing sites of nature or historic interest.**

**Wherever possible, new planted areas should be designed to allow public access.**

## **TREES, HEDGEROWS AND TREE PRESERVATION ORDERS**

3.127 Trees are a vital part of the borough's landscape and townscape. They enhance the character of the environment and are often also important to wildlife. Policy E24 aims to ensure that important trees and hedgerows in the borough, including those within ancient woodlands, are not harmed by development. The implementation of this policy will be assisted by the Council's Tree Warden Scheme.

3.128 Policy E24 cannot apply to work affecting trees or hedgerows which does not constitute development. However Tree Preservation Orders (TPOs) offer protection against felling or lopping for the most significant trees and similar protection applies to trees within Conservation Areas. A borough – wide review will consider the scope for further TPOs to be made. In addition, the hedgerow regulations will assist with the protection of certain hedgerows.

3.129 This policy is designed to implement objective e/p.

**E24 Development that would adversely affect important trees and hedgerows will not be permitted.**

## **RENEWABLE ENERGY DEVELOPMENT**

3.130 Renewable energy sources have the potential to contribute to energy needs in a significant and sustainable way. They can help to increase the diversity and security of energy supplies and can reduce harmful emissions to the environment. The scope for the development of renewable energy schemes in Broxtowe may be limited; for example, wind speeds are generally not high for wind power. There may, however, be opportunities for schemes based on energy crops, such as short rotation coppice. The growing of the crops themselves may not require planning permission; however, associated buildings would do so. There may also be scope for carefully designed small-scale hydro-electric schemes. The criteria listed below will be the Council's main concerns when considering any application; other criteria which may be relevant are referred to in Structure Plan policies 10/2 and 10/3.

3.131 Photovoltaic cells convert solar energy to electricity, whilst active solar equipment ('solar panels') transfers solar energy in the form of heat to water or air. Both can be fitted to the walls or roofs of domestic or other buildings and have the potential to make a significant contribution to replacing the use of fossil fuels. When fitted to the roofs of domestic buildings they will often not need planning

permission, as they will not result in a material alteration to the shape of the dwellinghouse. In cases where permission is required, the Council wishes to encourage their installation, in recognition of their contribution to a reduction in the demand for energy derived from non-renewable sources. However, visual amenity will take priority in the case of buildings which are listed or within conservation areas and in such cases photovoltaic cells and active solar equipment are unlikely to be appropriate on front or other important elevations. The Council will prepare a guidance leaflet for householders and developers concerning the installation of photovoltaic cells and active solar equipment which will actively encourage developers to incorporate them within new development wherever practical.

3.132 This policy is designed to implement objectives e/b and e/c and accords with Structure Plan policies 10/2 and 10/3.

**E25 Planning permission will be granted for developments which incorporate renewable energy techniques, provided they would not cause harm to:**

- a) Residential amenity;**
- b) Landscape quality and character;**
- c) The character and appearance of buildings; or**
- d) Nature conservation interests.**

## **POLLUTION**

3.133 Air quality in Broxtowe is generally reasonably good and the Council is keen to ensure that this remains the case. The air quality implications of proposals will be considered in consultation with environmental health officers and other expert advisors, and, if appropriate, conditions will be imposed to control emissions.

3.134 'Air Quality Management Areas' (AQMAs) may be designated by the Council, depending on the outcome of the monitoring of air quality. However a report produced by consultants for the Council has concluded that it is likely that the government's air quality objectives for nitrogen dioxide and particulate matter will be met at all locations assessed near the M1 and major roads in Broxtowe, where members of the public might be exposed for relevant periods. On the basis of this report the Council has not declared an Air Quality Management Area and the relevant government department has confirmed this position. Monitoring will continue on this matter.

3.135 Proposals for employment and other uses which may cause significant pollution can play an important part in the economic development of the borough; however, it is important that they are situated in suitable locations and are subject to appropriate safeguards. Such uses will not normally be appropriate within residential areas, nor close to uses which are sensitive to noise or other forms of pollution, such as offices or schools. The degree of separation necessary will depend upon the nature of the respective uses.

3.136 Safeguards can be incorporated in the design of buildings to minimise

pollution and if permission is granted it may be subject to conditions requiring appropriate safeguards, or limiting the hours or methods of operation, in the interests of the amenity of nearby occupants.

3.137 If adequate precautions are not taken to contain potentially poisonous, noxious or polluting matter, then it may enter into the public foul or surface water sewers. Normal sewage treatment processes may not be able to deal with the contamination and serious harm to watercourses may result. In addition contaminating matter may enter into the ground and this is liable to jeopardise any future redevelopment of the site concerned, as the costs of redevelopment will be increased due to the need to deal with the contamination.

3.138 Oil interceptors to protect surface water drainage will normally be needed in respect of car parking areas for over 100 cars, open storage areas which are liable to contamination and fuelling areas which are open to rain. In the case of car/vehicle washes including steam operations, drainage should discharge via a silt trap to the foul sewer. (Trade effluent consent may also be needed from Severn Trent Water.) All above-ground fuel and chemical storage tanks should be securely bunded with all filling and emptying points contained within the bunded area. Conditions will be imposed on permissions to secure the provision of any necessary containment measures.

3.139 In applying policy E26, whether or not an impact is "significant" will be assessed having regard to the characteristics of the site and surroundings, together with the opinions of environmental health

officers and, where appropriate, the Environment Agency.

3.140 Measures may also be needed in certain areas to avoid the possible contamination of groundwater; these are the subject of policy E27.

3.141 This policy is designed to implement objectives e/b, e/c and e/e and accords with Structure Plan policies 3/20 and 11/4.

**E26 Planning permission will not be granted for development which would result in a significant deterioration in air quality, significant loss of health or amenity to the occupants of nearby premises due to pollution, or contamination of either surface waters or the site of the development or other land nearby.**

## **PROTECTION OF GROUNDWATER**

3.142 Substantial areas of the borough contain major aquifers which are highly vulnerable to pollution due to the high permeability of the rocks and the high leaching potential of the soil. Other areas are less vulnerable but still require protection, as groundwater forms part of the base flow of rivers and watercourses and provides a substantial proportion of water used for public supply. The groundwater implications of proposals will be considered in consultation with the Environment Agency, and with regard to the Agency's 'Policy and Practice for the Protection of Groundwater'. If appropriate, conditions will be imposed to prevent infiltration of contaminants. Positive measures and techniques to reduce the impact of surface water discharges and benefit the recharge of groundwater can be found in the

Environment Agency's guidance on Sustainable Drainage Systems. Policy E1 includes provision for sustainable techniques to minimise the impact of surface water discharges.

3.143 This policy is designed to implement objective e/c and accords with Structure Plan policy 11/2.

**E27 Planning permission will not be granted for development which would be liable to result in the infiltration of contaminants into groundwater resources, particularly in areas of high vulnerability, unless measures would be carried out as part of the development to prevent such contamination taking place.**

## **PROTECTION OF FLOODPLAINS AND FLOOD RISK**

3.144 Development within river floodplains is liable to increase the risk of flooding by impeding the storage capacity of the floodplain or the flow of water across it. Applications will be determined following consultation with the Environment Agency, whose comments will be of particular importance. The parts of catchments of watercourses which may be at high risk of flooding are identified on the Proposals Map. The definition of 'high' flood risk can be found at Table 1, para 30 of PPG25, which provides guidance about the acceptability of development in Flood Zone 3. Applications for development in these areas will need to be accompanied by a flood risk assessment to demonstrate how the risk of flooding can be satisfactorily addressed; the Environment Agency offers pre-application advice. It should be noted that the flood outline shown on the Proposals Map does not take

account of flood defences but these defences will be taken into account when considering the related flood risk. Parts of the borough lie outside the 100 year flood outline but within the 1,000 year flood outline published by the Environment Agency and regard should still be given to the issue of flood risk when considering applications within these areas. Flooding can occur as a result of increased surface water run-off from larger development proposals anywhere in the catchment, not only in the areas shown on the Proposals Map, and applications for development may need to be supported by a flood risk assessment.

3.145 This policy is designed to implement objectives e/d and e/e and accords with Structure Plan policy 11/1.

**E28 Planning permission will not be granted for development within the High Flood Risk areas shown on the Proposals Map, and within other parts of the catchments of the rivers Trent and Erewash, which would increase the risk of flooding.**

## **CONTAMINATED LAND**

3.146 The Council wishes to encourage the re-use of 'brownfield' sites and is keen to see contaminated sites brought into productive use. However, it is essential that future occupants are protected from the effects of contamination and if permission is granted conditions will be imposed which require implementation of necessary remedial measures prior to occupation. The Council may have information concerning some sites which may be contaminated and developers are recommended to

contact the Council prior to submitting an application.

3.147 Some of the derelict sites identified in policy E30 are contaminated and will be subject to this policy.

3.148 This policy is designed to implement objectives e/c and e/e.

**E29 Development of land which may be contaminated will not be permitted to take place unless and until:**

- a) **A site investigation has been carried out to assess the nature and degree of contamination, using a method of investigation agreed in writing with the Council; and**
- b) **Details of remedial measures required to deal with any contamination have been approved by the local planning authority in consultation with the relevant bodies; and**
- c) **there will be no significant risk to the health and safety of the occupants of the development; and**
- d) **there will be no contamination of any surface water, groundwater or adjacent land.**

## **DERELICT LAND**

3.149 The Council will encourage the reclamation of derelict land. The land



included in policy E30 is derelict according to the National Land Use Database definition, i.e. "land so damaged by previous industrial development that it is incapable of beneficial use without treatment". In some cases, reclamation may be secured through development, as has occurred previously at the former Babbington and Moorgreen colliery sites. Elsewhere, including sites in the Green Belt, reclamation may need to be achieved through use of derelict land grants/and/or the County Council's programme for restoring derelict land. It may be possible to introduce habitat management or creation under the Community Forest scheme (see policy E23) to assist reclamation of certain sites. Some sites have become important for wildlife through revegetation. In these cases any proposals for reclamation work will need to take account of the site's ecological value, and should aim to enhance it. Some sites, including the former dye works, are contaminated and policy E29 applies. The references in brackets following the sites in the policy relate to proposed or committed development. Where there is no current end use proposed for a site which is proposed for reclamation, the Council will examine the possibility of developing the site for appropriate recreation and nature conservation.

3.150 This policy is designed to implement objectives e/b and e/s and accords with Structure Plan policies 12/2 and 12/B.

**E30 Reclamation of the following derelict sites, shown on the Proposals Map, will be permitted:**

- a) **Awsorth/Kimberley: Former railway (Long Distance Trail)**

- b) **Beeston: Former Lilac Grove tip (open space)**
- c) **Brinsley: Former Pinxton branch line (Green Belt)**
- d) **Eastwood: Former colliery lagoons, Mansfield Road (Employment)**
- e) **Giltbrook: Former tip, Baker Road (Green Belt – Recreation)**
- f) **Moorgreen: Former High Park tip (Green Belt)**
- g) **Moorgreen: Former tanks north of Engine Lane**
- h) **Newthorpe: Former Halls Lane tip**
- i) **Stapleford: Former dye works, West End Street (Employment)**
- j) **Stapleford: Former Broxtowe car park, Church Street**
- k) **Toton: Former railway sidings (Green Belt – Freight depot)**
- l) **Watnall: Former brickworks (Green Belt)**
- m) **Watnall: Watnall cutting (SSSI)**

**GASSING LANDFILL SITES**

3.151 Landfill sites in Broxtowe are generally not suitable for built development without necessary precautions and risks may arise in the vicinity of landfill sites due to gas migration. It is therefore essential to ensure that future occupants are protected from the possible effects of landfill gas. Residential occupants may be at greater risk than workers due to the method of construction of dwellings and the potential for prolonged exposure and the risk of migration of gas into domestic gardens. It is therefore unlikely that new dwellings will be permitted within 250m

of any part of a landfill site which is producing gas.

3.152 If permission is granted for development near a landfill site, conditions will be imposed which require investigation of the gassing potential of the fill material and the implementation of measures to deal with identified ground conditions, including continuous monitoring. These requirements may be waived in respect of applications for domestic extensions and other minor development.

3.153 This policy is designed to implement objective e/e.

**E31 Development of land within 250m of that part of a landfill site which is producing gas will not be permitted unless proposals are supported by a detailed study including each of the following:**

- a) **Information on the gas being produced at the landfill site;**
- b) **The results of a gas monitoring programme on the development site, using a method of investigation agreed in writing with the Council; and**
- c) **Commitment to remedial and monitoring measures required to deal with any gassing.**

Permission will be granted only if there will be no significant risk to the health and safety of occupants of the development.

## **HAZARDOUS SUBSTANCES, HAZARDOUS INSTALLATIONS AND MAJOR HAZARD PIPELINES**

3.154 A small number of factories and other installations have been notified by the Health and Safety Executive (HSE) as being 'hazardous' and consultation with the HSE is needed if development is proposed within specified distances of them. In considering this type of application, applications for development involving hazardous substances, or applications in the vicinity of 'major hazard pipelines' (as defined by the HSE), the Council will give priority to the health and safety of local residents, workers in the premises concerned and other members of the public. The "hazardous installations" and "major hazard pipelines" are shown on the Proposals Map, together with their consultation areas. It should be noted that they are defined by the HSE and could therefore be subject to future changes.

3.155 This policy is designed to implement objectives e/d and e/e and accords with Structure Plan policy 11/4.

**E32 Planning permission for development involving the storage, use or transport of hazardous substances, as defined in the Planning (Hazardous Substances) Act 1990, and for development within the consultation areas of hazardous installations and major hazard pipelines, will not be granted unless the Council is satisfied that there will not be a significant risk to the local community or the natural environment.**

## LIGHT POLLUTION

3.156 Light pollution can add to the visual intrusion of a development, cause nuisance for neighbours and detract from the quality of the night sky. It can also be detrimental to highway safety and, by using energy unnecessarily, it can contribute to atmospheric pollution. Carefully designed lighting can, however, play a valuable security role. Lighting should, therefore, normally be the minimum required for safety and operational purposes. All applications should include full details of any proposed lighting, which is likely to be the subject of conditions to ensure that glare and spillage is minimised. The design of any lighting columns or other equipment should be of high quality, in accordance with Policy E1.

3.157 This policy is designed to implement objective e/d.

**E33 Planning permission will not be granted for lighting schemes unless the applicants demonstrate that they will use the minimum amount of lighting necessary to achieve their purposes and incorporate measures to minimise any adverse effects of light beyond the site.**

## CONTROL OF NOISE NUISANCE

3.158 Residential and other noise-sensitive development is not normally appropriate in proximity to general industrial (Class B2) or other uses which generate significant amounts of noise. In the event of permission being granted, subsequent complaints from residents may result in the Council being obliged to take action under Environmental Health legislation against the adjacent use. This may

represent an undesirable restriction on the operation of a local business, a situation which should be avoided whenever possible. Permission may be granted for new residential building near to noisy uses, only if suitable safeguards are incorporated in the design and layout of the development; these might include landscaped bunds and careful attention to the orientation of dwellings and positioning of windows.

3.159 Noise-sensitive development is also not normally appropriate in locations where occupants would be subject to excessive traffic noise. This is most likely to apply to locations adjacent to the M1, the A52 and the A610. Attention will be paid to policy 3/H of the Structure Plan, which recommends that residential development should not be exposed to road traffic noise that reaches or exceeds 68dB(A) L10-18 hours. Reference will also be made to the Noise Exposure Categories set out in PPG24.

3.160 In applying policy E34, whether or not an impact is "significant" will be assessed having regard to the characteristics of the site and surroundings, together with the opinions of environmental health officers.

3.161 This policy is designed to implement objective e/d and accords with Structure Plan policy 11/4.

**E34 Planning permission will not be granted for housing and other noise-sensitive development if the occupants, even with appropriate mitigation measures, would experience significant noise disturbance.**

**Correspondingly, planning permission will not be granted for development, including the change of use of land, if, because of the noise it would create, even with the appropriate mitigation measures, the occupants of housing, other residential premises, schools or other noise-sensitive uses would be exposed to significant noise disturbance.**

## **TELECOMMUNICATIONS**

3.162 Modern telecommunications are an essential and beneficial element in the economy and everyday life. The policy reflects the guidance set out in PPG8 (2001) on Telecommunications, and is intended to allow consideration to be given to proposals taking account both of the industry's needs and environmental considerations.

3.163 Certain proposals, for example structures less than 15 metres high and as otherwise described in parts 24 and 25 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (as amended), are defined as 'permitted development' and are subject to a prior notification procedure. The same criteria are to be taken into account in determining these cases as for the proposals which require planning permission. In particular, as competing systems develop, the scope for mast-sharing must be properly accommodated, in order to minimise the cumulative visual impact of telecommunications apparatus. It may be necessary to consider the effect on residential amenity from noise generated by cooling fans typically installed in associated equipment.

3.164 This policy is designed to implement objective e/t.

**E35 Applications for provision or extension of telecommunications equipment will be granted (or given prior approval) provided that:**

- a) the potential for mast-sharing and/or siting on existing structures has been fully explored;**
- b) the detailed siting, design and appearance of the apparatus is acceptable in terms of its visual impact on its surroundings.**

## Chapter 4: Housing

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### Introduction

4.1 A main purpose of the local plan is to ensure that housing needs in Broxtowe are catered for. Broxtowe contains housing of different types generally well located in relation to amenities and transport facilities and providing for the needs of people across a wide spectrum of ages, incomes and family circumstances.

4.2 Current and projected changes in population and household size mean that a supply of new dwellings will be required to meet needs over the plan period 1991 to 2011. Some of this housing has already been provided through the implementation of the 1994 Local Plan, but new sites for housing must be found.

4.3 The 1996 Nottinghamshire Structure Plan Review estimates that the 1991 population of 108,757 will increase by just over 0.5% over the period 1991 to 2011 to 109,349. This slight increase is primarily a result of a continuing rise in the elderly population of the borough. Despite the small projected increase in population, the requirement for new dwellings identified in Structure Plan Review is 5,500. This is largely because of the projected decrease in average household size over the same period, which reflects increased numbers of single elderly people, rising divorce rates and changed styles of living. Latest government estimates are that around 80% of growth will consist of single person households with resultant effects on the size, type and cost of housing units to be built.

### Existing Stock of Housing

4.4 The borough's housing stock at April 2004 was estimated to be 47,187. Table 4.1 shows that the large majority of the stock is owner occupied.

**Table 4.1**

Dwelling Stock by Tenure – Broxtowe (2001 Census)

Owner Occupied	76%
Council Rented	10%
Private Rented	11%
Housing Association / Registered Social Landlord	2%

4.5 The majority of new housing has been, and is likely to continue to be, provided by the private sector. It is the responsibility of the Council to ensure that the housing needs of all present and future residents are catered for. Therefore, the Council will require private development to be of a form which meets the various housing needs of the community as set out in the annual Housing Strategy Statement, including 'affordable' housing. The Council will also take opportunities to bring forward other special needs housing as appropriate.

4.6 The housing stock in Broxtowe is generally in a good state of repair and vacancy rates are low (estimated at 2.02% in 2003 Housing Strategy). The Council continues to work towards keeping vacancy rates to a minimum and operates schemes to eliminate unfit dwellings both in the public and private sector. Proposals which bring vacant housing back into use are supported by the Council, in accordance with its Empty Homes Strategy. A reduction in vacancy rate is already assumed in the calculation of

the Structure Plan housing provision figures. If monitoring shows that the rate of reduction has, in practice, varied significantly from that predicted, then an adjustment will be made at the next review when a fresh calculation of local housing need is made.

## **BACKGROUND TO THE PLAN'S POLICIES**

### **Government Guidance**

4.7 PPG3 Housing (March 2000) requires that the provision made in Structure Plans for new housing will be translated into specific land allocations through local plans. It places great emphasis on achieving sustainable patterns of development and introduces a search sequence for the selection of land for housing in development plans, as well as a sequential approach to the release of housing sites. Moves towards higher densities, a greater emphasis on re-use of brownfield land, and examination of scope for reducing parking requirements should all help to bring a greater variety of house-types on to the market. The principles involved are recognised as the appropriate direction for revising local policy.

4.8 Circular 06/98 on Planning and Affordable Housing states that "a community's need for affordable housing is a material planning consideration". The circular advises local authorities to define what they regard as affordable housing and indicate how many affordable houses need to be provided throughout the plan area. It advises that local plans, in response to local need, should set indicative targets for affordable housing to be achieved on specific housing sites of 25 dwellings/1 hectare or more.

4.9 PPG1 General Policy and Principles (February 1997) reaffirms the importance of the development plan in shaping new development. It also develops the three guiding principles of sustainable development, encouragement of mixed uses and high quality design. With regard to housing, the PPG advises local authorities to allocate the maximum amount of housing to previously-developed sites within larger urban areas and to provide a mixture and range of housing types to meet increasingly varied housing requirements.

4.10 PPG12 Development Plans (December 1999) describes the central role of development plans in ensuring that development growth is sustainable. It reaffirms the importance of sustainability issues and advises that the links between development plans and local transport plans must be clearly demonstrated. Further comment on this theme appears in the Transport chapter.

4.11 PPG13 Transport (2001) states that housing development should be located, wherever possible, so as to provide a choice of means of travel to other facilities.

4.12 Regional Planning Guidance for the East Midlands (RPG8, 2002) also emphasises the need to concentrate development in or adjacent to existing urban areas and co-ordinate development with transport policies to assist in the objectives of sustainable development. A new Regional Spatial Strategy is expected to be adopted in 2005.

### **1996 Nottinghamshire Structure Plan Review**

4.13 The 1996 Nottinghamshire Structure Plan Review sets the

strategic policy context for the local plan and should be referred to in conjunction with this document. The policies in the Structure Plan Review which have directly shaped policies in this plan are described in the following paragraphs.

4.14 Policy 1/1 states that provision will be made for a scale of economic development that meets the needs of the County's population and enables the protection and enhancement of the environment. This involves the provision of sufficient housing sites.

4.15 Policies 1/2 and 1/3 give guidance on the distribution of development. Policy 1/5 gives guidance for Green Belt revision and for Safeguarded Land.

4.16 Policy 4/1 sets the scale of housing provision over the plan period for Broxtowe at 5,500 dwellings. The breakdown of how this commitment will be addressed is set out in Table 4.2 which carries forward dwelling requirements identified in the Structure Plan population and housing technical report (Table 9.2) to April 2000, using the Borough Council's own annual survey records.

4.17 Policy 4/2 states that provision will be made in Local Plans for affordable housing in both urban and rural areas through policies which facilitate affordable housing where there is a demonstrable need and which exceptionally allow affordable housing in rural areas on land that would not normally be released for housing.

4.18 Policy 4/3 states that Local Plans should contain policies which facilitate development taking place at as high a density as is compatible with the characteristics of the site and indicates types of location where

higher densities may be appropriate.

4.19 Policy 10/4 states that in preparing local plans and in considering proposals for all major new development, preference will be given to the establishment of energy efficient land use patterns and proposed development which incorporates energy efficient layouts.

### **1994 Broxtowe Local Plan**

4.20 Policies HO1 and HO2 identified a number of housing sites, some of which have not been developed. Some, but not all, are still considered to be suitable and readily available for development and these sites have been carried forward into this Plan.

### **Urban Capacity Studies**

4.21 Central government has promoted the use of urban capacity studies in order to encourage local authorities to make a fresh examination of the capacity of existing urban land to accommodate development requirements. This approach was reaffirmed in PPG3 Housing, issued in March 2000, and the guide to good practice entitled 'Tapping the Potential' issued in December 2000. The Council carried out two studies, in 1997 and 1999, which are summarised below. Details are included in Technical Report 2.

4.22 At the start of the local plan review in 1997 an urban site searching exercise was undertaken, involving an examination of open urban sites of over 0.5 hectares. The first phase of the exercise brought together information already available within the Council. In total 171 hectares of open urban land was assessed. Any sites protected for other uses in the 1994 Local Plan and sites known to be well utilised were excluded at this stage.

Sites with particularly difficult conditions, such as steep slopes, were also discounted. Planning histories were checked for each site and in some cases previous assessments gave information which ruled out potential development. The remaining sites were then subject to further investigation and individual site visits. At this stage certain sites were excluded due to difficulty of access or environmental importance. All the remaining 15 sites were then put forward as potential development sites in the Consultation Draft of the Local Plan Review in April 1998.

4.23 In early 1999 the Council, together with local authorities across Britain, carried out a survey for Phase 1 of the government's National Land Use Database (NLUD). The Council's survey involved a combination of map scrutiny, site visits and reference to other relevant Council records such as annual land availability studies, business rate vacancy records and derelict land surveys. The information from the 1997 exercise was also an important input to this survey. The NLUD survey was wider in scope than the site searching exercise, as it attempted to identify all land, within both urban and rural areas, which was previously developed or known to have redevelopment potential. Although the survey only considered development for residential purposes, it analysed at a greater level of detail by including all known land that could potentially accommodate at least one house plot (0.02 hectares). Additional analysis was undertaken to assess which sites may realistically come forward within the Plan period. This resulted in an area of 41.1 hectares on 11 sites, which all contributed to development requirements (for both housing and employment) identified in the Deposit Draft.

## **Annual Housing Strategy Statement**

4.24 The Council produces an Annual Housing Strategy Statement which sets out housing aims and also the methods for meeting housing needs over the coming year. The statement includes an assessment of the current housing stock in the borough and the housing requirements of different sections of the population. The policies in this chapter have been developed in conjunction with this strategy and the two documents are designed to be complementary.

## **AIMS AND OBJECTIVES**

4.25 The policies and proposals set out in this chapter have been developed from the strategic aims of the plan. The aims which are of particular relevance to housing are reproduced below. The objectives are a refinement of the aims and relate to specific planning issues. Each policy is designed to meet aspects of specific objectives which are referred to for each policy.

### Aims

4.26 The strategic aims which are of particular relevance to housing are:

- \* encouraging accessibility by means of transport other than the private car and minimising the need to travel;
- \* meeting the needs of the borough for new housing, employment development and community facilities;
- \* protecting and enhancing urban and rural environments.

### Objectives



4.27 The Council's housing objectives are derived from the strategic aims and are:

framework set out in Chapter 2.

- h/a To encourage the provision of a wide range of housing types and tenure to meet the needs of all sections of the population;
- h/b To provide sufficient new housing land to meet projected demand until 2011;
- h/c To ensure that the net density of new housing development is generally maximised;
- h/d To ensure that new housing development is integrated with the existing and proposed public transport network and travel to work destinations so that additional journeys by private car are kept to a minimum;
- h/e To maintain a high quality of design in new housing development and protect the amenity and character of existing residential areas;
- h/f To provide affordable housing in all parts of the borough;
- h/g To locate as much new housing as possible without detriment to amenity on previously-developed sites in the existing urban area;
- h/h To require reasonable measures to maximise energy efficiency in housing design;
- h/i To encourage mixed use developments in appropriate circumstances.

4.28 The formulation of housing policies and proposals has been carried out within the strategic

## POLICIES FOR HOUSING

### Overall Need

4.29 The overall need for new housing in the Borough has been derived from the Structure Plan requirement for the period 1991-2011, less the number of dwellings completed and conversions carried out during the first part of this period. The figures are set out in more detail in Table 4.2 and represent the position at 1 April 2000, the base date of the Plan. The requirement for new dwellings will be satisfied by: (i) an allowance for presently unidentified sites at a rate based on past performance, the expectations of the Structure Plan Population and Housing technical report and increased expectations for re-use of urban land where appropriate; (ii) an allowance for conversions and changes of use projected from past performance and anticipated developments in the light of the Council's housing strategy and more flexible policy applications introduced under paragraphs 4.55 and 4.56 of this plan; and (iii) new housing land allocations and existing commitments to be carried forward. It can be seen from a comparison of the figure of 1972 in Table 4.2 with the total of the Policy H1 Housing Allocations table (1781) on page 52 that the total number of dwellings proposed by this Local Plan represents a small shortfall from the Structure Plan target. The shortfall is just under 200 dwellings, or less than 4% of the Structure Plan's requirement of 5500. The justification for this shortfall is partly based on the rapid progress of housing completions in Nottingham City beyond the expectations of the Structure Plan.

**Table 4.2 - Housing Provision**

Dwellings already completed 1/4/91 – 1/4/00	2005
Dwellings with planning permission not completed at 1/4/00 (not including conversions and changes of use)	423
Allowance for windfalls <sup>1</sup> 1/4/00 – 1/4/11 @ 85 pa	935
Allowance for conversions and changes of use 1/4/00 – 1/4/11 @ 15pa	165
<b>Subtotal</b>	<b>3528</b>
 Dwellings to be provided on newly allocated sites 1/4/00 – 1/4/2011 (i.e. 5500 minus 3528)	 <b>1972<sup>2</sup></b>

**Footnotes:**

- <sup>1</sup> Definition of "windfall" sites:  
sites (of any size) which are not allocated for housing and which obtain planning permission for this use.
- <sup>2</sup> 5500 is the Structure Plan target figure. 1972 is the figure for newly allocated sites with no shortfall assumed, therefore reference to Table H2 demonstrates the shortfall from the Structure Plan target figure of just under 200 dwellings.

### NEW HOUSING SITES

4.30 Policy H1 identifies all sites on which residential development is proposed, noting those sites which have been previously developed. Site specific criteria for constraints on the form of development are identified in supplementary detail paragraphs which form part of the policy.

4.31 A number of sites which were identified in the 1994 Local Plan or had the benefit of planning permission for housing development remain undeveloped. These sites have been the subject of reconsideration and, where appropriate, are carried forward as allocations in this local plan. Sites which were previously allocated for employment development have also been reconsidered and, as a result, land south of Smithurst Road, Giltbrook is now proposed for housing development in Policy H1 (k).

4.32 Policy H1 is designed to implement objective h/b, and to satisfy the requirement for new housing land as referred to in Table 4.2 above.

**H1 Planning permission will be granted for residential development on the following sites subject to the provisions of Phasing Policy H2:**

	<b>Net Area (ha)</b>	<b>Min. no. of dwgs</b>	<b>Applied min. net density (dwgs per ha)</b>
<b>Attenborough:</b>			
(a) Central Ordnance Depot, Swiney Way (pd)	9.1	377	40
(b) T.A. Centre, Ranson Road (pd)	2.3	95	40
<b>Awsorth:</b>			
(c) East of Main Street	0.7	25	35
<b>Beeston:</b>			
*(d) South of Queens Road / site of Maltings, Dovecote Lane (part pd)	4.6	229	45
<b>Bramcote:</b>			
(e) East of Chilwell Lane	1.4	50	35
<b>Chilwell:</b>			
(f) Field Lane (pd)	1.4	50	35
<b>Eastwood:</b>			
(g) West of Church Street	0.6	24	40
*(h) Walker Street (pd)	3.3	132	40
<b>Giltbrook:</b>			
(i) Halls Lane	2.2	88	40
(j) Dyers & Cleaners site, Hampden Street (pd)	1.3	50	40
(k) South of Smithurst Road	2.3	92	40
<b>Kimberley:</b>			
(l) Builders' yard, north of Eastwood Road (pd)	0.6	22	40
(m) South of Eastwood Road (pd)	1.0	40	40
(n) North-west of Hardy Close	0.6	25	40
<b>Newthorpe</b>			
*(o) Chewton Street (fringe of former landfill site)	8.0	320	40
(p) East of Pinfold Road	0.6	22	
<b>Strelley:</b>			
*(q) North of Bilborough College, Bilborough Road (pd)	3.5	140	40
<b>Total</b>		<b>1781</b>	

**Applications for development on the above sites will be considered with regard to site-specific criteria set out over the following pages and in the context of the detailed policies of the plan.**

- \* Development Brief prepared for site: see Appendix 2  
 (pd) Previously developed land

#### 4.33 Central Ordnance Depot, Swiney Way, Attenborough:

An urban brownfield site to the west of existing new housing has been released from Ministry of Defence use. Housing would be permitted as part of a comprehensive redevelopment scheme including employment land (see policy EM1). The site is flat land in an unobtrusive low-lying location. The density figure chosen reflects the site's proximity to frequent public transport services, which are within 400 metres walking distance of the site. The development should ensure an attractive appearance to the Swiney Way frontage and appropriate measures should be taken with the design, layout and landscaping at the interface between the housing and employment development. The development will include a primary school, which should be provided within three years of the completion of the 350<sup>th</sup> dwelling on the site, or by 1 April 2011, whichever is the earlier. The school is also intended to be available as a community facility. If the school is not provided, part of its land reservation will be needed to build a community facility, and the remainder would be available for additional housing.

#### **H1 (a) Central Ordnance Depot, Swiney Way, Attenborough:**

**Development shall be accessed from Swiney Way, primarily from the northern spur of the existing roundabout on Swiney Way/Ranson Road. The site layout shall be designed so as to deter through traffic. New facilities shall be provided for the safe crossing by pedestrians and cyclists of Swiney Way.**

**The minimum net housing density for the site shall be 40 dwellings per**

**hectare.**

**Development proposals shall include details of investigation of possible contamination on the site and measures to deal with any such contamination.**

**The proposals shall include measures for the protection of mature trees within and adjacent to the site.**

**Provision shall be made for the enhancement of recreation provision by extending the existing open space adjoining the eastern boundary of the site. A landscaped footpath and cycleway should be provided next to the line of mature trees in the south-east part of the site.**

**Provision should be made for a primary school which together with its playing space requires 1.4 hectares. The school's buildings and playing space should be available for public use when not in school use.**

#### 4.34 TA Centre, Ranson Road, Attenborough:

This urban brownfield site is on flat land between recently built housing on former depot land and housing at Haddon Crescent. The site contains a number of mature trees near its existing entrance. The density figure chosen reflects the site's proximity to frequent public transport services, which are within 400 metres walking distance of the site.

#### **H1 (b) TA Centre, Ranson Road, Attenborough:**

**Development shall be accessed from the existing roundabout on**

**Ranson Road and an additional emergency access link is also required. The proposals shall include measures for the protection of mature trees within the site.**

**The minimum net housing density for the site shall be 40 dwellings per hectare.**

#### **4.35 East of Main Street, Awsworth:**

This site is not in the Green Belt, but is on the built-up edge of the village. It was previously used for private allotments and abuts housing on its west side. As the site's eastern boundary coincides with the Green Belt boundary, additional measures to enhance and strengthen this edge should be incorporated in proposals. The density figure chosen reflects the site's proximity to reasonable public transport services.

#### **H1 (c) East of Main Street, Awsworth:**

**Development shall be accessed from Old School Lane. Additional planting will be required along the eastern boundary of the site to provide a clear and attractive green belt boundary.**

**The minimum net housing density for the site shall be 35 dwellings per hectare.**

#### **4.36 South of Queens Road / site of Maltings, Dovecote Lane, Beeston:**

This urban site presently consists of the main pitch and facilities of the Nottingham Rugby Club and a small part of the Beeston Lads Club playing fields adjoining Queens Road, together with the Maltings building and associated land served from Dovecote Lane. The majority of the site has been previously developed and is

therefore "brownfield" land. The greenfield part of the site is needed to provide access to the remainder, resulting in a reduction of the area of the Lads Club field which is also a Site of Importance for Nature Conservation. The Rugby Club has indicated that it wishes to relocate to the Highfields area within the City boundary. The Maltings has already been vacated and would be unlikely to attract new business uses. Its conversion to residential use would be expected to yield up to 50 units, and it would need to include measures to address noise from the railway. Access to the Maltings building, or to an agreed equivalent number of bed spaces in new property that its conversion could achieve, would continue to be from Dovecote Lane, but the remainder of the site would be accessed from Queens Road. The remaining land in the Lads Club and Rugby Club ownerships, which is not to be built on, would be retained as open space and dedicated to the Council. It would include a brick-built pavilion and car parking area to serve the pitches and play area to be laid out in this open space. The whole site is appropriate for relatively high density development, given its proximity to the railway station and its immediate access to good public transport services along Queens Road. A contribution will be sought towards education provision commensurate with the impact of the new housing. A development brief for the site appears in Appendix 2.

#### **H1 (d) South of Queens Road / site of Maltings, Dovecote Lane, Beeston:**

**Appropriately designed landscaping along the railway line shall protect the setting and environment of the new housing. The proposals shall include measures for the protection of mature trees within the site.**

**The minimum net housing density for the site shall be 45 dwellings per hectare due to the site's proximity to the railway station, and suitability for high-density treatment.**

**Housing on the Lads Club land and the Rugby Club land shall be accessed by a new road off Queens Road. Access may be taken from Dovecote Lane for the Maltings building if converted to residential use or for the equivalent number of bed spaces in new property that its conversion could achieve.**

**Access for pedestrians and cyclists within and around the site, including links to existing networks and Beeston rail station, should be provided and enhanced. In particular a pedestrian and cycle link must be provided between the Maltings and the Rugby Club parts of the site.**

**Land to the west of the new road off Queens Road, and to the west of the Rugby Club ground, should remain as open space and include formal pitches, an equipped children's play area, a permanent pavilion and associated car parking. Land attached to the Maltings does not require its own open space but developers of this part of the site would be expected to contribute proportionately to the recreation provision in the western part of the site.**

**Given the multiple ownerships of this site a jointly agreed master plan must be submitted with any planning application. Phasing arrangements will be negotiated through a legal agreement before any development is permitted to take place.**

#### **4.37 East of Chilwell Lane, Bramcote:**

This edge-of-urban site, formerly a grazing field but not in the Green Belt, was previously safeguarded for education purposes but is no longer needed for that purpose. A prominent band of trees across the site would be retained. To the east of the site the County Council has built a residential home for older people, with an access road which cuts across the site. The density figure chosen reflects the site's proximity to reasonable public transport services.

#### **H1 (e) East of Chilwell Lane, Bramcote:**

**Development shall be accessed from Chilwell Lane, and an emergency access link is also required. The proposals shall include measures for the protection of mature trees within the site.**

**The minimum net housing density for the site shall be 35 dwellings per hectare.**

#### **4.38 Field Lane, Chilwell:**

This site currently forms part of the Central Ordnance Depot, Chilwell. It was identified for housing development in the 1994 Local Plan but constraints arising from a high voltage power line across the site and the MOD's review of land releases led to the site not coming forward. It is now understood that the land will become available for development and the power line is scheduled to be dismantled, following the commissioning of a replacement route elsewhere. The density figure chosen reflects the site's proximity to reasonable public transport services.

#### **H1 (f) Field Lane, Chilwell:**

**Development shall be accessed from Field Lane.**

**Development will not be permitted to take place until the overhead power line crossing the site has been removed.**

**The minimum net housing density for the site shall be 35 dwellings per hectare.**

4.39 West of Church Street, Eastwood:

This urban site has not been previously developed, and in the previous local plan was safeguarded as a site to construct a replacement for the primary school on Devonshire Drive. It is now confirmed for this purpose, with a small amount of housing, both accessed from a new road to be constructed adjoining no. 84 Church Street. The site consists of former grazing fields and the part allocated for housing abuts back gardens of properties on South Street and Woodland Way. The density figure chosen for the housing reflects the site's proximity to frequent public transport services.

#### **H1 (g) West of Church Street, Eastwood:**

**Development shall be accessed from Church Street. The minimum net housing density for the site shall be 40 dwellings per hectare.**

4.40 Walker Street, Eastwood

This site has come forward because of the planned consolidation of the Eastwood Comprehensive Lower School on to the Hall Park site. It consists of school buildings and facilities including two terraces of playing fields and a tennis court. To

the east, the site incorporates informal open space known as The Canyons. A public footpath runs north-south across the site, which will need to be diverted. The adjoining primary school will acquire part of the existing open space as a permanent junior pitch. The remaining pitches shall be serviced by a permanent changing facility. Vehicle access to the housing and open space will be made from Walker Street. The development will be laid out in a manner which maintains a view northwards from Walker Street near the western edge of The Canyons area. The net area for the development will be 3.3 hectares, and the density figure chosen reflects the site's proximity to frequent public transport services, which are within 400 metres walking distance of the site. A Development Brief for the site appears in Appendix 2.

#### **H1 (h) Walker Street, Eastwood:**

**Vehicular access to the site shall be from Walker Street.**

**Provision shall be made for the dedication of open space complementing the housing development, with the addition of permanent changing facilities and associated car parking.**

**The minimum net housing density for the site shall be 40 dwellings per hectare.**

4.41 Halls Lane, Giltbrook:

This site is on the edge of the urban area, not in the Green Belt, and consists of grazing land restored from former colliery use. A former landfill site to the west of Halls Lane had previously been expected to be adversely affecting this land through migrating landfill gas, but technical reports have concluded that the land is



suitable for development. In any case the allocation for housing on the fringes of the landfill site, incorporating a bentonite slurry wall, would provide protection against migrating landfill gas. Nevertheless suitable precautions would be taken in any development of this land such as the requirement for an impervious membrane and the removal of permitted development rights so as to ensure continuity of measures in any additional construction. The southern edge of the site adjoins a landscaped and planted area on the north side of the former Dyggor Gaylord office site and additional and complementary treatment should be provided along this boundary area to assist in the separation of commercial and residential uses.

4.42 Whether this development is accessed via Wessex Drive or via the adjoining housing allocation to the west, the additional traffic generated will require traffic calming measures on Smithurst Road and improvement of the Nottingham Road/Smithurst Road junction. The density figure chosen reflects the site's proximity to frequent public transport services, which are within 400 metres walking distance of the site.

#### **H1 (i) Halls Lane, Giltbrook:**

**Development shall be accessed from Smithurst Road, via either Wessex Drive or the adjoining development site, subject to the prior provision of traffic calming measures on Smithurst Road and the improvement of the Nottingham Road/Smithurst Road junction. An emergency link may also be required.**

**The minimum net housing density for the site shall be 40 dwellings per hectare.**

**Development proposals need to incorporate measures to help protect properties from any migrating landfill gas from the former tip to the west and to ensure the continuity of such measures through the removal of 'permitted development' rights as necessary.**

**A belt of planting shall be provided adjacent to the southern boundary of the site.**

#### **4.43 Dyers and cleaners site, Hampden Street, Giltbrook:**

This urban site is occupied by a laundry whose operators wish to relocate locally. The site is surrounded by housing and is on the Nottingham-Eastwood public transport corridor. Access can be formed either from recently-built housing to the south of Acorn Avenue and/or from both Hampden Street and Portland Road connected within the site to form a loop. If the Acorn Avenue option is chosen, this leads on to Smithurst Road, for which potential traffic calming and improvement measures have been identified. At the western edge of the site, provision will need to be made for a proposed greenway running south along the linear open space area towards the A610 Eastwood by-pass. The density figure chosen reflects the site's proximity to frequent public transport services, which are within 400 metres walking distance of the site.

#### **H1 (j) Dyers and cleaners site, Hampden Street, Giltbrook:**

**Development will be accessed from Acorn Avenue to the south or from the combination of Hampden Street and Portland Road to the north. If the Acorn Avenue option is chosen, contributions will be negotiated towards the provision of traffic**

**calming measures on Smithurst Road and the improvement of the Nottingham Road/Smithurst Road junction.**

**The minimum net housing density for the site shall be 40 dwellings per hectare.**

#### **4.44 South of Smithurst Road, Giltbrook:**

This is an edge-of-urban site, not in the Green Belt, which was allocated for employment use in previous Local Plans, to be accessed by an extension to Giltway. After re-assessment, it is considered to relate satisfactorily to the Giltbrook Farm residential area based on Smithurst Road, from which it can take access. Noise amelioration measures will be required in order to ensure that residents of the new housing do not suffer undue disturbance as a result of traffic noise from the A610. A substantial belt of woodland planting will be required between the new housing and the A610, complementing the existing wood to the west. A strip of public open space should be provided alongside the stream on the western edge of the site, complementing the existing public open space to the north. A longstanding proposal for a community facility in this area could be satisfied by locating it within this land, if required. Extra traffic generated by the development of this site for housing will require traffic calming measures on Smithurst Road and improvements to the Nottingham Road/Smithurst Road junction. The provision of an adequate visibility splay may require setting back part of the fence to the adjacent children's' play area. The density figure chosen reflects the site's proximity to frequent public transport services, which are within 400 metres walking distance of the site.

#### **H1 (k) South of Smithurst Road, Giltbrook:**

**Development shall be accessed from Smithurst Road, subject to the prior provision of traffic calming measures on Smithurst Road and the improvement of the Nottingham Road/Smithurst Road junction. An emergency link also needs to be provided.**

**The minimum net housing density for the site shall be 40 dwellings per hectare.**

**Development proposals shall include noise amelioration measures to ensure that residents do not suffer undue disturbance as a result of traffic noise from the A610.**

**A substantial belt of woodland planting shall be provided adjacent to the southern boundary of the site.**

**A strip of public open space shall be provided adjacent to the western boundary of the site.**

#### **4.45 Builders' yard, north of Eastwood Road, Kimberley:**

The site comprises small workshop and storage units which were previously used mainly as a builders' depot. The site is not in the Green Belt and is surrounded by housing. It was allocated for housing in the 1994 Local Plan and there is no indication of any constraint which would prevent this site coming forward for development in the present Plan period. Some property acquisition on Eastwood Road, adjoining the proposed site access, would be necessary to achieve the required visibility splays. The density figure chosen reflects the site's proximity to frequent public transport services.

**H1 (l) Builders' yard, north of Eastwood Road, Kimberley:**

**Development shall be accessed from Eastwood Road. The minimum net housing density for the site shall be 40 dwellings per hectare.**

4.46 South of Eastwood Road, Kimberley:

This site comprises the plot of no. 59 Eastwood Road and associated land to the rear. It is not in the Green Belt, and the southern boundary of the site is the present Green Belt boundary. Access will be formed on to Eastwood Road by removing the existing property. The density figure chosen reflects the site's proximity to frequent public transport services.

**H1(m) South of Eastwood Road, Kimberley:**

**Development shall be accessed from Eastwood Road. The minimum net housing density for the site shall be 40 dwellings per hectare.**

4.47 North-west of Hardy Close, Kimberley:

This site lies to the north-east of the main complex of brewery buildings in Kimberley, and has been held by its owners for potential expansion of the brewery operation over the years. Such a need now seems less likely and the land is considered suitable for residential development. The existing access via Hardy Close will need improving, particularly at the junction with Hardy Street. The site is not in the Green Belt and its frontage to Hardy Street lies within the Kimberley Conservation Area. Development here will need to preserve or enhance the character and appearance of the Conservation Area. The density figure chosen reflects the site's proximity to

frequent public transport services, which are within 400 metres walking distance of the site.

**H1 (n) North-west of Hardy Close, Kimberley:**

**Development shall be accessed from Hardy Street, through improvement to the present Hardy Close. The minimum net housing density for the site shall be 40 dwellings per hectare.**

4.48 Chewton Street (fringe of former landfill site), Newthorpe:

The site consists of open fields adjoining a former landfill site which is depicted as derelict land on the Proposals Map. To the north are houses on Chewton Street, Wyvern Close and Commons Close, and to the west are houses on Braemar Avenue. Vehicular access can be obtained by demolishing property in Chewton Street and by connecting through to Smithurst Road near its junction with Halls Lane. The development will need to incorporate a bentonite slurry wall to enclose the former landfill area and thus protect residential property from gas emission and migration arising from the landfill. This bentonite wall, sunk into the ground, will provide an impermeable barrier which is constructed to the full depth of the landfill. On the landfill side of the wall a vent trench will be constructed to a depth of 2 to 3 metres. The trench will capture and release, in a controlled manner, gases arising from the landfill. On the development side of the wall a 5 metre maintenance strip will be allowed for visual inspections and a further 20 metre zone without buildings will be created as a precautionary measure. Permitted development rights would be removed so as to ensure continuity of the impervious membrane for each house in any additional

construction. Extensions to properties would also be controlled by removal of permitted development rights, in order to maintain the 25 metre building-free zone adjacent to the bentonite slurry wall. New planting should be introduced at the southern end of the site to enhance an existing Site of Importance for Nature Conservation (SINC) and provide additional screening from the A610 Eastwood bypass. Subject to the outcome of an ecological value survey on the SINC in the north-east corner of the site, there may be a need for compensatory measures to create a replacement habitat area. The developers of this site have indicated a willingness to provide public open space on the landfill side of the bentonite wall, but the Council will not expect to adopt this as a public facility. The additional traffic generated by the site will require traffic calming measures to be taken on Smithurst Road, and the improvement of the Nottingham Road/Smithurst Road junction. The density figure chosen reflects the site's proximity to frequent public transport services within 400 metres walking distance. A Development Brief for the site appears in Appendix 2.

**H1 (o) Chewton Street (fringe of former landfill site), Newthorpe:**

**The housing development and other adjoining land shall be protected from the former landfill site by a bentonite slurry wall of suitable depth to prevent gas emission and migration. Permitted development rights will be removed so as to ensure a 25 metre building-free zone on the development side of the bentonite slurry wall, and to ensure continuity of measures to protect individual buildings from landfill gas beyond this zone.**

**Vehicular access shall be gained from Chewton Street and Smithurst Road, subject to the prior provision of traffic calming measures on Smithurst Road and the improvement of the Nottingham Road/Smithurst Road junction.**

**Additional planting will be required in the southern part of the site where it will enhance a Site of Importance for Nature Conservation.**

**The minimum net housing density shall be 40 dwellings per hectare.**

4.49 East of Pinfold Road, Newthorpe:

This site is used as paddock. Its general level is significantly raised above the road level and the construction of an access will reduce the developable land. The existing mature vegetation on the site should be retained where possible. The density figure chosen reflects the site's proximity to frequent public transport services, which are within 400 metres walking distance of the site.

**H1 (p) East of Pinfold Road, Newthorpe:**

**Development shall be accessed from Pinfold Road. The minimum net housing density for the site shall be 40 dwellings per hectare.**

4.50 North of Bilborough College, Bilborough Road, Strelley:

The playing fields which form the northern part of the college grounds are located on the edge of the urban area and are not within the Green Belt. Access will be gained off Bilborough Road. The density figure chosen reflects the site's proximity to frequent public transport services. Replacement enhanced recreation facilities will be provided in the form of

a sports hall within the redeveloped college complex. A cycling and walking route will be created around the eastern edge of the development site, to form a new link between the urban area and the countryside towards Strelley Village. A development of this scale would typically be the subject of negotiations to seek a financial contribution towards education facilities. However a contribution will not be sought in this case, as it would be inappropriate to direct money away from the general educational improvements proposed to Bilborough College. A Development Brief for the site appears in Appendix 2.

#### **H1 (q) North of Bilborough College, Bilborough Road, Strelley:**

**The setting and environment of new housing shall be protected by an appropriately landscaped earth mound.**

**Development proposals shall include measures for the retention and enhancement of the trees within the site.**

**Land in close proximity to the site should be identified for replacement recreation facilities, which should be completed prior to occupation of the first dwelling.**

**Vehicular access to the site shall be gained off Bilborough Road. This road will also form a new entrance to Bilborough College allowing the present entrance to be closed.**

**Access for pedestrians and cyclists within and around the site, including links to existing networks, shall be provided and enhanced.**

**The minimum net housing density shall be 40 dwellings per hectare.**

#### **PHASING OF HOUSING**

4.51 Government advice in PPG3 is that local plans should include policies for the phased release of sites for housing development based on the assumption that previously-developed sites, or buildings for re-use or conversion, should be developed before greenfield sites. Policy H2 places the sites allocated in policy H1 into two phases in accordance with this guidance. A limited amount of greenfield development is however included in phase one, at sites H1d (Queens Road, Beeston), and H1e (Chilwell Lane, Bramcote). This helps to provide a range of development opportunities across the borough within the two phases. The greenfield development at site H1d is needed mainly to provide access to the remainder of the site; the inclusion of site H1e reflects the fact that the County Council has built a residential home to the east of the site, which has resulted in an access road cutting across the site. Taking into account anticipated completions of existing permissions, and allowing for windfalls and conversions, policy H2 will result in approximately 75% of development during phase one being on previously-developed land. The figure for phase two will be approximately 45%, with the figure for both phases combined being approximately 65%.

4.52 The intention of the policy is to minimise greenfield development when previously-developed sites are available in the South Nottinghamshire sub area. The rate of development of phase one will be established through the monitoring of the development of sites, including windfalls and conversions. This policy is designed to implement objective h/g.

- H2** Development will not be permitted on sites identified as Phase 2 in the list below until a review of housing provision establishes that they need to be brought forward in order to maintain satisfactory progress towards achieving the 1996 Structure Plan housing requirement for the South Nottinghamshire Sub Area by 2011. In the event that no review is carried out by April 2006, development will be permitted on Phase 2 sites sufficient to achieve the 1996 Structure Plan requirement, taking account of completions and commitments:

**a. Phase 1:**

<b>Site</b>	<b>Min. no. of dwellings</b>
H1a Central Ordnance Depot, Swiney Way, Attenborough	377
H1b TA Centre, Ranson Road, Attenborough	95
H1d South of Queens Road / site of Maltings, Dovecote Lane, Beeston	229
H1e East of Chilwell Lane, Bramcote	50
H1f Field Lane, Chilwell	50
H1h Walker Street, Eastwood	132
H1j Dyers & Cleaners site, Hampden Street, Giltbrook	50
H1l Builders' yard, north of Eastwood Road, Kimberley	22
H1q North of Bilborough College, Bilborough Road,	140
<b>Total</b>	<b>1145</b>

**b. Phase 2:**

<b>Site</b>	<b>Min. no. of dwellings</b>
H1c East of Main Street, Awsworth	25
H1g West of Church Street, Eastwood	24
H1i Halls Lane, Giltbrook	88
H1k South of Smithurst Road, Giltbrook	92
H1m South of Eastwood Road, Kimberley	40
H1n North-west of Hardy Close, Kimberley	25
H1o Chewton Street (fringe of former landfill site), Newthorpe	320
H1p East of Pinfold Road, Newthorpe	22
<b>Total</b>	<b>636</b>

**(Overall Total 1781)**

## HOUSING TYPE AND SIZE

4.53 In addition to identifying a sufficiency of land to meet overall housing development needs, policies of this plan are designed to ensure that new housing is provided in a variety of types, sizes, and costs. In particular it is anticipated that average household size will fall during the plan period and beyond, and there will accordingly be growing need to provide a supply of small housing units, which themselves should be of varying type and price. Development proposals will therefore be assessed in relation to their capacity to provide a variety of housing forms at market price, and in relation to the contribution they make toward the supply of housing accessible to people on low incomes.

4.54 The following policy is intended to implement objectives h/a and h/c of this Plan and work toward the implementation of Structure Plan policy 4/3.

**H3 Development of sites of 1 hectare or more should provide a variety of house types and sizes to cater for a range of housing requirements. Proposals which involve predominantly a single type or size of house on such sites will therefore not be acceptable.**

## SUBDIVISION OR ADAPTATION OF EXISTING BUILDINGS

4.55 Changes in living patterns and household sizes, increased demand for new homes and the need to prevent the uncontrolled spread of development into the countryside combine to focus attention on the potential for meeting some of our housing needs within urban areas.

Attention must therefore be given to the adaptation of existing buildings to contribute to the community's changing housing need, to produce lower cost housing in accessible locations, and to relieve pressure for the release of land elsewhere. For example, the creation of flats above shops can provide suitable, affordable accommodation and make efficient use of space that may otherwise be unused or underused.

4.56 Proposals for the subdivision of existing buildings may have in the past been inhibited by the rigid application of planning and other standards, in particular private open space and car parking criteria. Whilst there can be little compromise in the provision of good living environments it is considered that, with greater attention to design of buildings and their settings, significant subdivision of properties could be achieved. The Council wishes to encourage such developments and will therefore welcome proposals which demonstrate good design.

4.57 This policy relates to existing buildings other than employment and agricultural buildings, which are covered by policies EM2 and E8 respectively.

4.58 The following policy is intended to work towards the implementation of objectives h/a, h/b and h/i.

**H4 Proposals for the subdivision or adaptation of existing buildings, other than employment and agricultural buildings, which produce new housing will be permitted provided that:**

**(a) residents would have an acceptable standard of amenity;**

- (b) the development would not result in unacceptable parking problems either by itself or by setting a precedent; and**
- (c) in the case of proposed flats above shops, the development would not prejudice the operation of the shop or premises by the loss of storage space or by preventing servicing.**

## **AFFORDABLE HOUSING**

4.59 A principal objective of this plan is to ensure as far as possible that the housing needs of all sections of the population are met, including provision for affordable housing. The Council defines affordable housing as “dwellings developed specifically for those whose incomes generally deny them the opportunity to purchase or rent houses on the open market”. This includes both low cost “market” and “subsidised” housing. Housebuilders will therefore have opportunity to demonstrate how specific developments meet the overall objective to provide a variety of dwelling types including housing within the financial reach of people needing houses.

4.60 Study of affordable housing need has been undertaken in collaboration with all local authorities in the South Nottinghamshire area, resulting in the South Nottinghamshire Study. The main aim of the study was to provide a basis for consistency on the affordable housing issues likely to be examined within each district’s local plan reviews. The constituent councils, Broxtowe, Gedling, Rushcliffe, Nottingham City and Ashfield, recognise that in terms of a

housing market they are all embraced within the Nottingham conurbation and that therefore a study of the whole area is more meaningful than individual research within each district’s administrative boundaries in isolation. The study indicated that approximately 25% of new housing in both Broxtowe and south Nottinghamshire as a whole should be affordable. This equates to approximately 930 dwellings in Broxtowe, some of which will be provided through conversions and redevelopment of small sites. Details of the study are given in Technical Report 4. Future studies will address the needs of the various specific groups identified in PPG3, such as rough sleepers, “key workers” and occupiers of houseboats.

4.61 Consequently, taking into account advice in Circular 06/98 and PPG3, it is proposed that provision will be made for affordable housing within all large sites to a scale predicted by the need analysed in the South Nottinghamshire Study. This would also produce housing in this category at a scale of at least that achieved over the last 7 years, ie 25% of total dwelling numbers. All allocated sites to which the policy applies have been individually assessed and are considered to be suitable for the provision of affordable housing, having regard to the economics of provision. Where such provision is made conditions or planning obligations will be required to ensure that affordable housing is retained for those who need it, both initially and in the future. The Council will prepare further supplementary planning guidance on this issue. More specific information on dwelling completions in the Housing Association sector, and about average house prices, is contained in Technical Report 4. As policy H5 should enable the need for affordable housing to be



met, the Council considers a rural 'exception' policy of the kind referred to in PPG3 to be inappropriate.

4.62 In order to give flexibility for housebuilders in making provision for affordable housing the Council will consider various mechanisms for achieving provision including dedication of land or dwellings to the Council or housing association, or reservation of an option to purchase at discounted value by a housing association. On sites developed by Registered Social Landlords or the Council for specific purposes, such as homes for the elderly, the policy criteria of H5 will be regarded as met without additional contribution. The Council has established a fund to assist in the delivery of affordable housing provision throughout the borough. Until this fund is fully allocated towards identified schemes, it is unlikely that the Council would wish to further extend this fund through developers' contributions in lieu of on-site provision. Policy H5 therefore envisages this will occur only in exceptional circumstances.

4.63 The following policy is intended to implement objectives h/a and h/f of this Plan and work toward the implementation of Structure Plan policy 4/2.

**H5 On housing sites of over 1 hectare or over 25 dwellings the Council will seek to ensure that at least 25% of dwellings built will be affordable or, exceptionally, that a financial contribution will be made to enable the provision of an equivalent amount of affordable housing off site.**

**DENSITY OF HOUSING DEVELOPMENT**

4.64 In order to achieve sustainable patterns of development, this policy aims to ensure the more efficient use of land in the development of new housing. PPG3 encourages the net density of new housing development to be within a range of 30-50 dwellings per hectare, ensuring density levels do not fall below a minimum of 30 dwellings per hectare. Thus to accord with this advice a range in density from 30-45 dwellings per hectare net, dependent on location and distance from frequent public transport services, will be expected. This is an acceptable and achievable goal considering information contained in the Annual Residential Land Monitoring Report 2004, which shows an average net density of 33.5 dwellings per hectare achieved on large housing sites in 2003/4.

4.65 A number of benefits result from locating a greater intensity of development at areas closest to public transport facilities. Accessibility to a choice of transport modes is increased, whilst at the same time the opportunity to walk and cycle is maximised. Reductions in the need to travel and the reliance on the private car will result, helping to support local services and public transport viability.

4.66 A walking distance of 400 metres (a 5 minute walk) has been identified as the optimum distance within which most people choose and are able to walk to public transport services. This well-tried standard is explained in 'Sustainable Settlements: A Guide for Planners, Designers and Developers'; UWE and Local Government Management Board (1995). Hence sites within 400 metres of frequent public transport services are required to reach a target density of at least 40 dwellings per hectare net. Beyond a distance of 400 metres it is estimated that a smaller number of

people are willing to walk to bus services, giving rise to greater car use, in such cases 35 dwellings per hectare would be expected. 'Frequent' public transport services are considered as at least a service every 15 minutes on weekdays during the daytime. Sites within 400 metres of a range of public transport services will be expected to achieve a density of at least 45 dwellings per hectare.

4.67 In the pursuit to make more efficient use of land, good design and layout of new housing development is essential. It will require imagination, sensitivity and a commitment to quality, to ensure developments maintain and improve townscape standards and the amenity of the area, as advised in PPG3. The policy recognises that each location and situation is different and for varying reasons it may not always be appropriate to reach high densities of development. Development at a lower density (30 dwellings per hectare) can still contribute to providing a range of house types and encourage low cost housing.

4.68 This policy is designed to implement objective h/c and Structure Plan policy 4/3.

**H6 The net density of new residential development shall be not less than that indicated in the categories below, for development falling within the following walking distances from existing or proposed frequent public transport services:**

**(a) Within 400 metres:**

**40 dwellings per hectare or 45 dwellings per hectare where there is a choice of public transport**

**modes within this distance;**

**(b) Beyond 400 metres:**

**35 dwellings per hectare.**

**In all the above cases, if the Council is satisfied that the specified densities would have a detrimental impact on the character or appearance of the locality, the net density may be reduced, but it shall be not less than 30 dwellings per hectare.**

## **LAND NOT ALLOCATED FOR HOUSING PURPOSES**

4.69 Small scale infilling or redevelopment can be an appropriate way of bringing forward land for housing and contributing to the satisfaction of overall housing needs. Such developments within urban areas are consistent with government advice, can best utilise existing infrastructure and support the aims of sustainable development. The policy below lists a number of criteria, each of which must be satisfied in order for permission to be granted for any new sites coming forward. A supplementary guidance leaflet has been produced which gives further advice for residential development on small sites.

4.70 The following policy is designed to work toward the implementation of objectives h/a, h/c, h/e and h/g.

**H7 Residential development on sites within existing built-up areas will be permitted provided that the following criteria are all satisfied:**

**(a) Occupiers of the new dwelling(s) would have a satisfactory degree of**

**privacy and amenity;**

- (b) The development, by itself or by the precedent it would set, would not result in an undesirable change in the character or appearance of the area;**
- (c) The development would not be piecemeal in character and likely to prejudice the potential for the satisfactory development of a larger area;**
- (d) Satisfactory arrangements can be made for access and parking;**
- (e) The development would not have an unacceptable effect on the privacy and amenity of the occupiers of nearby properties;**
- (f) The site is not of significant value to nature conservation or local visual amenity; and**
- (g) The site is not identified or required to be retained for another purpose within the local plan.**

## **BUSINESSES IN RESIDENTIAL AREAS AND PROPERTIES**

4.71 Whilst the Council is supportive of private initiative and the creation of business activity it is acknowledged that even small-scale business activities in residential properties can generate conditions which cause disturbance and loss of amenity to the

occupiers of neighbouring property. It is the Council's aim to resist the development of such proposals, whilst seeking to permit those small developments which can be integrated into mainly residential areas without environmental harm.

4.72 The following policy is designed to work towards the implementation of objectives h/e and h/i. A supplementary guidance leaflet is available on this subject.

**H8 Business activities in residential areas or in residential properties will be permitted where each of the following apply:**

- (a) the residential amenity of neighbouring properties is not adversely affected;**
- (b) appropriate provision is made for vehicle parking and highway safety; and**
- (c) the residential character of the area is not adversely affected.**

## **DOMESTIC EXTENSIONS**

4.73 During the normal family cycle it is to be expected that needs for space within the home will change. Although many people respond to those changing needs by moving house, others prefer to remain in familiar surroundings and adapt their home to fit changing needs. In principle the Council will support the adaptation and extension of existing houses, provided that the consequent changes to buildings are not gained at the expense of residential amenity elsewhere. Two storey side extensions should not cause or risk the creation of a terraced effect by filling the gap between dwellings without a significant

variation in roof height and front wall alignment at first floor level. The extent of the set-back and corresponding drop of roof level on any side extension will be determined with reference to the need to avoid a terraced or cramped effect, and to retain the character and form of the street scene. Supplementary planning guidance published separately by the Council will illustrate good and bad practice on this matter and give guidance on the circumstances where a set-back is required.

4.74 This policy is designed to work towards the implementation of objective h/e.

**H9 Extensions to dwellings will be permitted provided that the following criteria are all satisfied:**

**(a) extensions must be in keeping with the original building in terms of style, proportion and materials;**

**(b) extensions must be in keeping with the street scene and not create a terraced or cramped effect which would be out of character;**

**(c) extensions must not cause an unacceptable degree of loss of privacy or amenity for the occupiers of neighbouring properties.**

## **EXTENSIONS FOR DEPENDENT RELATIVES**

4.75 Extensions may serve to give a degree of independence to elderly or disabled relatives whilst ensuring that help is at hand when needed. However, few domestic plots are suitable for the creation of a further, separate dwelling. Extensions should

therefore form an integral part of the original dwelling and be capable of use as part of the original dwelling when their need for separate occupation ceases. Conditions will be imposed to ensure that this remains the case. Further advice is available in a supplementary guidance leaflet. Policy H9 will also apply to applications for extensions for dependent relatives.

4.76 This policy is designed to work towards the implementation of objective h/e.

**H10 In cases where the domestic plot is not suitable for the creation of a further, separate dwelling, extensions to dwellings to provide accommodation or adaptation to meet the needs of disabled or dependent occupiers should be designed to be used as part of the main dwelling when no longer required for that purpose. Therefore:**

**(a) the extension should be physically linked to the remainder of the dwelling and have direct internal access to it; and**

**(b) use of the extension should be dependent upon the main dwelling and not contain all the facilities required for independent occupation.**

## **MINOR DEVELOPMENT**

4.77 Various relatively minor forms of domestic development may be classed as 'permitted development' and therefore may not be subject to the need for planning permission. However, in circumstances where permission is required, care should be

taken with the details of their siting and design, in order to avoid a detrimental effect on the appearance of an area.

4.78 This policy is designed to work towards the implementation of objective h/e.

**H11 Planning permission will be granted for minor development, such as sheds, garages, fencing and satellite dishes, provided that the siting, design and materials do not substantially harm the appearance of the property or the street scene, or the amenity of neighbouring occupiers.**

## **LOSS OF RESIDENTIAL ACCOMMODATION**

4.79 It is important that, outside the town centres, the existing stock of housing does not diminish and have the effect of increasing housing need which has to be addressed elsewhere. Exception to this principle can be made in appropriate circumstances for business activities, leisure, community and education facilities and policies H8, RC1 and RC2 will therefore take precedence over policy H12.

4.80 This policy is designed to work towards the implementation of objective h/b.

**H12 Development proposals outside defined town centres that result in a net loss of dwelling units will not be permitted.**

## **SITES FOR GYPSIES AND TRAVELLING SHOW PEOPLE**

4.81 Circular 1/94 'Gypsy sites and planning' and Circular 22/91 'Travelling show people' indicate that local

planning authorities should address these special accommodation needs, through either the allocation of sites, or the inclusion of a criteria-based policy by which proposals can be determined. Demand or need for such sites in the borough has been sporadic and relatively low in recent years. The Council participates in the government's national bi-annual survey of caravans, and has taken action against unauthorised sites where they have occurred. The policy below is based on Structure Plan Policy 4/4, and identifies the criteria under which any emerging permanent proposals would be assessed. Paragraph 4.21 of the Structure Plan confirms that Green Belt areas are inappropriate for such sites.

**H13 Outside the Green Belt, proposals for gypsy caravan sites and sites for travelling show people will be permitted where each of the following criteria are satisfied:**

- (a) a need for the site has been established;**
- (b) they are reasonably accessible to community services and facilities;**
- (c) there is no adverse impact on the visual amenities of the area, or on the amenity of nearby residents and other occupiers.**



# Chapter 5: Employment

## Introduction

5.1 The 1996 Structure Plan Review identified a requirement for 90 hectares of new land for employment development in the borough plus 25ha for a business park near to Junction 26 of the M1 motorway, to be found within the plan period of 1991 to 2011. That figure had been calculated on the basis of projected labour force estimates, current availability of employment land and past rates of take-up of employment land. The plan puts forward the Council's site preferences having taken into account public opinion, environmental factors and land availability. It aims to meet the needs of local and new employers and create the conditions for sustainable economic development. Within this plan, the term "employment" is applied to activities falling within the "business", "general industrial" and "storage or distribution" classes of the Town and Country Planning (Use Classes) Order 1987 i.e. classes B1, B2 and B8, although it is acknowledged that many people are employed in sectors not covered under these use classes.

## The Economy of Broxtowe

5.2 Broxtowe is centrally located in both a national and regional context. The borough lies within the Derby, Nottingham and Leicester triangle at the heart of the East Midlands and forms part of the Greater Nottingham conurbation. Road and rail communications are good, reflecting the central location of the borough. The M1 and Midland mainline railway run through Broxtowe and East Midlands airport lies within 15km of the south of the borough.

5.3 The economy is closely linked to adjoining areas, particularly the City of Nottingham and towns along the Erewash valley. The highest proportion of residents travelling out of the borough to work, commute to Nottingham (see table 5.1).

5.4 Travelling to work into Nottingham is particularly important from the south of the borough, for example to the University of Nottingham, the Queens Medical Centre and employment provided in and around the city centre. There are also large employers in the south of the borough, such as Boots and Siemens, who attract workers from beyond the district.

**Table 5.1**

### Workplace Location of Broxtowe Residents

Area of Work	% Broxtowe Workforce
Broxtowe	26.5
Nottingham	32.8
Erewash	8.1
Amber Valley	3.6
Other	29.0

(Source: 1991 Census)

5.5 The origins of development in the north of the borough are largely related to the coalmining industry, but no working pits remain in Broxtowe. This part of the district now contains a mix of small, medium and large firms in different employment sectors. There is also a significant level of commuting in the north of the borough to and from Nottingham and Erewash valley towns in Derbyshire. In general Broxtowe is likely to remain a net exporter of workers. The Council wishes to provide more opportunities for people

to live and work in Broxtowe and so reduce the number of commuting journeys in line with the principles of sustainable development.

5.6 The performance of the local economy has been reasonably strong over the past 10 years in comparison to the rest of the country. Wider trends that have influenced the local economy include:

- the continued decline of traditional industries such as coalmining, textiles and defence;
- the expansion of the service sector;
- greater competition in domestic and overseas commercial markets;
- company rationalisations;
- sectoral changes in the age and gender of the workforce.

5.7 The health of the local economy is also closely linked to the health of the regional economy and the core region of Nottingham, Derby and Leicester. In particular the economy of Broxtowe is closely tied to the economy of the Greater Nottingham area. The Council has recognised the importance of regional economic linkages and partnership with key regional bodies has been central to the development of the Borough's Economic Development Strategy.

5.8 Regional, national and international trends and linkages provide the context for the local economy. Particular local circumstances combine with these wider trends to determine the health, profile and prospects of the local economy. Key indicators of the health

of the local economy include unemployment levels, business confidence, employment patterns and inward investment.

5.9 Unemployment levels in the borough have continued to fall since the adoption of the 1994 Local Plan, and are below the national average and the average for Nottinghamshire. However, analysis of local unemployment levels shows that pockets of higher unemployment remain in urban areas of the borough. These same areas also possess higher levels of long-term unemployment (defined as being without work for a period of six months or longer).

5.10 The percentage of men in full time employment has fallen over recent years, whilst female full time employment has increased. Part time employment has increased generally, but particularly for women. However, women continue to make up the large majority of people in part-time employment.

5.11 Over the past few years Broxtowe has experienced a growth in employment provided by medium and small organisations. The increasing concentration of jobs in those organisations demonstrates the importance of this dynamic sector to the local economy.

5.12 In addition to the development of new small businesses, recent growth in the local economy has largely been a result of existing firms expanding or relocating within the area. Demand for a range of sites in the borough has remained consistently healthy in recent years. The majority of land take-up since 1991 has been for light industrial/office (B1) or storage and warehousing (B8) uses.



## **BACKGROUND TO THE PLAN'S POLICIES**

### **Government Guidance**

5.13 Since the 1994 Broxtowe Local Plan new government guidance in the form of Planning Policy Guidance Notes (PPGs) have been introduced and these have been taken into account in the development of employment policies.

5.14 A new version of PPG1 "General Policy and Principles" was produced in February 1997. The guidance develops three important principles of planning which are: sustainable development, the encouragement of mixed development and high quality in design.

5.15 On sustainable development, PPG1 stresses the need to reduce the length and number of motorised journeys and reduce reliance on the private car. Also, mixed-use areas are seen as a sustainable form of development since they have the potential to decrease the need to travel and increase the vitality of local areas.

5.16 PPG2 "Green Belts" was revised in January 1995. This guidance restates the purposes of Green Belts and puts added emphasis on their use in assisting regeneration by encouraging the recycling of derelict or other urban land.

5.17 PPG3 "Housing" was revised in March 2000 with clarification statements in 2003 and is subject to a further proposed update in 2004. It suggests that authorities should review their existing employment allocations and consider whether some of this land might better be used for housing or mixed use.

5.18 PPG4 "Industrial and Commercial Development and Small Firms" (November 1992) advises that local plans should provide a range of sites to meet local economic demand which are readily capable of development within the plan period.

5.19 PPG7 "The Countryside and the Rural Economy" was revised in February 1997 and replaced in 2004 by PPS7 'Sustainable Development in Rural Areas'. The guidance advises local authorities to facilitate the development of the rural economy and ensure that the development is in character with the local area.

5.20 PPG13 "Transport" was issued in 2001. The guidance gives advice on how local authorities should integrate transport and land-use planning in order to reduce the need to travel, particularly by private car. Towards this aim it states that development should be promoted within urban areas at locations highly accessible by public transport. It also states that local authorities should try to achieve a balance in employment and housing levels in urban and rural areas.

5.21 PPG24 "Planning and Noise", published in 1994, states that plans should ensure that noise-sensitive developments are located away from noise sources. In addition, local plans should contain policies concerning noisy types of development and measures which may be required to mitigate noise impact. (Policies on these topics are included in the "Environment" chapter).

### **East Midlands Regional Planning Guidance**

5.22 The latest version of this guidance (RPG8) was produced in 2002. It states that planning authorities

must enable the provision of a wide portfolio of sites for employment and must ensure that these sites are safeguarded for appropriate uses. Emphasis is placed on the need for high quality business parks and science parks in the region

## **Nottinghamshire Structure Plan Review**

5.23 The 1996 Structure Plan Review took into account the previous regional planning guidance in setting the strategic context for the review of the Broxtowe Local Plan. However, the regional planning guidance was updated in 2002 and subsequently a new draft structure plan has been released for public consultation, based upon the new guidance. The policies in both Structure Plan documents however remain little changed in essence and have no fundamental effect upon this Local Plan Review other than to remove the requirement for a business park at Junction 26 of the M1.

5.24 The policies in the 1996 Structure Plan Review which have directly shaped the development of policies in this plan are as follows:

5.25 Policy 1/1 states that provision will be made for a scale of economic development that meets the needs of the county's population and enables the protection and enhancement of the environment.

5.26 Policy 1/2 states that major new development will be concentrated within and adjoining the main urban areas and along transport corridors (the relevant transport corridors in Broxtowe are Nottingham to Trowell and Nottingham to Eastwood).

5.27 Policy 1/5 gives guidance on green belt revision and safeguarded land.

5.28 Policy 1/6 states that the role of town centres as a focus for employment, shopping and as locations for social, community, cultural and recreational facilities will be sustained and enhanced.

5.29 Policy 2/1 sets the scale of employment land provision for Broxtowe over the plan period at 115 hectares. (This figure includes provision for a business park development near to junction 26 of the M1, originally required by policy 13/3). Subsequent to the Local Plan Inquiry, this figure has been reduced to 90ha to exclude the business park, which is no longer a requirement.

5.30 Policy 2/2 states that adequate provision will be made for a range of sites for employment uses in terms of size, quality and location.

5.31 Policy 2/3 states that local plans will ensure that an adequate supply of readily developable employment land will be made available throughout the plan period.

5.31 Policy 2/4 gives further advice on the general location of employment development and states that major new development should allow employees a choice between public and private transport and have good access to the national transport network.

5.32 Policy 2/5 states that office development will be permitted within or adjacent to the existing central areas.

5.33 Policy 2/6 states that provision will be made for business parks or other prestige employment developments requiring a high quality

setting. The need for a business park is no longer recognised within this borough however and this has not been carried forward.

5.34 Policy 2/7 sets criteria for the release of land for major employment development in exceptional circumstances.

5.35 Policy 2/8 states that the use for other purposes of existing employment sites or buildings or employment sites identified in local plans will only be permitted in specific circumstances.

5.36 Policy 2/9 states that permission will be given for the redevelopment or extension of employment uses by firms occupying existing sites provided that the environmental effects are acceptable.

**Requirement for new employment land**

5.37 The Plan identifies a range of employment sites to meet the requirements of the 1996 Structure Plan Review. The breakdown of these figures is given in Table 5.2 below.

5.38 Land which has been taken up since 1991 and other land permitted for employment development contributes towards the requirement for 90 hectares.

**Table 5.2**  
**Employment land requirement for the Plan Period 1991 – 2011 (hectares)**

Structure Plan requirement (excludes business park)	90
.....	
Land already developed between 7/91 – 6/2000	37.2
Land with planning permission but not yet commenced which is reallocated through the Plan.	8.0
Subtotal	45.2
Land to be provided through this Plan on newly-allocated sites (i.e. 90 less 45.2)	44.8

**1994 Broxtowe Local Plan**

5.39 A number of sites which were allocated in the 1994 Local Plan have since been developed and are included in the figure for developed land in Table 5.2. In addition, a review of employment land allocations in the 1994 Local Plan has been undertaken. One previously allocated site, which was granted outline permission in 1981, is to be no longer allocated for employment as a result of this review. This site is at Giltway, Giltbrook, on the south side of Smithurst Road, and has been deducted from the available supply as it is considered that it is not readily available for employment development. A long extension to Giltway would have been needed to create an industrial access to the site, and it is considered that this, plus the site's proximity to existing housing, has prevented it coming forward for

development. This site would be more suitable for housing and it therefore appears in policy H1.

5.40 Some of the employment policies in the 1994 Local Plan remain relevant and these have been brought forward into the new plan. New policies have been introduced to take account of the policy context detailed above and the new priorities of the Council.

## **The Broxtowe Economic Action Plan**

5.41 The Borough Council produces an annual Economic Action Plan in conjunction with partners through the Local Strategic Partnership. This annual Action Plan links to the priorities set out in the Community Strategy. This is designed to promote the economic, social and environmental well-being of Broxtowe. Widespread community consultation, including consultation and research with partners, underpins the Strategy and has guided the development of employment policies and proposals in this Plan. In particular, the Community Strategy reflects the Council's commitment to the co-ordination of land use and transportation policy with related employment and anti-poverty measures.

## **Aims and Objectives**

### Aims

5.42 The strategic aims which are of particular relevance to employment are:

- Encouraging accessibility by means of transport other than the private car and minimising the need to travel;

- Meeting the borough's needs for new housing, employment development and community facilities;
- Protecting and enhancing the urban and rural environments;
- Recognising and promoting the continued importance of the town centres as shopping, commerce and community services centres.

### Objectives

5.43 The employment objectives stemming from the above aims are as follows:

- em/a Provide for 52.8 hectares\* of employment land in the borough;
- em/b Provide a range of suitably located employment sites in terms of size and quality to ensure that an adequate supply of employment land is available throughout the plan period so that the local economy can grow sustainably;
- em/c Promote opportunities for job creation in all sectors of the local economy;
- em/d Introduce measures to diversify the local economic base;
- em/e Protect industrial land from inappropriate changes of use;
- em/f Provide opportunities for existing businesses to succeed and expand;

*\* (as shown in Table 5.2, 8.0 hectares of land already has planning permission and is reallocated through the Plan)*

- em/g Ensure that new employment development is accessible and well served by public transport;
- em/h Allow for appropriate development to take place in the countryside which does not contravene green belt or other countryside policies and which helps to diversify the rural economy;
- em/i Ensure that new development is sustainable and does not create an unacceptable incursion into the countryside;
- em/j Ensure that the design of new employment development is of a high standard.

## **NEW EMPLOYMENT SITES**

5.44 In order to satisfy Structure Plan requirements and to provide for continued economic health and growth in the borough the Council has identified a range of sites of various sizes and locations to meet anticipated need.

5.45 Certain of these sites were allocated or committed in the 1994 Plan and some have since been granted permission. These sites have been re-evaluated to ensure that there is a continuing need for employment development in these locations and that the sites are likely to be available and suitable for employment development.

5.46 The land requirement for employment development on new sites is identified in Table 5.2. Sites are shown on the Proposals Map and, following the table below, site-specific requirements are described. Unless otherwise specified, the sites are suitable for “business”, “general industrial” and “storage and distribution” use (i.e. classes B1, B2 and B8 as defined in the Town and Country Planning (Use Classes) Order 1987).

5.47 Policy EM1 is designed to meet objectives em/a, em/b, em/c, em/d, em/g and em/i and accords with Structure Plan policies 2/1 and 2/2.

**EM1 Planning permission will be granted for employment development on the following sites:**

**Net Area  
(hectares)**

**Attenborough:**

- a Eldon Road (B1 only) (PD) 0.7**
- b Part of Ordnance**

Depot, Swiney Way, Chilwell Meadows (PD) (part B1 only)	3.2	premises, A610 (B1 only) (PD)	1.0
<b>Beeston:</b>		<b>Moorgreen (Greasley):</b>	
c Part of Siemens site, Beeston Rylands (PD)	4.0	n Engine Lane (+) (PD)	2.8
d Land off Bowden Drive, alongside railway (PD)	1.9	<b>Stapleford:</b>	
e Lilac Grove (former Severn Trent facility) (PD)	0.4	o West End Street, (B1 only) (PD)	0.5
<b>Chilwell:</b>		<b>Watnall (Greasley):</b>	
f Former Bartons Bus Depot, Queens Road(+) (part B1 only) (PD)	2.2	p Coal stocking yard, Main Road (part PD; GB)	7.2
<b>Cossall:</b>		q Land to east of bakery, Main Road (PD)	1.3
g *Part of former ski facility, Soloman Road (part PD; part GB)	1.8	<b>Total</b>	<b>53.4ha</b>
<b>Eastwood:</b>		(+) Planning permission has been granted in respect of this land, however development had not started at 01.04.2000	
h *Land west of Eastwood Hall, east of A610 (GB) (part B1 only)	17.3	* Development Brief prepared for site: see Appendix 2	
i Rear of South Street (east) (part B1 only) (PD)	1.4	(PD) Previously developed land (brownfield)	
j Rear of South Street (+) (west) (part B1 only)(G)	3.0	(GB) Previously Green Belt land	
k Land off Newmanleys Road (part B1 only)(G)	2.0		
<b>Giltbrook (Greasley):</b>		5.48 Eldon Road, Attenborough:	
l Nottingham Road and south of Giltway, Giltbrook (PD)	2.7	This site to the east of Eldon Road, Attenborough, currently used for open storage, is allocated for employment development. The site is "brownfield land" within the urban area close to frequent public transport services along Nottingham Road. Access is currently restricted and would need to be properly constructed from the end of Eldon Road. The site would be suitable for Class B1 units but not B2 or B8 due to the proximity of residential properties to the east. These dwellings are in the Attenborough Barratt Lane Conservation Area and thus the eastern boundary requires careful design treatment. It will be necessary	
m Land to west of former Dyggor-Gaylord			

at the boundary abutting the railway line to provide adequate fencing for safety purposes. Suitable planting and landscaping are also needed for the southern boundary as the site is conspicuous from Attenborough Nature Reserve, and this edge will continue to be the Green Belt boundary.

**EM1a Eldon Road, Attenborough:**

**Employment development is allocated on 0.7 hectares of land off Eldon Road, Attenborough. Development shall be within Class B1 of the Use Classes Order 1987.**

**The development proposals shall make provision for suitable planting and landscaping along the southern and eastern boundaries of the site, in order to protect the character of the adjoining conservation area and the amenity of the nature reserve to the south.**

**5.49 Part of Ordnance Depot, Swiney Way, Attenborough:**

The site is previously developed ("brownfield") land including former railway sidings. It has direct frontage to Swiney Way and is close to frequent bus services. The site is flat land in an unobtrusive low-lying location. Land adjacent to the proposed housing (policy H1a) would only be suitable for Class B1 uses. The development should ensure an attractive appearance to the Swiney Way frontage and appropriate measures should be taken with the design, layout and landscaping at the interface between the housing and employment development.

**EM1b Part of Ordnance Depot, Swiney Way, Attenborough:**

**Employment development is allocated on 3.2 hectares of land at Central Ordnance Depot, Swiney Way. The employment development should ensure an attractive open appearance to the Swiney Way frontage, from which it will take access.**

**Employment development in the vicinity of proposed housing to the south of the site shall be limited to uses falling within Class B1 of the Use Classes Order 1987, to protect the amenity of residents.**

**Development proposals shall include details of investigations of possible contamination of the land and measures to deal with any such contamination.**

**Appropriate security measures will be required by the Ministry of Defence on the northern boundary of the site.**

**5.50 Part of Siemens site, Beeston Rylands:**

The present Siemens site is a key employment centre in the context of both Broxtowe and Greater Nottingham employing over 1500 people. However, the site contains substantial areas of vacant and underused land and buildings. Redevelopment will enable the consolidation of Siemens and create surplus employment land for new employment uses. The whole site is considered suitable for Class B1 uses; proposals for Class B2 and B8 uses will be considered according to scale and location within the site. It will be necessary at the boundary abutting the railway line to provide adequate fencing for safety purposes.

### **EM1c Part of Siemens Site, Beeston Rylands:**

**Employment development is allocated on 4.0 hectares of land at Siemens site, Beeston Rylands.**

**Appropriately designed landscaping along the railway line shall protect the setting and environment of the new employment uses.**

**Redevelopment should retain existing trees as part of a planned landscape framework within the whole site.**

**Due to the site's location within an urban area with excellent public transport links, a Green Commuter Plan will be required in order to maximise the use of public transport, walking and cycling to the site.**

**Vehicular access to the site will be via Technology Drive off Meadow Road.**

**Access for pedestrians and cyclists within and around the site, including links to existing networks and Beeston railway station, should be provided and enhanced.**

**5.51 Land off Bowden Drive, alongside railway, Beeston:**

This site is identified for employment development as it represents an appropriate re-use of previously-developed land in an urban area, and is within walking distance of a frequent bus service on Queens Road East. The site has been underused for many years and is currently in only partial use as a railway maintenance engineering yard, with railway sidings. The site has good road access from Bowden Drive, off Beacon Road. The

site lends itself to use as an inter-modal freight exchange facility, although the site would also be suitable for Class B1, B2 and B8 uses of the Use Classes Order. A potentially enlarged site continues beyond the Borough Council boundary in the Nottingham City Local Plan.

### **EM1d Land off Bowden Drive, alongside railway, Beeston:**

**Employment development is allocated on 1.9 hectares of land off Bowden Drive, Beeston.**

**5.52 Lilac Grove, (former Severn Trent facility) Beeston:**

This land formed part of the Severn Trent facility on Lilac Grove, but is now surplus to requirements. The land is within an area of predominantly employment uses, making this a highly suitable location.

### **EM1e Lilac Grove (former Severn Trent facility), Beeston:**

**Employment development is allocated on 0.4 hectares at the former Severn Trent facility off Lilac Grove, Beeston.**

**5.53 Former Bartons Bus Depot, Queens Road, Chilwell:**

This former bus depot on Queens Road, Chilwell, is currently used partly for van hire and storage purposes. Part of the site has permission for a permanent vehicle hire depot. The western third of the site, within approximately 60 metres of residential properties on Audon Avenue and Bridge Avenue, is suitable only for Class B1 uses, whilst the remainder of the site would also be suitable for Class B2 and B8 uses. A new access road has been constructed into the site



from Queens Road, enabling the closure of the access at Bridge Avenue, which was a source of disturbance to residents. This site involves the re-use of previously developed land in an urban area with convenient public transport and main road access.

**EM1f Former Bartons Bus Depot, Queens Road, Chilwell:**

**Employment development is allocated on 2.2 hectares of land at the former Bartons Bus Depot, Queens Road, Chilwell.**

**Development close to the western boundary shall be restricted to Class B1 of the Use Classes Order 1987 only.**

**5.54 Part of former ski facility, Soloman Road, Cossall:**

This site relates to the developed part of the former Ski 2000 ski-slope operation. Vehicular access should be from Soloman Road. The site relates well to the proposed railway station at Ilkeston Junction, which forms a continuation of the Nottingham-Trowell public transport corridor. It represents the re-use of previously developed land formerly in the Green Belt, adjoining existing employment, and is well served by the road network and public transport services. Development would need to be sensitive to the prominence of the site from certain viewpoints, and to the importance of the Local Nature Reserve (Nottingham Canal) running along the eastern boundary of the site. A landscaped treatment of the Green Belt part of the site will be required to create a country park for public access. In addition, at the boundary abutting the railway line, it will be necessary to provide adequate fencing for safety reasons. A

development brief has been prepared for this site, and appears in Appendix 2.

**EM1g Part of former ski facility, Soloman Road, Cossall:**

**Employment development is allocated on 1.8 hectares of land to the south of Soloman Road, Cossall.**

**Development will take account of the setting of the site alongside a local nature reserve and the Green Belt, by means of design (including height and materials) of buildings and landscaping. Within the remaining undeveloped southern part of the site, appropriately designed landscaping will be required to create a country park with public access.**

**5.55 Land west of Eastwood Hall, east of A610, Eastwood:**

This site is on the northern edge of the Eastwood urban area, formerly in the Green Belt. The decision to release this area of former Green Belt for development follows a full consideration of all other opportunities for new employment land elsewhere, taking into account the need to connect directly to the main highway network and to be well related to frequent public transport services. Access will be taken from the A610. The site is suitable for Class B1, B2 or B8 development except near the eastern boundary, which is suitable only for Class B1 uses. A planning application will need to be submitted for the whole site, in the form of a master plan to allow an overall assessment of development proposals to be made. Detailed transport assessment work will be necessary in conjunction with any planning application submitted for this site in order to determine the

acceptability of any particular mix of B1, B2 and B8 uses. It is partially agricultural land (Grade 4) and still partly under restoration from former slurry lagoons used in connection with coal extraction. To the north of the site the land rises in a hill formed by a restored former colliery spoil heap. Eastwood Hall, a listed building which was formerly a N.C.B. office, now used as a conference centre, is directly to the east of the site. Nether Green Brook forms the site's southern boundary. The site represents land within the Nottingham-Eastwood corridor, well located for the major road network and close to frequent bus services and other facilities in Eastwood Town Centre. In addition it will provide a replacement access for the present unsatisfactory access to the Mushroom Farm employment area (Meadowbank Way), which passes residential property on Old Derby Road, allowing the present access into the employment area to be closed. A development brief has been prepared for the site and appears in Appendix 2.

**EM1h Land west of Eastwood Hall, east of A610, Eastwood:**

**Employment development is allocated on 17.3 hectares of land east of the A610, Eastwood and west of Eastwood Hall.**

**Development close to the eastern boundary shall be restricted to Class B1 of the Use Classes Order 1987.**

**Access to the site will be from the A610 Eastwood.**

**Before any development is occupied, a vehicular access through to Meadowbank Way to the south of the site shall be completed.**

**An agreement shall be negotiated specifying an agreed scheme of phasing identified in a suitable master plan. "Green Commuter Plans" shall be agreed in order to minimise commuting to the site by car.**

**The development proposals shall make provision for substantial landscaped and planting areas to take place along the boundaries of the site, in order to enhance the revised Green Belt boundary, and in order to protect the setting of Eastwood Hall, a listed building, and the Nether Green Brook.**

**5.56 Rear of South Street (east), Eastwood:**

A vacant site to the rear of the eastern part of South Street, Eastwood represents an opportunity for the logical continuation of employment uses from recent new development along the A610 Eastwood by-pass. The land is within the urban area and the Nottingham-Eastwood public transport corridor, and has good main road access via a slip road off the A610. The majority of the site, within approximately 60 metres of residential properties, would not be suitable for Class B2 or B8 uses due to the need to minimise disturbance for local residents. The boundary hedgerow and trees should be retained and care will be needed with the design and layout in order to protect residential amenity.

**EM1i Rear of South Street (east), Eastwood:**

**Employment development is allocated on 1.4 hectares of land at South Street (east), Eastwood. Development shall be within Class B1 of the Use Classes Order 1987,**

**except for an area in the central and southern parts of the site, which is not restricted.**

5.57 Rear of South Street (west), Eastwood:

The remainder of a vacant site to the rear of the western part of South Street, Eastwood which is served by a slip road off the A610 Eastwood by-pass. The land is within the urban area and the Nottingham-Eastwood public transport corridor. Parts of the site within approximately 60 metres of residential properties would not be suitable for class B2 or B8 uses due to the need to minimise disturbance for local residents. A pedestrian access shall be provided in the north-west corner of the site to create a suitable link to Derby Road and town centre facilities.

**EM1j Rear of South Street (west), Eastwood:**

**Employment development is allocated on 3.0 hectares of land to the rear of South Street (west), Eastwood.**

**Development in the north-western part of the site shall be restricted to Class B1 of the Use Classes Order 1987. A pedestrian access and emergency vehicle link shall be created to South Street.**

5.58 Land off Newmanleys Road, Eastwood:

This site is served by an existing slip road off the A610 Eastwood by-pass. The land is within the urban area and the Nottingham-Eastwood public transport corridor. Parts of the site within approximately 60 metres of residential properties would not be suitable for Class B2 or B8 uses due to

the need to minimise disturbance for local residents. If the site is to be developed according to its separate ownerships, it would be possible to provide alternative access to the north-western part of the site from Brookhill Leys Road. The land is identified in the adopted Waste Local Plan as part of an area of search for a general waste transfer station.

**EM1k Land off Newmanleys Road, Eastwood:**

**Employment development is allocated on 2.0 hectares of land off Newmanleys Road, Eastwood. Development towards the northern and eastern edges of the site shall be restricted to Class B1 of the Use Classes Order 1987.**

5.59 Nottingham Road and south of Giltway, Giltbrook:

This site consists of former industrial units which have been vacant for some time. It is therefore acceptable to reallocate the site for employment.

**EM1l Nottingham Road and south of Giltway, Giltbrook:**

**Employment development is allocated on 2.7 hectares at a previous employment site, currently vacant.**

5.60 Land to west of former Dyggor-Gaylord premises, A610:

This land, whilst being within the curtilage of modern offices (now vacant), has not been built upon and is of sufficient size to be divided from the existing site and become a new employment site in its own right. Access would be from Park Lodge Road, which was purpose built to serve Dyggor-Gaylord when their operations

moved to these new premises in 1997. Due to the proximity of housing, the site is limited to B1 use only.

**EM1m Land to west of former Dyggor Gaylord premises, A610, Giltbrook:**

**Class B1 development is allocated on 1.0 hectare of land off A610, Giltbrook**

**5.61 Engine Lane, Moorgreen:**

The remainder of land which was formerly part of Moorgreen Colliery, Newthorpe, is now served by new access roads off Engine Lane. The site is re-used previously developed land on the edge of the urban area, not in the Green Belt. It is suitable for Class B1, B2 or B8 development. A high standard of design and materials will be required in order to minimise visual intrusion on the adjoining Green Belt countryside, which is associated with DH Lawrence.

**EM1n Engine Lane, Moorgreen:**

**Employment development is allocated on 2.8 hectares of land at Engine Lane, Newthorpe. Particular care shall be taken with achieving a high standard of design and materials in this prominent location**

**5.62 West End Street, Stapleford:**

The site formerly occupied by Old Cross Dye Works has a frontage to Derby Road adjoining the bridge over the railway, where a cinema formerly stood. There is no vehicle access available to the site at this point; this can only be gained via West End Street. This site was previously allocated for housing, but it is now considered to be more suitable for employment use. A developer will

need to certify to the Council that proper site treatment to address any contamination has been carried out prior to any new buildings being erected. Because West End Street is a residential street, and there are also residential properties on Derby Road which back onto the site, the development will be limited to B1 uses and would be particularly suitable for businesses which do not need to be visited regularly by larger vehicles. A larger site area, involving properties fronting Derby Road, may come forward to allow a mixed scheme incorporating employment, residential and retail uses.

**EM1o West End Street, Stapleford:**

**Employment development is allocated on 0.5 hectares at the site of the former dye works and cinema, West End Street, Stapleford.**

**Development will be limited to uses falling within Class B1 of the Use Classes Order 1987. Development proposals shall include details of investigations of possible contamination of the land and measures to deal with any such contamination.**

**5.63 Coal stocking yard, Main Road, Watnall:**

This site lies on the edge of the urban area, formerly in the Green Belt, and within the Nottingham-Eastwood public transport corridor. The land is bounded to the west and south by residential and commercial development in Nuthall and is in use as a coal stocking yard. Existing access will need to be improved or an alternative access may be possible through land owned by the bakery.

**EM1p Coal stocking yard, Main Road, Watnall:**

**Employment land is allocated on 7.2 hectares of land used as a coal stocking yard at Main Road, Watnall.**

5.64 Land to east of the bakery, Main Road, Watnall:

This site is not in the green belt and is within the curtilage of the existing bakery, but is undeveloped. Although it has been retained in the past for possible future expansion, it is now felt that it is surplus to requirements and could therefore be developed independently. It is logical therefore that this site comes forward together with the coal stocking yard to the north. It is possible that this site could assist with the provision of its access.

**EM1q Land to east of bakery, Main Road, Watnall:**

**Employment development is allocated on 1.3 hectares of land to the east of the bakery on Main Road, Watnall.**

**PROTECTION OF EMPLOYMENT LAND AND PREMISES**

5.65 It remains important that the existing and proposed supply of employment land is not eroded so that a prosperous and sustainable local economy can be maintained. The loss of employment land and premises can lead to shortfalls in particular areas, creating local economic problems and increased journey to work distance. There is also strong pressure from other sectors such as retailing for development on employment sites. It is the Council's intention to resist such proposals in order to support the business sector and to ensure that

existing retail areas are not undermined, in line with policies set out in the shopping chapter.

5.66 When considering applications against criterion c) of the policy, attention will be paid to the existing and anticipated employment land supply situation. The Council's Employment Land Monitoring Annual Reports will provide relevant information in this regard.

5.67 As well as reflecting Structure Plan policy 2/8, this policy is also designed to meet objective em/e.

**EM2 Permission will not be granted for the use for other purposes of employment sites or buildings that already exist or are identified in the Local Plan, except where one or more of the following criteria are met:**

- a) suitable sites for employment purposes are sufficient both in the short term and in relation to requirements over the plan period, and are also sufficient in the immediate locality and the wider area;
- b) their alternative use would bring about the relief of environmental problems sufficient to offset the need to retain the land in employment use; or
- c) the applicant can demonstrate that the premises are no longer suitable for providing accommodation for employment purposes.

## **EXPANSION/REDEVELOPMENT OF EXISTING EMPLOYMENT PREMISES**

5.68 It is an aim of the Council to encourage existing businesses to develop and expand in Broxtowe and this aim is reflected in the policy below.

5.69 Many existing firms have built up a high level of infrastructure on site and close relationships with other local businesses and the local workforce. In cases where such firms wish to expand they will often want to do so on their existing site. The combined well-being of local firms is vital to the success of the local economy and so the Council will wherever possible take a generally positive view towards such proposals.

5.70 As well as reflecting Structure Plan policy 2/9 this policy is designed to meet objective em/f.

**EM3 Permission will be granted for employment uses to redevelop or extend within existing sites provided that environmental and traffic effects are acceptable.**

## **EXCEPTIONAL DEVELOPMENTS**

5.71 Occasionally, experience has shown that major economic development proposals cannot always be satisfactorily accommodated on land set aside for employment uses. Such proposals might bring significant economic and social benefits to the people of the borough and the region. Where the Borough Council consider that such a proposal is acceptable, having due regard to environmental and highway criteria, and where the economic development benefits are proven to be substantial, a procedure to undertake a departure to the Local Plan may be instigated.

5.72 This policy is designed to meet objectives em/b, em/c, em/d and it accords with Structure Plan policy 2/7.

**EM4 In the event of exceptional proposals for economic development or infrastructure projects which fall beyond the normal scope of the policies of this plan, and which can be demonstrated to have substantial benefits to the economy, whilst promoting sustainable development, permission may be granted where this does not prejudice overall environmental interests either by direct effect or precedent.**

## Chapter 6: Transport

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### Introduction

6.1 Good transport links are fundamentally important to the economic and social well-being of the borough. There is growing realisation that heavy reliance on the use of private cars cannot continue, as levels of congestion and environmental pollution rise. The planning system has an important role to play in securing a more sustainable pattern of development by helping reduce the need to travel and locating new development close to where public transport is, or can be, provided, and where walking and cycling are safe and viable alternative means of getting around. It is however also recognised that good road transport will remain important for businesses and this has been taken into account in locating new employment sites. The plan also takes account of those with movement difficulties, such as the elderly and disabled.

6.2 Whilst the Plan can influence the pattern of new development, the government and the strategic highway authorities will continue to have the key role in most transport matters. Of particular importance will be the City and County Councils' Local Transport Plan for the Greater Nottingham area which includes details of new transport schemes and central government funding. The current plan includes specific proposals to improve public transport into Nottingham City, which will have direct implications for the borough and which will be supported by the Council where appropriate. These proposals include SNRN (South Notts Rail Network), NET (Nottingham Express Transit) and Bus Quality Partnerships aimed at improving bus services along strategic corridors.

### BACKGROUND TO THE PLAN'S POLICIES

#### Government Guidance

6.3 PPG1 "General Policy and Principles" (1997) promotes "sustainable development" and encourages authorities to shape new development patterns in a way which minimises the need to travel. Transport programmes and land use policies should be integrated and developments which generate a lot of trips should be concentrated in places well served by public transport, particularly town centres. Forms of development should be promoted which encourage walking and cycling.

6.4 The PPG states that plans and decisions on applications should take into account access for the disabled, including access to and into buildings.

6.5 PPG6 "Town Centres and Retail Developments" (1996) advises that authorities should develop policies relating to traffic management and parking, in order to reinforce the attractiveness and competitiveness of town centres.

6.6 Parking standards for all non-residential uses should, according to the PPG, be expressed as maximum provision. Parking provision should be tailored to fit local circumstances.

6.7 Nevertheless, the PPG states that town centres must remain attractive to people who arrive by car and competition between town centres in terms of parking should be avoided.

6.8 PPG13 "Transport" (2001) emphasises the need to integrate land

use planning and transport policy. This strategy was introduced in the Government's White Paper on the future of Transport, 'A New Deal for Transport: Better for Everyone' (July 1998), to help achieve sustainable transport aims.

6.9 The PPG replaces the previous Traffic Impact Assessments with Transport Assessments which illustrate the likely modal split of journeys to and from sites as a result of major development and provide details of proposed measures to improve access by public transport, walking and cycling in order to reduce the number and impacts of motorised journeys.

6.10 It advises that developments comprising jobs, shopping, leisure and services should develop their own travel plan to raise awareness of the impacts of travel decisions. All major developments as well as smaller developments which generate a significant amount of traffic will require such a plan.

6.11 The PPG also removes the need for operational minimum requirements for parking provision, setting maximum levels of parking for broad classes of development.

### **Nottinghamshire Structure Plan Review**

6.12 Policy 1/2 states that major new development will be concentrated within and adjoining the main urban areas and along four "public transport corridors" radiating from the city centre, two of which are in Broxtowe, these being Nottingham–Trowell and Nottingham–Eastwood.

6.13 It is expected that major new development will only be permitted where it can be fully integrated with

new or existing public transport facilities.

6.14 Policy 5/1 states that land will be protected for bus lanes and other bus priority measures. Land will also be protected for rail and new public transport systems, park and ride sites and measures to improve traffic flow. Road building will be limited and aimed at supporting public transport initiatives.

6.15 Policy 5/3 states that provision will be made for a regional rail freight depot at Toton Sidings. The plan refers to "national/regional requirements" for such a facility. This policy also refers to proposals for a Nottingham Express Transit network, and for a heavy rail local services network (SNRN).

6.16 Policy 5/4 states that developers' contributions will be negotiated for public transport measures.

6.17 Policy 5/12 indicates that levels of parking provision should be such as to reduce pressure for on-street parking but not contribute to generating unnecessary traffic. Provision will be made in town centres for shoppers but otherwise parking should not be provided beyond the very strictly defined operational needs of the development.

6.18 Policy 10/4 states that preference will be given to land use patterns which concentrate employment-intensive uses and higher density housing in locations well served by public transport.

6.19 Policy 1/7 states that Local Plan policies should make provision for people with special needs, including



ease of access to built development, services and facilities.

### **Greater Nottingham Local Transport Plan**

6.20 Local Transport Plans (LTPs) replaced Transport Policies and Programmes (TPPs) from 1999 as the means of allocating resources for local transport capital expenditure. They are intended to be prepared in partnership with district councils, local people, transport operators and others, and the government will expect them to place great emphasis on modal shift by providing alternatives to the use of the car. They will cover five year periods, with annual progress reports.

6.21 The Greater Nottingham Local Transport Plan is produced jointly by Nottinghamshire County Council and Nottingham City Council. The LTP builds on the TPP's Bus Quality Partnerships initiative, incorporating "Nextbus" real time information displays, which have been provided for the Nottingham-Eastwood Corridor. The initiative proposes further enhancements along the A52, A610, A609 and A6005.

6.22 The LTP gives details on NET Line One, which commenced operating in March 2004 and which includes a terminus at Phoenix Business Park. A Phase Two route would run from Nottingham Railway Station to a Park and Ride facility at the A52 roundabout at Toton, via Beeston Town Centre and Chilwell. This route has been plotted onto the Proposals Map to indicate where land will need to be safeguarded for this scheme. The route received approval of the City and County Councils in June 2004 and, as part of NET Phase 2, will be the subject of a submission to government under the Transport & Works Act Order.

Additionally, the 'North/South Movements on the M1 Corridor in the East Midlands' (M1MMS) final report was published in April 2002. The report proposes widening of the M1 to 5 lanes (with a short 4 lane section just north of Nuthall) along its whole length through Broxtowe. Junction improvements are also proposed at both Junction 25 and 26 with new link roads taking vehicles directly between the M1 and the A610, thus reducing traffic congestion at the roundabout.

6.23 Phase 1 of the SNRN includes the route from Nottingham to Ilkeston North or Langley Mill via Wollaton. Proposed new stations include those at Ilkeston North (near Awsworth), Ilkeston South (adjacent to Trowell) and at Wollaton. This phase is said to have a 5 year timescale. An additional station might also be provided at Sandiacre (adjacent to Stapleford), with a 10 year timescale.

6.24 The LTP outlines measures which will defend residential streets from unnecessary traffic with the development of 'Home Zones'. The proposed Beeston Rylands Home Zone will make cycling and walking safer in a more pleasant environment. Other schemes proposed in the LTP and affecting Broxtowe include the A6002 Coventry Lane/A6007 Ilkeston Road improvement, which has now been completed, improvements to the A610/A6002 Nuthall Roundabout, also completed and the possible new Ilkeston North railway station.

### **The 1994 Broxtowe Local Plan**

6.25 The 1994 Plan contained policies promoting public transport, walking, cycling and access for disabled people. It also provided for the payment of commuted sums for public car parking in lieu of on-site provision in town centres. The

changed policy context and new public transport initiatives have provided the opportunity to develop these policies and give greater emphasis to the promotion of sustainable development.

### **Structure Plan Technical Report**

6.26 The Structure Plan Technical Report advises that carbon dioxide is the main greenhouse gas and is not reduced by catalytic converters. Significant reductions in emissions can therefore only be achieved by reducing the amount of travel and changing modes of travel.

6.27 Despite efforts in Broxtowe and throughout the county, the numbers of people cycling to work in Nottinghamshire declined by 12% between 1981 and 1991. Walking and cycling combined are however more significant than buses for travelling to work in Nottinghamshire as a whole, typically for short journeys, although bus travel is of considerable importance in South Nottinghamshire. Public transport is more suited for longer journeys, or for people with limited mobility. The role of buses is also important as a means of travel into Nottingham City Centre for commuting and shopping; and as a means of accessing jobs and services. Park and ride facilities were noted as being used by relatively small numbers of people, particularly for journeys to work, but the schemes are steadily increasing in popularity and have considerable traffic benefits. The County Council's aim is that by 2011 a further 10% of all motorised morning peak journeys into Nottingham will be attracted onto public transport.

## **Aims and Objectives**

### Aims

6.28 The strategic aims relevant to transport issues, adopting the principles of sustainability, are:

- encouraging accessibility by means of transport other than the private car and minimising the need to travel;
- recognising and promoting the continued importance of the town centres as shopping, commerce and community service centres.

### Objectives

6.29 The Council's transport objectives, derived from the strategic aims, are:

- t/a Relate new development to public transport provision;
- t/b Promote improvements to the availability, quality and accessibility of public transport;
- t/c Promote and provide for cycling and walking as alternative means of transport to the car;
- t/d Improve road safety and reduce congestion;
- t/e Negotiate contributions from developers to meet elements of the cost of providing and maintaining the transport infrastructure;
- t/f Maximise accessibility for people with limited mobility;
- t/g Improve air quality.

6.30 It follows that when these aims and objectives are applied to the process of shaping the future pattern of development, there should be a concentration of new development within or adjacent to existing built-up areas and along public transport routes. This strategy accords with the pattern of development envisaged by the Nottinghamshire Structure Plan Review. The policies which follow are designed to implement the transport objectives.

## **POLICIES FOR TRANSPORT**

### **DEVELOPERS' CONTRIBUTIONS TO INTEGRATED TRANSPORT MEASURES**

6.31 New development may generate demands for travel, which are not met by existing public transport facilities, and result in increased use of private transport and associated problems of congestion and pollution. The Plan encourages development within the defined public transport corridors where demand for travel can be met by new and improved public transport facilities. However, these facilities cannot be provided by public funding alone and developers will therefore need to make a fair contribution towards their costs, in accordance with the principles set out in Circular 1/97 'Planning Obligations', taking account of other developments proposed in the local plan. It may be appropriate for facilities to be directly provided within sites or for a sum to be paid as a contribution towards the public provision of the necessary facilities.

6.33 In 2002 the County and City Councils adopted an Interim Transport Planning Statement (ITPS) on developers' contributions to integrated transport measures which was endorsed by the Borough Council in July 2002 and will be the main reference point for implementing Policy T1. It is included in Appendix 13. The Local Transport Plan for Greater Nottingham will be used to identify measures which will assist in meeting the identified demand for travel.

6.34 For major developments Transport Assessments are required to illustrate the likely modal split of journeys to and from the sites and to provide details of proposed measures to improve access by public transport,

walking and cycling and to reduce the number and impacts of motorised journeys. The assessments should also address the need for any related highway improvements. Proposals likely to have a material impact on the trunk road network will need to satisfy the requirements of the Highways Agency.

6.35 The policy is designed to implement objectives t/a, t/b, t/c, t/d and t/e and accords with Structure Plan policy 5/4.

**T1 Planning permission will not be granted for developments which generate a requirement for the provision of new or improved transport infrastructure and services within, directly serving or in the transport corridor serving the site until appropriate contribution has been negotiated towards provision of such measures in accordance with Circular 1/97 and its successors.**

#### **IMPROVEMENTS TO BUS FACILITIES**

6.36 In order for bus transport to be a viable alternative to the private car and to improve accessibility for people without cars, it is important that bus operators are enabled to provide a convenient and reliable service. The provision of priority measures can help to improve the speed and reliability of bus services by enabling buses to avoid the worst effects of traffic congestion. Physical and operational measures proposed by the operators and public bodies will, in principle, be supported by the Borough Council.

6.37 The Greater Nottingham Local Transport Plan (LTP) will identify

specific improvements proposed to bus facilities for the five year plan period. Bus Quality Partnerships are central to the development of better bus facilities, and therefore to the LTP. The Partnerships involve a programme of "quality improvement corridors": within Broxtowe the A610 and A52 corridors are designated as "short term" priority (1998 to 2001) whilst the A609 and A6005 corridors are of 'medium term' priority (2001 to 2006). Improvements to bus facilities along these corridors will involve bus priority measures, improved passenger waiting facilities, better access for those with mobility difficulties, safer bus routes, links to 'green transport plans' and the exploitation of new technology including the 'Nextbus' satellite bus location system. Services which have recently benefited from this approach include Chilwell-West Bridgford and Eastwood-Nottingham. In developing and improving the bus network and associated facilities, opportunities will arise to encourage more regular services and improved facilities for people living in outlying or rural parts of the Borough, as part of the LTP's rural strategy.

6.38 This policy is designed to implement objective t/b and accords with Structure Plan policies 1/2 and 5/1.

**T2 Proposals will be supported which would improve the provision or operation of bus services.**

#### **BUS FACILITIES IN NEW DEVELOPMENT**

6.39 In order to enable bus operators to meet potential demand for public transport facilities, new development should incorporate roads of the standards specified in the County Council's 1999 Highway Design Guide so as to be able to accommodate buses, with bus laybys, shelters etc provided as necessary. In appropriate cases, specific measures should be considered to provide bus priority to benefit public transport access within developments. The Council will negotiate to secure the implementation of any facilities, or specific priority measures, through a planning obligation. Any traffic calming measures should be designed so as to allow ready access for buses where likely to be required.

6.40 This policy is designed to implement objective t/b.

**T3 The layout of new development sites should be designed to enable easy access by buses where appropriate and should include the provision of bus shelters with information points.**

## **PARK-AND-RIDE FACILITIES**

6.41 By enabling the amount of travel by car to be reduced, park-and-ride facilities can help to reduce the emission of pollutants and lower the level of congestion on main routes into and around Nottingham. Policy T4 complements the allocation of development sites along public transport routes. Developers may be expected to contribute towards the costs of the provision of park-and-ride facilities, in accordance with policy T1. The Council will support initiatives identified through the Greater Nottingham Local Transport Plan for

park-and-ride facilities. Guidance in PPG13 establishes exceptional circumstances in which a Green Belt location proves to be the most sustainable location for a Park and Ride site. It may therefore be acceptable to locate such a facility in the Green Belt provided that the criteria listed in Annex E are met.

6.42 In addition to park-and-ride sites provided for buses, an additional site is proposed to serve NET where Line Two will terminate at the 'Bardill's' roundabout junction of the A52 at Toton. Policy T6 facilitates this and will protect the land required.

6.43 This policy is designed to implement objective t/b and accords with the Structure Plan policies 1/2 and 5/1 (c).

**T4 Planning permission will be granted for the provision of park-and-ride facilities in strategically appropriate locations where they would assist in achieving modal shift away from the use of the private car, subject to there being:**

- (a) satisfactory access arrangements;**
- (b) no significant detrimental effects on the local environment; and**
- (c) satisfactory landscaping and screening.**

## **SOUTH NOTTS RAIL NETWORK (SNRN)**

6.44 The SNRN is aimed at improving rail passenger services within the Nottingham travel-to-work area and is supported by the Council. Promotion of the route from Nottingham to Ilkeston North/Langley Mill is part of phase 1 of the proposed enhanced network and would involve new stations at Ilkeston North, Ilkeston South, and Wollaton within Nottingham City. A later phase may involve a new station in the Stapleford/Sandiacre area. The station at Ilkeston North may proceed earlier than the remainder. Developers may be expected to contribute towards the cost of SNRN facilities, in accordance with policy T1. These ancillary facilities could include adequate and comfortable bus transfer facilities and secure cycle storage. Designated car parking for a station within the vicinity of the symbol shown on the Proposals Map would be considered to be an appropriate exception to normal Green Belt policy as advised in PPG13 Annex E.

6.45 This policy is designed to implement objectives t/a, t/b and t/e, and accords with Structure Plan policy 5/3 (b).

**T5 Development will not be permitted which would inhibit the provision of new stations at Ilkeston North, Ilkeston South or Stapleford, as shown on the Proposals Map, including associated car parking, bus access and ancillary facilities.**

**NOTTINGHAM EXPRESS TRANSIT (NET)**

6.46 The NET light rapid transit system has the potential to provide a quick and reliable form of public transport throughout large parts of the Greater Nottingham area. As with SNRN proposals, it can help to reduce car use and improve accessibility. The co-sponsors of the scheme, Nottinghamshire County Council, Nottingham City Council and Nottinghamshire Development Enterprise, envisage that a route may eventually be provided towards Kimberley/Eastwood

6.47 Line One of the NET runs between Hucknall and Nottingham city centre, with a spur to Phoenix Park at Nuthall. It commenced operating in March 2004. Funding is through the Private Finance Initiative. A future line towards Kimberley and Eastwood could be an extension of the Phoenix Park spur. Phase Two involves a route serving Clifton and a route to the A52 roundabout at Toton, via Beeston Town Centre and Chilwell. The centre line of this double track route is shown on the Proposals Map; this route will be the subject of an inquiry following the submission to government under a Transport & Works Act Order.

6.48 This policy is designed to implement objective t/a, t/b and t/d, and accords with Structure Plan policy 5/3 (c).

**T6 Proposals will be supported which would facilitate the expansion and operation of the NET system into the borough and development will not be permitted which would inhibit the extension of the system.**

**CYCLING ROUTES AND FACILITIES**

6.49 Cycling is an economical, healthy and non-polluting means of transport and an attractive leisure activity, which the Council wishes to support and encourage. However, many potential cyclists may be deterred by the absence of safe cycle paths and cycle parking facilities. Employment, leisure and commercial uses should therefore provide appropriate cycle parking facilities, whilst new residential and other areas should, where necessary, incorporate cycle routes which are distinct from footpaths and roads. The County Council's Highway Design Guide advises on design measures which can make roads more suitable for cyclists. There will be an emphasis on safe routes linking houses with shops, schools and employment areas, together with routes for leisure purposes. It is also important to link new development with the cycle network, avoiding the provision of isolated cycling facilities. Developers may be expected to provide or contribute towards the cost of these links and other on-site facilities.

6.50 Opportunities for additional links in the countryside will also be pursued, some aligned with the proposed Greenways described in the Environment chapter; for example the route from Watnall under the M1 to Hemphill Vale, which will be implemented as a cycling/walking route. Proposals for further cycling schemes will be identified through the LTP. The Borough Council has produced a "Cycling in Broxtowe" leaflet (2003) which details cycling facilities throughout the borough and which complements the Greater Nottingham Cycle Route Network, the County Council's Cycling Strategy (1997), the City Council's Walking and Cycling Strategy (1999) and the

Sustrans national cycle network (see below).

6.51 This policy is designed to implement objective t/c and accords with Structure Plan policy 5/5.

**T7 Provision should be made for the needs of cyclists within new development sites and in relation to links to adjacent areas and existing cycle routes. This provision should include safe and covered cycle parking facilities in appropriate circumstances.**

### **MILLENNIUM CYCLE ROUTE**

6.52 Among the cycling routes in Nottinghamshire, the Millennium Route forms part of an Inverness-Dover cycle trail and passes through south Broxtowe as part of its Nottingham-Long Eaton section. The completed route is shown on the Proposals Map. It was part-funded by the County Council and Sustrans, a national charity aiming to help to provide 2,000 miles of cycling network nationally by the year 2000. Along the route opportunities have been taken to provide cycle facilities, including priority measures, dedicated cycle lanes and advanced stop-lines at junctions, as well as purpose-designed road crossings. In addition to forming part of a national route, this section of the Millennium Route offers considerable local advantages for safer cycling journeys to work, and to local leisure facilities, also providing a link between Beeston Station and Nottingham University.

6.53 This policy is designed to implement objective t/c and accords with Structure Plan policy 5/5.

**T8 Development will not be permitted which would inhibit further provision or improvement of the Millennium Cycle Route as defined on the Proposals Map, including the provision of facilities for cyclists and safe links to facilities near the route.**

## **PEDESTRIAN ROUTES AND FACILITIES**

6.54 Good facilities for pedestrians are important in creating attractive residential and shopping environments. They can also be significant in the design and layout of employment development and community facilities. Good pedestrian facilities can also help to encourage walking in place of car transport. The safety of pedestrians should be given the highest priority. Footways which do not run alongside roads should be well lit, and be as visible as possible. The pedestrian environment will be protected and improved wherever possible, with an emphasis on the creation of a network of routes for employment, shopping and leisure trips and access to community facilities. Particular attention will be paid to examining and promoting safe walking routes to school for children. In accordance with policy T1, developers may be expected to provide or contribute towards new pedestrian facilities, which are required as a result of their development.

6.55 This policy is designed to implement objective t/c and accords with Structure Plan policy 5/5.

**T9 Provision should be made for the needs of pedestrians within new developments and in relation to links to adjacent**

**areas and other forms of transport.**

## **PROPOSED ROAD SCHEMES**

6.56 Road schemes, which can improve conditions for local residents, ease access for buses or provide other benefits, will be identified through the Greater Nottingham Local Transport Plan (LTP) and will be implemented by the County Council. The A6096 link, unlike the other schemes in the LTP, is to be funded by Derbyshire County Council. Timescales will be identified in the LTP. The schemes listed in policy T10 are expected to be implemented within the Plan period (i.e. by 2011). The options of including bus lanes and/or cycle lanes will be considered as part of the LTP process. Some road schemes will require the submission of an environmental statement, in accordance with Statutory Instrument 1999 No.293 and DETR Circular 02/99. Improvements to roads within highway land do not require planning permission or identification in the Local Plan.

6.57 This policy is designed to implement objectives t/b and t/d.

**T10 Land will be safeguarded for the construction of each of the following road schemes as shown on the Proposals Map. Other development will not be permitted on this land if it would be likely to prejudice the implementation of any of these schemes:**

- (a) A6096 Ilkeston Inner Relief Road-Awsworth Link (Nottinghamshire Section);**



- (b) **B600/B6009 Main Road/Long Lane, Watnall. Junction improvement;**
- (c) **B6006 Wollaton Road, Beeston. Realignment improvements;**
- (d) **B6010 Nottingham Road/Chewton Street, Eastwood. Junction improvement;**
- (e) **B6464/B6006 Middle Street/Station Road, Beeston. Junction improvement;**
- (f) **Church Lane/Moor Road/Broad Lane, Brinsley. Highway drainage works.**

**servicing in accordance with the latest guidelines agreed with the highway authority. Guidance on provision is set out in Appendix 4.**

## **FACILITIES FOR PEOPLE WITH LIMITED MOBILITY**

6.60 It is desirable that equal importance is given to access and the provision of facilities for people with limited mobility in the design of buildings including shops, places of work, leisure and community facilities. Provision should be made for elderly people, people accompanying young children and people with disabilities. The Nottinghamshire Access Design Guide was produced in 1995 by all local authorities in Nottinghamshire and gives guidance on the design and layout of development so as to ensure convenient access to all. Reference will be made to this Guide when determining applications in relation to policy T12. Planning applications will need to include sufficient detail to establish that people with limited mobility will be able to conveniently gain access to the premises and move within them.

6.61 This policy is designed to implement objective t/f and accords with Structure Plan policies 1/7 and 5/5.

**T12 Development to which the public can reasonably expect to have access will only be permitted where the layout and design provides for convenient and safe access for people with limited mobility.**

## **GUIDANCE FOR PARKING PROVISION**

6.58 The County Council has prepared supplementary planning guidance on parking provision for new developments. This guidance is led by the revised PPG13 and was prepared in conjunction with the district councils. It was adopted by the County Council in 2004. It appears in Appendix 4 and will be used as a basis for development control.

6.59 This policy is designed to implement objectives t/c and t/d and accords with Structure Plan policy 5/12.

**T11 Planning permission will not be granted for new development unless appropriate provision is made for vehicle parking and**

## **TOTON SIDINGS**

6.62 Structure Plan policy 5/3(d) makes provision for a rail freight depot to the west of Toton. This land is currently in use for rail purposes and lies within Green Belt forming part of the open break between Long Eaton and Toton.

6.63 While the Council recognises the strategic potential for such a freight depot, this proposal has been under discussion for at least 10 years without resolution as to how the site can be successfully accessed. The Council would require any rail freight depot at Toton to have direct vehicular access to the A52 (T). However, access arrangements have not yet been agreed with the Highways Agency. Toton Sidings is identified as a major existing developed site within the Green Belt and any proposals affecting it will be considered under Policy E8 and against criteria for development on such sites contained in PPG2 Annex C.

## **Chapter 7: Shopping and Town Centres**

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### **Introduction**

7.1 Town centres are traditionally seen as the focus of shopping activity. However, they also provide a focus for social and cultural life and help to create local identity. Maintaining the overall health of town centres is therefore of great importance and shopping is recognised as a key activity in this respect.

7.2 Changes to shopping habits over recent years have put a strain on traditional town centres. In particular, there has been an increase in car based shopping at retail parks and free-standing stores outside town centres. In addition, the average size of food stores has increased and more people do their main food shopping in one single trip rather than making frequent visits to smaller shops. It is possible that the growth in telecommunications, in particular use of the internet and digital TV systems, may result in an increase in home shopping during the plan period. This would assist sustainability by reducing the need to travel but it seems unlikely to result in a major change to shopping patterns, especially for food purchases, and town centres are expected to remain the focus for retail and other activity. It is hoped that the application of local plan policies will help to retain trade in town centres with the object of enhancing their vitality and role at the heart of the community.

7.3 Successful town centres provide for a range of different activities throughout the day which complement the shopping facilities. Social and cultural facilities, various business uses

and residential uses within town centres can help to provide activity at all times of the day and promote opportunities for minimising travel. Due to their high level of public transport provision, town centres are accessible to all sections of the community. Policies in this plan, including policy K4, will aim to reinforce these characteristics.

### **The town centres**

7.4 In Broxtowe, the principal four town centres are Beeston, Eastwood, Kimberley and Stapleford. These centres provide the major locations for shopping within the borough but are supplemented by out of town retail areas such as the Chilwell Retail Park, the Ikea retail park and the Tesco store in Toton. Each town centre is a shopping, social and cultural focus for their respective communities. The characteristics of the centres are summarised below; all shopping floorspace figures are net, i.e. relate to sales areas, unless stated otherwise.

#### **Beeston**

7.5 Beeston town centre is the largest in the borough with over 14400 sq metres (155000 sq ft) of shopping floorspace comprising 6048 sq metres (65000 sq ft) for convenience\* goods and around 8360 sq metres (90,000 sq ft) of comparison\* goods. Outside Nottingham, Beeston is the largest centre for comparison goods shopping in south Nottinghamshire. The Greater Nottingham Shopping Survey 1995 notes that Beeston is also the most significant centre for main food trips in south Nottinghamshire.

\*Convenience goods are shopping items which are bought regularly and frequently, and include food. Comparison goods are items where choice is important including furniture, clothing etc.

Reasons for its attractiveness include the availability of free parking and a safe pedestrianised environment. The continuing capacity of the town to attract new business is likely to result in increased demands for public car parking space. Existing surface car parks are heavily used and, following recent improvements, the town's multi-storey car park has become popular. The town is also served by a centrally located bus station.

7.6 The main shopping area of Beeston comprises the Square and both sides of the High Road from the Square to City Road and Derby Street. Throughout the centre there is a healthy mix of retail uses, and a small market is held on Fridays and Saturdays off Willoughby Street. The town centre also provides a significant amount of office, food and drink and other services floorspace. The Shaw and Marvin site, off Station Road, offers an opportunity for new development to further enhance the attractiveness of the centre.

### **Eastwood**

7.7 Eastwood centre provides the major shopping centre in the north of the borough. The centre comprises approximately 10684 sq metres (115000 sq ft) of retail floorspace of which around 6500 sq metres (70000 sq ft) is for convenience goods. The major development in recent years has been the opening of the Safeway superstore at the western end of the town centre in 1992. The store greatly increased the overall floorspace of the town centre and also provided much needed parking provision in association with the development. Eastwood has a local catchment area with 96% of people who do their main shopping in Eastwood coming from North Broxtowe (1995 Greater Nottingham Shopping Survey). Apart

from Safeway, Eastwood town centre is traditional in character and runs in linear form along Nottingham Road. A market is held on The Hollies on Thursdays and Fridays. The level of vacant properties and the appearance of parts of the town centre have given cause for concern. The Phoenix Project, comprising a partnership of public and private sector bodies, has secured government assistance towards addressing these problems.

7.8 Eastwood also provides a heritage tourist destination due to its association with D H Lawrence. Much of the town centre is within Eastwood Conservation Area which includes the D H Lawrence Birthplace Museum and associated Craft Workshops. The town centre also provides an important focal point for the local community.

### **Kimberley**

7.9 Kimberley town centre includes approximately 5110 sq metres (55000 sq ft) of retail floor space, 3530 sq metres (38000 sq ft) of which is for convenience goods. The principal shopping area is concentrated around Sainsburys supermarket and Greens Lane, whilst there are a number of smaller shops and service premises in the older area of Main Street and James Street. The centre attracts shoppers mainly from the area of Kimberley, Nuthall, Watnall and Giltbrook. Car parking provision in the centre is reasonably good. Vacancy rates in the town have been high over recent years.

7.10 Parts of the centre along Main Street and James Street are included within Kimberley Conservation Area. Environmental enhancement works have been completed in James Street, creating a pleasant focus for the area.

## Stapleford

7.11 The town centre provides an important local shopping centre with a total retail floorspace of 6782 sq metres (73000 sq ft) of which 2137 sq metres (23000 sq ft) is for convenience shopping. Shopping in the town centre has a localised catchment area with almost 80% of people who do their main shopping in Stapleford living in the south of Broxtowe. Shopping frontages are interrupted, with shops spread out over a long distance and intervening residential and other business uses, resulting in a wide spread of shops along the heavily trafficked Derby Road with an extension north along Church Street from the Roach Junction. Servicing problems and congestion detract from the shopping environment throughout the town centre. Levels of vacant shop units have risen over recent years and there have been few new developments in the town centre. Unlike Beeston, Eastwood and Kimberley, there is no major foodstore in or adjacent to the town centre where the Council has already recognised a specific need. Improvements in the shopping environment for pedestrians were carried out in the centre of Stapleford in 1999.

## Other Shopping Areas

7.12 During the 1980's and early 1990's, larger out-of-centre retail facilities were developed as follows (gross floorspace figures quoted):

- a) Queens Road, Beeston:  
2800 sq m retail warehouse (non-food).
- b) Barton Lane, Chilwell:  
12550 sq m retail warehouse park, not initially including food, although one unit allowed for

food retailing following appeal in 1992.

- c) Derby Road, Eastwood:  
3350 sq m retail warehouse (non-food).
- d) Nottingham Road, Giltbrook:  
23,225 sq m non-food floorspace granted by the Secretary of State; developed as an Ikea store, Decathlon and Next.

## Local shopping

7.13 Local shops provide a valuable facility and focus for local communities and in particular for people who do not have access to a car. They encompass traditional corner shops, modern purpose-built facilities and a wide range of local services and food and drink outlets. It is important to encourage the retention of these facilities and to not disrupt their location pattern by allowing additional facilities in a more dispersed pattern.

7.14 Some planned provision of local shopping facilities has taken place, as summarised below:

- 1) Assarts Farm, Nuthall: a small supermarket and shop units and a doctors surgery on land adjoining Mornington Crescent.
- 2) Giltbrook Farm: a small parade of shop units.
- 3) Toton/Attenborough: a superstore and further local shopping development on Ranson Road.

## **BACKGROUND TO THE PLAN'S POLICIES**

### **Government Guidance**

7.15 PPG1 General Policy and Principles (1997) emphasises the need for a sequential approach to be taken when assessing sites for new retail development and other key town centre uses. This means that town centre sites, or as a second preference edge-of-centre sites, are considered for development in preference to out-of-centre sites. Accessibility by public transport is particularly highlighted as a reason for focusing developments in town centres.

7.16 The PPG states that authorities should include policies to promote and allocate sites for mixed uses, for which town centres are particularly suited. It is acknowledged that a flexible approach may be required with regard to parking standards.

7.17 PPG6 Town Centres and Retail Developments (1996) contains similar advice to PPG1 regarding preferred locations for retail, leisure and employment uses being tested through the sequential approach. It also refers to the appropriateness of mixed use development, including housing, in town centres and advises that sites for this and for retailing should be specified in a local plan.

7.18 Consultation with the private sector is recommended in order to identify sites for development, to draw up a 'strategy and action plan' and to develop a town centre management initiative. Compulsory purchase is encouraged in order to assemble sites for development, and plans should indicate intended action.

7.19 The PPG encourages the identification of different types of centre

and suggests that diversification of uses may be the best solution for centres showing signs of decline. In particular the PPG notes that commercial and public offices, entertainment, leisure and other such uses are appropriate in town centres and smaller scale facilities including pubs and restaurants should be encouraged in local centres.

7.20 Plans must incorporate comprehensive parking and traffic management strategies, with parking standards set as maximum figures. Access and mobility for disabled people is identified as a key issue which should be the subject of a needs survey.

7.21 Authorities are encouraged to undertake an urban design analysis and to prepare briefs for key sites.

7.22 PPG13 Transport (2001) complements advice in the other PPGs by promoting development in areas which are accessible by public transport, i.e. town centres generally. It states that a balance has to be struck between encouraging new investment in town centres by providing adequate levels of parking and potentially increasing traffic congestion caused by too many cars. The PPG further promotes the achievement of sustainable transport solutions.

### **Nottinghamshire Structure Plan Review**

7.23 Policies in the 1996 document reflect many of the themes promoted through the Planning Policy Guidance Notes. A new Joint Structure Plan (JSP) is now under review, written with Nottingham City Council (Unitary Authority). This plan will also conform to current government policy.

7.24 Policy 6/1 of the 1996 plan states that provision will be made in local plans for the expansion of retail and other central area facilities and office development within, or on the edge of, the four main town centres. (They are referred to as “district centres” in this policy). This and policy 6/2 set out the sequential approach for considering applications for such uses in in-centre, edge-of-centre, and out-of-centre sites.

7.25 Policy 6/6 states that shopping centres should be improved by ensuring adequate parking for shoppers and by promoting accessibility by public transport.

7.26 Policy 13/4 states that provision will be made in local plans to develop Beeston as a “major district centre” in terms of retailing and other town centre functions. (This policy applies to only four district centres in the whole South Nottinghamshire sub-area.)

### **The 1994 Broxtowe Local Plan**

7.27 The 1994 Plan contained policies intended to maintain and enhance the role of the four main town centres. Generally, these policies were not in conflict with the latest PPG advice and Structure Plan Review, but needed to be refined.

7.28 Retail development was promoted within and adjoining the town centres, along with improved parking, traffic management, public transport and environmental improvements.

7.29 Prime frontages were protected from changes to non-retail uses whilst offices (A2 and B1 (a) Classes) and food and drink outlets (A3 Class) were encouraged within town centres but outside prime frontages.

## **Structure Plan Technical Report**

7.30 The Structure Plan Technical Report records that Beeston has the largest amount of comparison floorspace of all centres in South Nottinghamshire, apart from the City Centre.

## **Aims and Objectives**

### Aims

7.31 The strategic aims relevant to shopping and town centre issues are:

- encouraging accessibility by means of transport other than the private car and minimising the need to travel, for example by promoting linked trips for work, leisure and shopping
- protecting and enhancing urban and rural environments
- recognising and promoting the continued importance of the town centres as shopping, commerce and community service centres.

### Objectives

7.32 The Council’s shopping and town centre objectives are derived from the strategic aims and are:

- s/a to promote the role of the four town centres as shopping and service centres for the local community
- s/b to provide suitable sites for retail development within or adjacent to town centres
- s/c to protect the prime shopping frontages

- s/d to promote good design in new town centre developments, including shop fronts and shutters
- s/e to ensure the accessibility of town centres to all members of the community
- s/f to promote security and safety in town centres
- s/g to retain and enhance local shopping facilities

7.33 It follows that when these aims and objectives are applied to the process of shaping the future pattern of development, there should be a concentration of appropriate new development within town centres. This aspect of the strategy accords with the pattern envisaged by the Nottinghamshire Structure Plan Review. The policies which follow are designed to implement the shopping and town centre objectives.

## **POLICIES FOR SHOPPING AND TOWN CENTRES**

### **SHOPPING AND ASSOCIATED USES WITHIN TOWN CENTRES**

7.34 The town centres, which are defined on the proposals map, are the appropriate locations for a range of shopping and other complementary uses. The centres are accessible by various modes of transport and on foot and are conveniently located within the communities they serve. The provision of a range of services can promote multi-purpose trips, increase business activity and add to the attractiveness and viability of each centre as a focus for community activity and interest. Proposals relating to the town centres will be considered in relation to policy K4 as well as policy S1.

7.35 In recognition of their wider functions, the boundaries of most defined town centres have been enlarged from those shown on the 1994 Broxtowe Local Plan. Whilst the expansion of the defined areas will assist in the application of policies which encourage the provision of activity and services in sustainable relationship to the surrounding communities, detailed proposals for A1, A2 and A3\* uses within the town centres will be assessed in relation to criteria including:

- the need to accommodate retail activity in a convenient and attractive relationship to the main focus of shopping activity;
- appropriate relationship to parking, public transport, service capacity and other transport related measures;

(\*refer for definitions to the summary extract of the Use Classes Order in Appendix 3.)



- appropriate relationship to neighbouring development, including that beyond the defined town centre boundary

7.36 The policy is designed to implement objective s/a and accords with Structure Plan Policy 6/1 (c).

**S1 Within the four defined town centres, planning permission will be granted for the creation, redevelopment or expansion of shops (Class A1), financial and professional services (Class A2), and food and drink uses (Class A3) providing that proposals do not have an unacceptable impact on neighbouring uses, or on the vitality and viability of the Town Centre.**

## **SITES FOR RETAIL AND ASSOCIATED DEVELOPMENT**

7.37 By focusing new retail and other appropriate development in town centres, and resisting development proposals elsewhere, it is anticipated that the increased value of town centre locations will of itself stimulate new and needed development. In order to assist that process, the plan indicates preferred locations in Beeston and Stapleford for retail development. In the case of Stapleford, the identified area could help to consolidate retailing at the currently rather fragmented fringe of the town centre. In Beeston, the identified area is based on a site for which planning applications were received in 1999 and 2003, the latter of which gained outline permission in 2004. A similar but smaller area was previously allocated for retailing in the 1994 Broxtowe Local Plan. The site (c) at Nottingham Road, Giltbrook is intended for non-food bulky goods retailing to complement the existing

adjacent Ikea retail park. In the absence of identifiable sites within or on the edge of the existing centres of Eastwood and Kimberley, this site at Giltbrook represents the next most sustainable option for bulky comparison goods retail development. Any future application for retail development would need to be accompanied by its own sequential analysis to demonstrate that this remains the case.

7.38 This policy is designed to implement objectives s/a and s/b, and accords with Structure Plan policies 6/1(c) and 13/4.

**S2 The following town centre areas are identified for new retail and associated development:**

- (a) **Beeston: area east of Station Road, centred on the former Shaw and Marvin works site.**
- (b) **Stapleford: area west or east of Derby Road, south of Sandiacre Road.**

### **Outside Town Centre:**

- (c) **Giltbrook: Nottingham Road, on site of former Dyggor Gaylord offices, adjacent to Ikea (non-food goods only).**

## **RETAIL AND ASSOCIATED DEVELOPMENT IN LOCATIONS OUTSIDE TOWN CENTRES**

7.39 Policy S3 includes criteria by which to judge shopping and associated proposals submitted for edge-of-centre and out-of-centre locations. In this context, “associated” is defined as uses falling within the “A”

Classes of the Town and Country Planning Use Classes Order 1987. Guidance is given in PPG6 for the definition of edge-of-centre and in this context the term 'convenient walking distance' in (c) below should be interpreted as within 200-300 metres unimpeded walking distance of a prime shopping frontage within the town centre: the assessment will take into account intervening uses, local topography and other impediments such as major road crossings. Potential harm to the vitality and viability of town centres will be assessed with reference to indicators referred to in Figure 1 of PPG6. The term 'well served by public transport' in (e) below will be tested through the submission of a Transport Assessment. A parliamentary statement in 1999 introduced the requirement for there to be demonstration of the need for the proposal if it is located outside the town centre. The Council will accordingly require a report to be submitted with any application demonstrating both the need for additional facilities (quantitative and qualitative) and that a sequential approach has been applied in selecting the application site.

7.40 This policy is designed to implement objective s/a and s/b and accords with Structure Plan Policy 6/2.

**S3 Proposals for retail and associated development of more than 1000 sq metres gross floorspace will be permitted outside town centre locations only if:**

- (a) there is an identified need for the proposed development; and**
- (b) availability of a site for the proposed development has been**

**examined and demonstrated to be unsuitable, first in town centres, and then in edge-of-centre locations, before any proposal to locate elsewhere is considered; and**

- (c) the site (if in an edge-of-centre location) is within convenient walking distance of a prime shopping frontage within the town centre; and**
- (d) the proposal, either by itself or when considered with other committed schemes, would not harm the viability or vitality of any of the defined town centres, or any other town centre in a neighbouring authority; and**
- (e) the proposal would be well served by public transport and would be easily accessible by bicycle and on foot; and**
- (f) the proposal includes appropriate provision for access, servicing and car parking, and the traffic generated by the proposal would be accommodated satisfactorily on the local highway network.**

#### **PRIME SHOPPING FRONTAGES**

7.41 Shops are the key element to the life and attractiveness of the town centres. In order to protect those qualities it is important that there are areas where shoppers can expect to find a high concentration of shops

without substantial breaks. These areas are defined as prime frontages, as shown on the proposals map. The two-thirds proportion referred to in the policy will be determined with reference to number of units and length of frontage, and will count temporarily vacant units according to their previous use.

7.42 Outside the prime frontages a more loosely-patterned mixture of uses will be appropriate.

7.43 This policy is designed to implement objective s/c and accords with Structure Plan policy 6/1 (c).

**S4 Permission will not be granted for a change of use from Class A1 (Shops) use at ground floor level if it would result in the proportion of Class A1 use falling below two thirds within:**

- a) any of the defined sections of prime shopping frontage areas listed below; or
- b) the prime shopping frontages of any town centre taken as a whole.

Permission will also not be granted if a resulting break in Class A1 use within the prime shopping frontage would be created of more than 2 units or 15 metres (whichever is the lesser).

**Defined sections of prime shopping frontage:**

#### **Beeston**

- a) Both sides of High Road between Wollaton Road/

**Station Road and Stoney Street/Willoughby Street.**

- b) Both sides of High Road between Stoney Street/Willoughby Street and Derby Street/City Road.
- c) Both sides of Stoney Street.
- d) The Square and both sides of the precinct leading to the bus station.

#### **Eastwood**

- a) Both sides of Nottingham Road between Mansfield Road/Church Street and Wellington Street/Alexandra Street.
- b) Both sides of Nottingham Road between Wellington Street/Alexandra Street and King Street/Queens Road North.

#### **Kimberley**

- a) The north-west side of Greens Lane ("The Precinct").

#### **Stapleford**

- a) The north-west side of Derby Road between Albert Avenue and Church Street ("The Roach").

### **LOCAL SHOPPING DEVELOPMENT**

7.44 Any new local shopping developments should be grouped with existing local facilities in order to

prevent an unduly dispersed pattern of smaller shops, which might encourage greater car use. The other criteria cover the normally applied safeguards common to other retail developments, with an extra proviso of the need to avoid any harm to the viability of any existing local shopping facilities. Proposals of under 100 square metres gross floorspace are not assessed under this policy, as it is expected that these small units would serve a genuinely local function and are unlikely to have any harmful effects on existing shops.

7.45 This policy is designed to implement objective s/a and accords with Structure Plan policy 6/4.

**S5 Proposals for retail development outside town centres, of between 100 sq metres and 1,000 sq m gross floorspace, will be permitted only if:**

- (a) the proposal is grouped with other local shopping facilities; and
- (b) the proposal, either by itself or when considered with other existing or committed schemes, would not be likely to harm the viability of any other local shopping facilities, or the viability or vitality of any of the defined town centres, or any other town centre in a neighbouring authority; and
- (c) the proposal includes appropriate provision for access, servicing and car parking, and the traffic generated by the proposal would be

**accommodated safely on the local highway network.**

## **PROTECTION OF LOCAL SHOPPING**

7.46 In order to protect existing local facilities in urban and rural areas, changes of use of local shops out of Class A1 use will be resisted where they would result in an unacceptable deterioration of local shopping facilities. The issue of whether unacceptable deterioration would arise, and therefore whether permission would be refused according to the policy below, will be determined according to local circumstances. Thus it will be necessary to take into account the existing pattern of local shops serving the area and the degree of isolation of local communities, judged in terms of walking distance to alternative facilities and accessibility to frequent public transport services.

7.47 This policy is designed to implement objectives s/g.

**S6 Changes of use of existing units within a group of shops from Class A1 (shop) use will not be permitted in cases where it would result in the deterioration of local shopping facilities to an unacceptable degree.**

## **FOOD AND DRINK RETAILING OUTSIDE TOWN CENTRES**

7.48 There has been a continuing growth in the food and drink sector in recent years, particularly in the variety of hot food outlets, which often seek to occupy standard shop unit premises. These uses, which fall within Class A3 of the Use Classes Order, can add to the variety and attractiveness of local shopping areas, but may also produce

problems of noise, smell, litter and traffic. In some cases these problems may be satisfactorily contained by the imposition of a condition restricting opening times to prevent nuisance beyond reasonable hours. There may, however, be instances when a proposal is poorly located in relation to residential property and where it cannot be made acceptable by the use of conditions. There may also be cases where the cumulative detrimental effects of two or more outlets would become unacceptable and should be prevented. This policy will apply outside town centres; within town centres policy S1 will apply.

**S7 Proposals for Class A3 (food and drink) uses outside the town centres will not be permitted if their individual or cumulative effect would cause environmental or traffic problems or detriment to residential amenity. Where permitted, opening hours of Class A3 uses may be restricted in order to protect residential amenity.**

## **SHOPFRONT DESIGN**

7.49 Well designed alterations or replacements to shopfronts can meet shopkeepers' requirements whilst also enhancing the appearance of the premises and the centre as a whole. The proportion, scale and materials of the various elements of shopfront design should reflect the character of the individual property, including the upper floors, and should be appropriate to the environment of the street scene as a whole. Any new signage should be anticipated when designing the new shopfront, in accordance with policy S10.

7.50 Further advice is available in a Shopfront Design Guidance Note,

which can be obtained from the Council Offices. The Council presents an annual 'Smart Shop' award for shop fronts, which aims to encourage owners in maintaining attractive street frontages.

7.51 This policy is designed to implement objective s/d.

**S8 Proposals for new shopfronts will be permitted provided that they relate well to the design of the building concerned, are in keeping with the frontage as a whole and contribute to the maintenance or enhancement of the appearance of the area.**

## **SECURITY MEASURES**

7.52 For any situation, a variety of security measures are available in combination. When a shopfront is modernised or replaced, measures can be incorporated as part of overall improvements. The sill heights of display windows can be raised to protect against 'ram-raiding'. Panes in display windows can be reduced in size, and thicker safety glass used. Internal grilles fitted behind shop windows displaying "dummy goods", in combination with thick laminated glass, can be an effective option and may not require planning permission.

7.53 If an external shutter is considered, then its appearance must be carefully assessed. Shutters which consist of bare metal, are solid or incorporate only small perforations create a stark appearance which is detrimental to the character and vitality of the area. These shutters may be more likely to attract graffiti and provide a screen behind which intruders can operate unseen, as well as making the centre less attractive to shoppers. They therefore may create a spiral of

decline which would threaten the long-term viability of the centre. In contrast, shutters which are colour coated and which give a high degree of visibility into the shop can maintain an attractive appearance, encourage window shopping, deter vandalism and theft and so help to protect the vitality and viability of the shopping area.

7.54 Various shutters are available which combine high visibility with high security, including shutters in which slots are filled with clear perspex. The policy requires open grille or 'large' slots; the size of such slots will depend partly on their density and the precise design of the shutter, however they should normally measure at least 150mm x 25mm. Overall, the effect should be that the minimum area of shutters through which visibility is achieved is two-thirds.

7.55 Shutter housing boxes should preferably be located internally or behind the shop fascia sign.

7.56 Further advice is included in a Shopfront Security Guidance Note, which can be obtained from the Council Offices. Grants equivalent to the planning application fee may be available on completion of the fitting of shutters which comply with this policy.

7.57 This policy is designed to implement objective s/d and s/f.

**S9 Proposals for shopfront security measures will be permitted where:**

**(a) the proposals are designed to integrate with the shopfront and do not detract from it and its surroundings; and**

**(b) security shutters incorporate a substantial**

**proportion (at least two thirds of the total area of the shutter) of open grille or large slots in order to give a reasonable degree of visibility; and**

**(c) shutter boxes are located and designed discreetly within the shop frontage.**

## **SHOPFRONT SIGNAGE**

7.58 Shopfront signage which is well designed and located can enhance the attractiveness of the town centre as well as serving the needs of the business concerned. However poor signage can create competition for attention with resultant visual clutter. This is particularly noticeable when signage extends over the whole face of buildings above and beyond its retail or business facade. Particular attention to detail will be needed in respect of any shopfront signage within the Eastwood and Kimberley Conservation Areas.

7.59 Further advice is included in the Shopfront Design Guidance Note.

7.60 This policy is designed to implement objective s/d.

**S10 Consent will be granted for shopfront signage where its location, size, design and illumination relates well within the context of the existing shopfront, and with regard to the building fabric, as well as the character of the area.**

## **Chapter 8: Recreation & Community Facilities**

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### **Introduction**

8.1 The scope of recreational activities, and their demand on land in the urban area and in the countryside, continue to increase. The Council wishes to ensure that a wide range of recreation opportunities are well located and available for people working and living in the borough. Policies in this chapter deal with the provision and quality of open spaces, formal playing facilities, footpaths and other recreational routes, allotments, and a variety of indoor recreation activities. Where proposals for particular sites are known, land is safeguarded accordingly. Elsewhere, policies provide criteria to assist development control decisions on planning applications. The protection and best use of urban open spaces has become an increasingly important issue as urban areas have grown, and as pressure for development within urban areas has prompted re-examination of the potential for development on undeveloped sites.

8.2 The Borough Council has an important role to play in the provision and maintenance of recreation facilities, and in enabling the activities of the private and voluntary sectors. The Council also promotes tourism in the area, based mainly on the heritage of writer D H Lawrence, born in Eastwood, and a policy is included on this subject.

8.3 This chapter also deals with community facilities including education, health and community centres, which are mainly provided by

agencies other than the Borough Council. The Local Plan is important as a means of reserving land for facilities, and for including policies by which to judge appropriate locations for proposals coming forward during the plan period. The Local Plan's policies also provide a basis for negotiating contributions to new and improved facilities.

### **BACKGROUND TO THE PLAN'S POLICIES**

#### **Government Guidance**

8.4 PPG17 "Planning for Open Space, Sport and Recreation" (2002) advises that policies for open space, sport and recreation are fundamental to delivering broader government objectives which include supporting urban renaissance and rural renewal, and promoting social inclusion, community cohesion, health and well-being and more sustainable development. Further guidance is included in "Assessing Needs and Opportunities: A Companion Guide to PPG 17" (ODPM, 2002), "Game Plan" (DCMS, 2002) and "Towards a Level Playing Field" (Sport England/CCPR, with ODPM involvement, 2003).

#### **Local Guidance**

8.5 In 1999 Broxtowe Borough Council approved a Sport and Recreation Strategy which identifies how the Council will work with other agencies to ensure that the sport and recreational needs of Broxtowe are met. In 2003 the Council published its Playing Pitch Strategy and Action Plan, which puts forward recommendations for the Council and its partners in relation to the provision and improvement of playing pitches and associated facilities within Broxtowe.

## **Nottinghamshire Structure Plan Review**

8.6 The 1996 Structure Plan includes policies (7/1 and 7/3) which give guidance on the location of different types of recreational activity. Policy 7/4 encourages the retention and improvement of recreational routes in the countryside, including rights of way and “greenways”.

### **Aims and Objectives**

#### Aims

8.7 The strategic aims relevant to recreation and community facilities issues are:

- meeting the borough’s need for new community facilities
- encouraging accessibility by means of transport other than the private car and minimising the need to travel
- protecting and enhancing urban and rural environments including their cultural, historic and natural heritage
- recognising and promoting the continued importance of town centres as community service centres
- encouraging the enhancement of existing and provision of new recreation and leisure opportunities across the borough
- adopting the principles of sustainability.

#### Objectives

8.8 A number of objectives can be identified for the proper planning of recreation and community facilities as follows: -

- rc/a Ensure that new development has easy access to new or existing open space
- rc/b Promote recreational-based and community developments in accessible and appropriate locations, well related to public transport routes
- rc/c Protect playing fields and other existing urban open spaces from development
- rc/d Gain new facilities for the community in conjunction with new development
- rc/e Improve and extend opportunities for public access into, and enjoyment of, the countryside
- rc/f Reserve land for programmed facilities, including schools, health services and community centres
- rc/g Encourage the development of other care facilities in appropriate locations.



## **POLICIES FOR RECREATION AND COMMUNITY FACILITIES**

### **LEISURE FACILITIES**

8.9 PPG6, added to and clarified by a parliamentary statement in 1999, requires that proposed leisure uses at edge-of-centre or out-of-centre locations should demonstrate the need for such facilities and demonstrate that a sequential approach has been applied in selecting the location of the sites. This also applies to proposals to increase the floorspace of existing edge-of-centre and out-of-centre leisure developments. The sequential approach means that there is a preference for sites within town centres and then edge-of-centre sites, before considering allowing development at any out-of-centre locations. For any sites, it is important that facilities are located close to good public transport services. In this context, leisure uses will exclude outdoor recreation, which is dealt with in Policy RC17, but will include hotels (Class C1 of the Use Classes Order 1987) and most development within Class D2 "Assembly and Leisure", plus theatres and amusement arcades.

8.10 This policy is designed to implement objectives rc/b and rc/d.

**RC1 Proposals for leisure facilities will be permitted in circumstances where all of the following apply:**

- a) a sequential approach has been applied in selecting the application site; and**
- b) in the case of edge-of-centre and out-of-centre locations, the need for**

**additional facilities has been demonstrated; and**

- c) the proposal would be well located in relation to the community it serves and to public transport in the area; and**
- d) the amenity of neighbouring properties would not be adversely affected; and**
- e) appropriate provision would be made for vehicle parking and highway safety; and**
- f) the character of the area would not be adversely affected.**

### **COMMUNITY AND EDUCATION FACILITIES**

8.11 This policy covers the provision of smaller scale community and education facilities. This applies to most development within Class D1 of the Use Classes Order 1987 "Non-residential institutions", although it should be noted that certain particular uses are covered by specific policies: caring institutions and day nurseries are dealt with by policies RC12 and RC13 respectively. It is important that any proposed development is located close to a public transport route. Community and education facilities that attract a lot of people, such as hospitals and higher education facilities, are defined as "key town centre uses" in PPG6. In accordance with that guidance, they will be subject to the sequential approach outlined in paragraph 8.9

8.12 This policy is designed to implement objectives rc/b and rc/d.

**RC2 Proposals for community and education facilities will be permitted in circumstances where all of the following apply:**

- a) the proposal would be well located in relation to the community it serves and to public transport services; and**
- b) the amenity of neighbouring properties would not be adversely affected; and**
- c) appropriate provision would be made for vehicle parking and highway safety; and**
- d) the character of the area would not be adversely affected.**

#### **COMMUNITY AND EDUCATION FACILITIES: SAFEGUARDED SITES**

8.13 This policy is essential to ensure that the provision of facilities is not frustrated by the lack of a suitable site. If any sites become surplus to requirements for community facilities, alternative uses may be permitted subject to the overall development control and environmental protection policies of this plan. The new school buildings for site c) should largely be confined to the existing school playing fields and the land immediately to the north should be used as new school playing fields. Land has been reserved at site (f) in Chilwell to provide new facilities, including a library and drop-in centre, with a small development of associated social housing units, as a joint venture between the County and

Borough Councils and the Nottingham Health Trust.

8.14 Other previously committed sites have been confirmed as no longer required. At Bramcote (Chilwell Lane) reserved school playing fields are no longer required; the site is now proposed for housing. At Greasley (Beauvale) a site reserved as a school replacement site is no longer required and is proposed to be covered by an extension to the Green Belt.

8.15 This policy is designed to implement objectives rc/d and rc/f.

**RC3 Sites identified for community and education facilities (as set out below and identified on the proposals map) will be safeguarded for their intended use, and alternative uses will not be permitted unless adequate replacement provision is made or there is no longer a need for the facility. The following sites are safeguarded:**

#### **Education sites**

- a) Chilwell Meadows:  
Land off Swiney Way  
1.4 hectares for primary school**
- b) Eastwood:  
Church Street  
1.6 hectares to replace Eastwood primary school**
- c) Kimberley:  
Gilthill  
0.6 hectare, plus existing school premises, to replace Gilthill primary school**

- d) **Kimberley:  
North Street  
0.4 hectare for school  
playing fields**
- e) **Stapleford:  
Nottingham Road  
1.1 hectares to replace St  
John's primary school**

### **Community facilities**

- f) **Chilwell Meadows:  
Land off Swiney Way  
The primary school  
(under RC3a) is to be  
planned and managed  
so as to also provide for  
community uses**
- g) **Chilwell:  
Barncroft  
0.2 hectare for new  
library and drop-in centre**

### **DEVELOPERS' CONTRIBUTIONS TO EDUCATION & COMMUNITY FACILITIES**

8.16 New development may generate a demand for education facilities which cannot be met within existing schools or planned improvements. Negotiations will take place in these cases to secure developers' contributions towards appropriate expansions or improvements. Paragraph 8.15 (d) of the County Structure Plan refers to the need for additional capacity to be achieved in educational facilities by agreement with the developers of new residential areas.

8.17 New development will often generate a demand for additional community facilities. Where such a need can be substantiated, the Council will seek the provision of, or

appropriate contribution to, community facilities in association with the development. Such facilities should be provided on the site or elsewhere in the vicinity and at an appropriate stage in the development programme. Where new facilities are provided, their dedication to the Borough Council, or Parish/Town Council, for future management will be negotiated. Detailed requirements for additional educational capacity will be negotiated on a site-specific basis in consultation with the education authority.

8.18 The policy is designed to implement objective rc/d and accords with Structure Plan policy 8/1.

**RC4 Where a proposed development would result in an identified need for additional capacity to be achieved in educational or community facilities, planning permission will not be granted until provision has been made or contribution has been negotiated towards measures which assist in meeting such need.**

### **PROTECTION OF OPEN SPACES**

8.19 The extensive network of Borough Council, Town Council, Parish Council, educational and private playing fields, recreation grounds and parks is of fundamental importance in meeting a range of formal and informal recreation needs. These areas are also often of considerable importance in terms of landscape and the quality of the local environment. It is recognised that if the present and anticipated demand for playing fields and recreation space is to be met, these facilities will need to be protected and, in some cases, improved. Any improvement will, however, be carried

out in such a way as not to detract from the open character, environmental and landscape value of the area involved. Government guidance in PPG17 (2002) and the associated Companion Guide is that local authorities should carry out detailed assessments of local needs and detailed audits of local provision, before setting and applying local provision standards and drafting new policies. This work is currently in progress and will be incorporated in the next local plan review. However an overall standard for outdoor sport provision has already been produced and this is incorporated in Appendix 9.

8.20 The contribution which privately owned open spaces can make to the local environment is acknowledged in PPG17 and, as with public sector facilities, it is important that this is protected. The PPG also provides justification for an assessment of the existing and potential contribution which school playing fields can make to meeting wider needs and of the environmental quality of such areas before any decision is made to pursue alternative uses. The Council will be alert to any opportunities which may arise to improve public provision in a local area through bringing private open space into greater public use.

8.21 In determining planning applications for these sites, any replacement provision will be expected to be achieved either by the imposition of conditions on any planning permission or through a formal planning obligation entered into by the developer voluntarily.

8.22 This policy is designed to implement objective rc/c and accords with Structure Plan policy 7/2.

#### **RC5 The development of open spaces shown on the**

**Proposals Map and listed in Appendix 9 will not be permitted unless:**

- a) no local deficiency of open space will result; or**
- b) where such a deficiency will result, either an equivalent and equally accessible area is laid out and made available by the applicant for the same open space purpose, or it is demonstrated that redevelopment of a small part of the site will result in substantially enhanced sports or recreation facilities on the remainder of the site; or**
- c) the development relates to the improvement of the recreational potential of the land or provides ancillary facilities; and**
- d) In all of the above cases, the development will not detract from the open character, environmental and landscape value of the land.**

#### **OPEN SPACE: REQUIREMENTS FOR NEW DEVELOPMENTS**

8.23 The provision of open space in conjunction with proposed housing areas is necessary to meet the recreational needs of residents. It will also assist in creating a good quality environment and takes account of the desirability of creating and enhancing local landscape, ecological and amenity features. Every opportunity will be taken to provide landscaped

footpath and cycling links to local facilities and to retain landscape features. Planning briefs prepared for allocated sites indicate proposed open space requirements. The Council will, in appropriate circumstances, also be prepared to accept financial contribution towards the provision and maintenance of recreational facilities off site.

8.24 This policy is designed to implement objectives rc/a and rc/d, and accords with Structure Plan policy 7/2.

**RC6 Permission will not be granted for residential development on sites which are 0.5 ha or more, or have 15 dwellings or more, taking account of any larger site of which it forms part, unless:**

- a) Provision is made for public open space and children's play areas in accordance with the standards set out in Appendix 9, or as set out in planning briefs for development sites, or through contributions to the provision or improvement of facilities related to the site; and**
- b) The open space and children's play areas are set out and equipped to suit their approved purposes; and**
- c) Local landscape, ecological and amenity features are retained or enhanced through the provision of the open space and children's play areas; and**

- d) The design of any open space provision will take into account possible provision of features beneficial to wildlife.**

## **NEW PLAYING FIELDS**

8.25 The Technical Report on Open Space Provision has revealed shortfalls of formal play facilities in various parts of the borough, when comparison is made with the standards recommended by the National Playing Fields Association.

8.26 The proposal to increase the number of pitches at Weirfields will be dependent upon the acquisition of adjoining land and access arrangements. Improved changing facilities were provided in 1995.

8.27 The longer-term restoration of Bramcote sand quarry presents an opportunity to provide additional playing fields.

8.28 This policy is designed to implement objective rc/a.

**RC7 Land is allocated for the provision of playing fields as shown on the Proposals Map at:**

- a) Beeston – Weirfields**
- b) Bramcote – Sand Quarry**
- c) Eastwood - Walker Street**

**On these playing fields permission will not be granted for development unless it:**

- a) is related to the recreational use of land or provides ancillary facilities; and**
- b) does not detract from the open character,**

**environmental and  
landscape value of the  
land.**

## **NEW INFORMAL OPEN SPACE**

8.29 Sites have been identified for informal open space to reflect requirements associated with new developments. In appropriate circumstances, informal open space will be incorporated within an overall framework in accordance with the objectives of the Greenwood Community Forest (Policy E23). Sites (b), (d), (h) and (k) are carried forward from the previous local plan.

8.30 Development will not be permitted on these areas unless it improves the recreational potential and use of the land and does not detract from the environmental character or visual quality of the area.

8.31 This policy is designed to implement objective rc/a and accords with Structure Plan policy 7/2.

**RC8 Land is allocated for the provision of informal open space as shown on the Proposals Map at:**

**(a) Chilwell Meadows – land at Central Ordnance Depot**

**(b) Beeston – Weirfields**

**(c) Beeston – Leyton Crescent (former Lilac Grove tip)**

**(d) Bramcote – sand quarry**

**(e) Cossall – former tip associated with ski-slope**

**(f) Eastwood – north of Hall Park**

**(g) Eastwood – Walker Street**

**(h) Giltbrook (Greasley) – north and south of Smithurst Road**

**(i) Newthorpe - south-east of landfill site, adjoining A610**

**(j) Strelley – part of college grounds, Bilborough Road**

**(k) Watnall (Greasley) – Holly Road**

**On these open spaces permission will not be granted for development unless it:**

**a) is related to the recreational use of the land or provides ancillary facilities; and**

**b) does not detract from the open character, environmental and landscape value of the land.**

## **CONTRIBUTIONS FOR MAINTENANCE OF OPEN SPACES**

8.32 This policy is intended to ensure that open spaces remain properly laid out and landscaped during the important early years when they are becoming established. This is in accordance with the guidance set out in DoE Circular 1/97 and the Companion Guide to PPG17. The commuted sum will help to offset maintenance costs which are often high and will recognise both the developer's responsibility to provide a good quality of environment and the

Council's guarantee to accept liability for the long-term commitment to the maintenance of open spaces for future occupiers and generations once areas have become established. A minimum period of ten years is considered appropriate. This reflects the time for planting and landscaping to reach a reasonable degree of maturity.

8.33 This policy is designed to implement policy rc/d.

**RC9 Commuted sums will be negotiated to cover the maintenance, for an appropriate specified time period, of areas of open space, playing fields, and landscaping to be dedicated to the local authority, which form part of the landscape design of developments.**

## **ALLOTMENTS**

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

8.35 If the land is not needed for allotments, it is important to first consider the issue of its potential conversion to open space or playing

fields, rather than a built use. The third clause of the policy covers this point.

8.36 In determining applications for planning permission for these sites, any replacement provision will be expected to be achieved either by the imposition of conditions or through a formal planning obligation entered into by the developer voluntarily.

8.37 This policy is designed to implement objective rc/c.

**RC10 Development on the existing public and private allotments shown on the Proposals Map and listed in Appendix 9 will not be permitted unless:**

- a) there is no demand for the use of the land as allotments, or, where there is such demand, an equivalent and equally accessible area is laid out and made available by the applicant for use as allotments; and
- b) the land does not make an important contribution to the ecological value of the area, or to visual amenity, such as a break in a built-up frontage; and
- c) if the proposed development is for other than open space or playing fields, there is no shortage of open space or playing field provision in the locality.

## **CEMETERY EXTENSIONS**

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

8.39 This policy is designed to implement objective rc/f.

**RC11 Land is allocated for cemetery extensions, as shown on the Proposals Map, in the following locations:**

- a) Field Lane, Chilwell
- b) Church Walk, Brinsley
- c) Knowle Hill, Kimberley

**Other permanent uses on these sites will not be permitted.**

## **CARING INSTITUTIONS**

8.40 People who live in caring institutions are entitled to a high quality living environment. Careful design solutions can help to create an attractive and safe place to live. The use of appropriate landscaping will be particularly important.

8.41 However, whilst the Borough Council recognises the important role played by such uses in meeting the special housing needs of some sections of the community, it is concerned that such establishments should not give rise to any adverse effects on the amenities of an area. The policy sets out the criteria by which such schemes will be assessed.

8.42 This policy is designed to implement objectives h/a, h/e, rc/b and rc/g.

**RC12 Proposals for the development of, change of use to, and extension to nursing homes and other caring institutions will be permitted provided that:**

- a) the amenity and privacy of occupiers of nearby residential properties would not be adversely affected; and
- b) the character of the surrounding area would not be unacceptably altered; and
- c) appropriate provision for servicing, access and parking requirements would be made; and
- d) outdoor amenity space of a satisfactory type and area would be provided; and
- e) attractive outlooks from bedrooms and living rooms would be provided.

## **DAY NURSERIES**

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



8.44 This policy is designed to implement objective rc/b.

**RC13 Proposals for the development of, change of use to, and extension to day nurseries will be permitted provided that:**

- a) the premises comprise a detached building with enclosed space for outdoor play; and
- b) there is appropriate provision for staff car parking and to drop off and pick up children within the site in acceptable positions; and
- c) the site is accessible by public transport, cycling and pedestrians; and
- d) the amenity of nearby residential properties would not be adversely affected.

#### **FOOTPATHS, BRIDLEWAYS AND CYCLE ROUTES**

8.45 The existing network of routes forms an important recreational resource and provides access to local employment, shops and other facilities. Where any development affects the route of an existing right of way, the developer will be required to retain the route within an attractive setting. For any new rights of way, consultations would be required to secure agreement with landowners and tenants. The publication "Cycling in Broxtowe" (2003) identifies key cycling routes. The Council will continue to work with the County Council to create further opportunities.

8.46 The bridleway network is particularly fragmented and therefore circular off-road routes for horse riders are difficult to achieve. Consideration will be given to achieving medium distance riding routes.

8.47 This policy is designed to implement objective rc/e and accords with Structure Plan policy 7/4.

**RC14 The Council will protect, maintain and where appropriate seek to extend the network of footpaths, bridleways and cycle routes in the borough.**

#### **LONG DISTANCE TRAILS**

8.48 There are many long distance walking and cycling opportunities within the borough, such as the Robin Hood Way and the River Trent towpath. The two routes identified in this policy are partly implemented and complement other routes within the borough. Their further development and enhancement is supported by the Council. Where possible, the routes will be designed to enable use by horse riders and cyclists. In certain parts of the Nottingham Canal route, separate parallel paths have been created for horse riding. Where new rights of way are proposed, consultations would involve securing agreement with landowners and tenants. Compulsory purchase will be considered where land necessary for the creation or completion of a route cannot be acquired by agreement.

8.49 This policy is designed to implement objective rc/e and accords with Structure Plan policy 7/4.

**RC15 The Council will safeguard from development and seek to complete the following long-**

distance trails as shown on the proposals map:

- a) Nottingham Canal towpath;
- b) Nuthall-Awsworth and Bennerley Viaduct (the Great Northern Path).

## GREENWAYS

8.50 Greenways represent the strategic environmental and recreational links out from urban areas into the countryside. They should link existing rights of way to give varied opportunities for walking and, where possible, cycling and horseriding. Greenways are based in many cases on established features such as a canal or disused railway. Opportunities for their enhancement will be taken where possible and they may also provide opportunities for new woodland planting as part of the Greenwood Community Forest (see policy E23). Landowners and tenants will be consulted where a proposed route crosses private land.

8.51 This policy is designed to implement objective rc/e and accords with Structure Plan Policy 7/4.

**RC16 Important links between built-up areas and the countryside are designated by the Plan as greenways and identified on the Proposals Map. Opportunity will be taken to enhance public access along these routes, and to enhance their environmental character and appearance, including through new development. Planning permission will not be granted for development which would harm their**

function, or their environmental, ecological or recreational value.

Routes carried forward from previous Local Plan (listed north to south):

- a) Through Giltbrook Farm from Portland Road, Giltbrook
- b) Disused railway line, Nuthall-Hempshill Vale
- c) Disused railway line, Awsworth
- d) Sandiacre Road, Stapleford to Moorbridge Lane and Sandiacre
- e) Cliffe Hill Avenue, Stapleford to bridge over A52 (Baulk Lane)
- f) Bramcote Ridge to Coventry Lane
- g) Bramcote Drive, Beeston to bridge over A52 (Baulk Lane)
- h) Cator Lane, Chilwell to Baulk Lane, Stapleford
- i) Dovecote Lane, Beeston to Attenborough Nature Reserve
- j) Leyton Crescent, Beeston to Attenborough Nature Reserve

Route associated with new development:

- k) North-westwards from Eastwood (Hall Park)

## OUTDOOR RECREATION PURSUITS

8.52 It is recognised that opportunities for outdoor recreation are essential for the social and physical well-being of the community. Outside

urban areas, most of the open land which would offer such opportunities in the borough is designated as Green Belt. Policy E10 confirms the principle that outdoor recreation is an appropriate use of Green Belt. Policy RC17 expresses the Council's general support for outdoor recreational pursuits and raises issues which need to be assessed in determining planning applications for these activities. Such activities could include golf courses, motorcycling and scrambling, karting, model flying and boating, microlyte flying, clay pigeon shooting and war games. These activities often require countryside or open land locations away from built-up areas.

8.53 It is important that agricultural land would not be isolated by any development in a way which makes a farm unit non-viable. The quality of any agricultural land lost would be a material consideration in this respect.

8.54 Where a location is acceptable for an outdoor recreation activity, any course or fixed facilities must be designed so as not to detract from the open character, environmental and landscape value of the land.

8.55 New planted areas and nature conservation sites should be created wherever possible, if appropriate in association with new woodland planting under the Greenwood Community Forest initiative. The impact of boundary fencing and floodlighting should be minimised and in some cases may not be acceptable because of its environmental effects on the countryside. It may sometimes be necessary for specific noise abatement or environmental protection measures to be undertaken, if there are residential areas nearby.

8.56 This policy is designed to implement objectives r/c and r/f and accords with Structure Plan Policy 7/3.

**RC17 Planning permission will be granted for outdoor recreation facilities provided that:**

- a) there would be satisfactory access and appropriate parking facilities; and**
- b) the development would not detract from the open character, environmental and landscape value of the area; and**
- c) there would be no unacceptable harm to local amenity.**

#### **TOURISM FACILITIES INCLUDING HOTELS**

8.57 This policy sets a positive context for the consideration of proposals to improve the range and quality of tourism related facilities in the borough. The Borough Council, through its own actions and through influencing those of others, aims to more fully realise the potential of the attractive countryside in Broxtowe, of the extensive waterways and water areas and of initiatives such as the Community Forest. This will complement the already successful initiatives in Eastwood, centred on the D H Lawrence Birthplace Museum.

8.58 There is potential for more business and visitor based overnight accommodation in Broxtowe. However, it is difficult to identify sites or areas which are likely to be particularly suitable or commercially attractive for development. The Council will take

into account the economic and promotional benefits which can result from development, particularly new hotels, and detailed proposals will be assessed on merit throughout the Plan area subject to a range of relevant factors. Policy E8 will be of particular relevance to proposals in the Green Belt. In line with the requirements of Policy RC1, the application of a sequential test must be demonstrated for hotel proposals. This examines the availability of sites within town centres as a preference, followed by examination of edge-of-centre sites, before any development could be considered in out-of-centre locations.

8.59 This policy is designed to implement objective rc/e.

**RC18 Planning permission will be granted for tourist-related facilities, including business and visitor based accommodation, provided that:**

- a) in the case of hotels, a sequential test has been applied in selecting the application site; and**
- b) there is satisfactory access including by public transport, and appropriate parking facilities; and**
- c) the development would not detract from the open character, environmental and landscape value of the area; and**
- d) there would be no unacceptable harm to local amenity.**

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# **BROXTOWE LOCAL PLAN – Appendix 1**

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### **Table of Policies**

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# **BROXTOWE LOCAL PLAN - Appendix 2**

## **Development Briefs**

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Six development sites proposed in the plan are the subjects of Development Briefs. In each of these cases it was considered that sufficient issues arising from the particular characteristics of these sites, or the complexity of the proposals, justified the publication of a development brief.

The sites are:

	<b>Main Policy References</b>
A : Beeston: South of Queens Road/site of Maltings, Dovecote Lane	H1d
B : Cossall: Part of former ski facility, Soloman Road	EM1g
C : Eastwood: Land west of Eastwood Hall, east of A610	EM1h
D : Eastwood: Walker Street	H1h
E : Newthorpe: Chewton Street (fringe of former landfill site)	H1o
F : Strelley: North of Bilborough College, Bilborough Road	H1q



## DEVELOPMENT BRIEF A

### SOUTH OF QUEENS ROAD/SITE OF MALTINGS, DOVECOTE LANE, BEESTON

Proposed Use: Housing

Main policy reference: H1d

#### The site

- Consists of the main pitch and facilities of the Nottingham Rugby Club and a small part of the Beeston Lads Club playing fields adjoining Queens Road, and a maltings building and associated land served from Dovecote Lane.
- Has a gross area of 10.2 hectares within the boundaries shown on the attached plan.
- The majority of the site has been previously developed ("brownfield" land). It contains existing buildings on the Rugby Club and Lads Club land which will be removed.
- Is no longer required by the Rugby Club, who intend to move to an alternative site.
- Allows for sports activities to be retained on the Lads Club playing fields and on the adjacent Rugby Club training pitch. A new facilities building is to be provided within the Lads Club playing fields.
- Is contiguous with the existing urban area of Beeston.
- Is served by a number of frequent bus routes to numerous destinations. Beeston railway station is also within easy walking distance giving quick and easy access to Nottingham, Derby and the rest of the rail network. In addition, the Millennium Cycle Route runs along part of the northern boundary of the site.
- Falls within the catchment area of John Clifford Primary School, which has surplus places. Chilwell Comprehensive provides for secondary education and is stated by the relevant authority to be at or near capacity of its present accommodation.

#### Effects of policies relating to the site

#### Policy

- The site is identified as contributing to the requirement for new housing land by providing space for around 229 dwellings on 4.6 hectares within the total site area. Because of the location and character of the site and its surroundings, and the opportunity it offers for accessibility to transport other than by the private car, it

H6

is expected that the site will be developed at a higher than average density of 45 dwellings per hectare.

- Regard shall be paid to the character of existing housing and the amenity of its occupants in the design and layout of new residential development abutting developed areas.

E1
- Appropriately designed landscaping shall be used along the railway and the Queens Road frontage in order to protect the setting and environment of the new housing. Development should retain existing trees within and adjacent to the site as part of a planned landscape framework to be provided around new buildings, roads and parking areas. Close attention should be given in design and environmental terms to the boundaries with the existing housing on Redwood Crescent and Ireland Avenue.
- The maltings building would be appropriate for conversion to up to about 45 residential units. The design of any dwellings on this site will be expected to include measures to address noise arising from nearby railway operations.
- Access to the maltings building, or to an agreed equivalent number of bedspaces in new property that its conversion could achieve, would continue to be from Dovecote Lane, but the remainder of the site would be accessed from Queens Road. There shall be no vehicular access to the site from Ireland Avenue, except for a link for emergency.
- Access for pedestrians and cyclists shall be provided and enhanced. A route shall be provided for pedestrians and cyclists through the site of the maltings, connecting into the Rugby Club part of the site, in order to provide convenient access from the remainder of the site to Dovecote Lane and the railway station. This route shall be designed so as to protect the privacy and amenity of residents.

T7/T9
- The existing Rugby Club training pitch, to the west of the main pitch, shall be retained as open space, and the remainder of the Lads' Club playing area not needed for the housing and its access road, shall be combined and retained as open space. A pavilion of permanent construction shall be provided, adjoining car parking spaces. The maintenance of the former Lads' Club playing field shall respect the margins which

RC6/RC8

display important grassland characteristics and are recognised by designation as a SINC.

- Given the multiple ownerships of this site, a jointly agreed master plan must be submitted with any planning application. Phasing arrangements will be negotiated through a legal agreement before any development is permitted to take place.
- At least 25% of the total number of dwellings will be required to be “affordable” within the definition of that term in paragraph 4.59 of the Plan. H5
- Land attached to the maltings does not require its own open space but developers of this part of the site would be expected to contribute proportionately to the recreation provision in the western part of the site.
- Financial contributions will be negotiated towards the provision and/or enhancement of education facilities commensurate with additional demands created by the resident population of the development site, and towards the provision and enhancement of walking and cycling measures and public transport facilities serving the site. RC4/T1
- Where considered necessary to ensure compliance with matters covered in this brief, binding agreement shall be made between the site developer and the local planning authority and other relevant bodies.

**The accompanying plan illustrates an example of how the site could be developed in accordance with this brief. The layout shown however may be subject to amendment.**

## DEVELOPMENT BRIEF B

### PART OF FORMER SKI FACILITY, SOLOMAN ROAD, COSSALL

Proposed use: Employment                      Main policy reference: EM1g

#### The Site

- Has a gross area of 10.8 ha, of which 1.8 ha would be suitable for employment development with the remainder to form a country park.
- Is on the southern edge of the Cossall industrial estate, in the Green Belt.
- Much of the site is a former colliery spoil tip which was subsequently used as a dry ski slope. The northern part of the site is at a lower level and contains associated buildings and parking areas.
- The northern part of the site is mainly screened from view from the south by the former spoil tip and partly screened from the north by trees adjacent to Soloman Road.

#### Effects of policies relating to the site

#### Policy

- Development should adhere to good design principles and wherever possible enhance particular characteristics of the site and its surroundings. The scale and design of buildings should be appropriate to the setting of the site. E1/E9
- Buildings shall be located adjacent to the northern boundary of the site, with parking provision immediately to the south of the buildings. The trees along the northern boundary shall be retained. E1/E9/E24
- The country park shall be appropriately landscaped using native woodland species. Landscaping proposals shall include measures for the retention and enhancement of the existing tree planting. The park shall be available for public access at all times and shall have pedestrian links to the adjacent canal towpath. It shall include measures to protect and enhance the nature conservation value of the site. E1/E10/E16/E23/E24/T9
- The access to the site from Soloman Road and, if necessary, Soloman Road and the junction of Soloman Road with Coronation Road shall be improved by or on behalf of the developer to the reasonable requirements of the highway authority.

- Provision for the parking of vehicles and cycles should be made in accordance with the latest guidelines agreed with the highway authority. T7/T11
- Financial contribution will be negotiated towards walking and cycling measures and the retention or improvement of public transport facilities serving the immediate vicinity of the site. Subject to the definition of a rail-based public transport service involving a proposed station at Ilkeston Station a sum could alternatively contribute to that service at the discretion of the relevant planning and highway authorities. T1
- Where considered necessary to ensure compliance with matters covered in this brief, binding agreement shall be made between the site developer and the local planning authority and other relevant bodies.

**The accompanying plan illustrates an example of how the site could be developed in accordance with this brief. The layout shown however may be subject to amendment.**

# DEVELOPMENT BRIEF C

## LAND WEST OF EASTWOOD HALL, EAST OF A610, EASTWOOD

Proposed Use: Employment      Main policy reference: EM1h

### The Site

- Has a gross area of 21.6 ha of which 17.3 ha would be suitable for employment development with the remainder to comprise informal open space.
- Is on the northern edge of the Eastwood urban area, in the Green Belt. Part of the site was formerly a tip with sludge lagoons.
- Is partly classified as Grade 4 agricultural land.
- Would take access from the A610 and adjoins an existing employment area at Mushroom Farm (Meadowbank Way) to which it would provide a new vehicular access.
- On its eastern edge, adjoins the curtilage of Eastwood Hall, a listed building and conference centre.
- Would represent the reclamation of derelict land.
- Is mainly screened from view from the north by a colliery spoil hill.
- Is reasonably close to frequent bus services along Mansfield Road, to the east of the site.

### Effects of policies relating to the site

### Policy

- |                                                                                                                                                                                                                                                                                                                   |               |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|
| • Development should adhere to good design principles and recognise and wherever possible enhance particular characteristics of the site and its surroundings. The scale and design of buildings should be appropriate to the setting of the site, particularly where it forms a future Green Belt boundary.      | E1            |
| • Development close to the eastern boundary shall be restricted to Class B1 development, in order to protect the amenity of occupants of Eastwood Hall.                                                                                                                                                           | EM1h/E34      |
| • Development shall be appropriately landscaped using native species, including measures for the retention and enhancement of the existing landscape quality provided by the Nether Green Brook. A planting belt should be created at the eastern edge of the site, to help protect the setting of Eastwood Hall. | E1/E6/E23/E24 |
| • The site must be well linked to Eastwood and Langley Mill in order to promote journeys to work on foot, bicycles and public                                                                                                                                                                                     | T2/T7/T9/RC16 |

transport and a green commuter plan will be required in order to minimise commuting to the site by car. Some of the pedestrian/cycle routes, including the proposed greenway, will traverse Hall Park and cross Nether Green Brook.

- Off-site highway improvements to provide a new junction with the A610 shall be undertaken by or on behalf of the developer to the reasonable requirements of the highway authority. The access road within the site shall be linked through to the industrial area on Meadowbank Way, following which an off-site road closure to all traffic except cycles and buses shall take place to Old Derby Road to convert that road to a cul-de-sac for all other traffic.
- Financial contribution will be negotiated toward cycling and walking measures and the retention or improvement of public transport facilities serving the immediate vicinity of the site.
- Phasing of development shall recognise the need for provision of infrastructure and services during or in advance of the completion of buildings. In particular it will be necessary for the new road through the site to link to Meadowbank Way to be completed prior to the occupation of buildings.
- The Council will need to be satisfied that the loading capacity of the ex-lagoon areas is suitable for the development proposed.
- Where considered necessary to ensure compliance with matters covered in this brief, binding agreement shall be made between the site developer and the local planning authority and other relevant bodies.
- A planning application will need to be submitted for the whole of the site, in the form of a master plan to allow an overall assessment of development proposals to be made. Detailed transport assessment work will be necessary in conjunction with any planning application submitted for this site, in order to determine the acceptability of any particular mix of B1, B2, and B8 uses.

T1

**The accompanying plan illustrates an example of how the site could be developed in accordance with this brief. The layout shown however may be subject to amendment.**





## DEVELOPMENT BRIEF D

### WALKER STREET, EASTWOOD

Proposed Use: Housing, Recreation and extension to Primary School grounds

Main policy reference: H1h, RC5, RC7, RC8

#### The site

- Has a total area of approximately 7.6 hectares contained within the boundaries shown on the attached plan.
- Is previously developed (“brownfield”) land containing vacant secondary school buildings and associated facilities including playing fields and a tennis court. Its availability has arisen through the consolidation of Eastwood Comprehensive Lower School on to the Upper School (Hall Park) site. In the eastern part of the land is an area of informal open space known locally as “The Canyons”, on the site of a filled brickpit.
- Is located on the north-eastern edge of Eastwood town centre and within five minutes walk of frequent bus services along Nottingham Road.
- Is arranged in a series of terraces on a north-facing slope, from which there are extensive views into the countryside associated with D H Lawrence’s works, and promoted as part of a heritage trail.

#### Effects of policies relating to the site

#### Policy

- |                                                                                                                                                                                                              |               |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|
| • The site is identified as contributing to the requirement for new housing land by providing space for a minimum of 130 dwellings on 2.8 hectares within the total site area.                               | H1            |
| • The site is also identified as contributing 4.8 hectares of recreation space including 1.0 hectares which will be retained by the adjoining Lynncroft Primary School.                                      | RC5, RC7, RC8 |
| • Where considered necessary to ensure compliance with matters covered in this brief, binding agreement shall be made between the site developer and the local planning authority and other relevant bodies. |               |
| • Development proposals shall include details of investigations of possible contamination of the land and                                                                                                    | E27           |

measures to deal with any such contamination.

- |                                                                                                                                                                                                                                                                                                                        |          |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|
| • The site is in Phase 1 of the housing allocations in the Plan, and therefore there is no imposed constraint to its early development.                                                                                                                                                                                | H2       |
| • Development of this site will be expected to provide a variety of dwelling types and sizes.                                                                                                                                                                                                                          | H3       |
| • At least 25% of the total number of dwellings will be required to be “affordable” within the definition of that term in paragraph 4.59 of the Plan.                                                                                                                                                                  | H5       |
| • The net density of housing development overall shall be not less than 40 dwellings per hectare.                                                                                                                                                                                                                      | H6       |
| • Provision should be made for the dedication of open space and the addition of a pavilion of an appropriate size to serve the pitches provided (including contribution toward the future maintenance thereof), with thirty car parking spaces. The pitches shall consist of one senior and one junior football pitch. | RC7, RC8 |
| • Provision should be made for a playground (including contribution toward the future maintenance thereof), to be located on the recreation area, to the standard of a Neighbourhood Equipped Area for Play (NPFA definition).                                                                                         | RC6      |
| • Vehicular access needs to be taken from two points on Walker Street, connected within the development.                                                                                                                                                                                                               |          |
| • A cycling and pedestrian link shall be provided to Wellington Street, to the south-west corner of the site, in order to provide good accessibility on foot and bicycle to Eastwood town centre.                                                                                                                      | T7/T9    |
| • The public footpath which currently traverses the site from south to north shall be diverted around the edge of the area retained by the primary school, and shall join Garden Road at an existing footpath connection between nos 59 and 61.                                                                        | T9       |
| • A corridor of open space of at least 25 metres wide shall be maintained at a suitable point along the southern boundary of the site in order to enable a panorama to be enjoyed northwards from Walker Street as part of the D H Lawrence Heritage Trail.                                                            |          |

- Financial contribution will be negotiated towards the provision of walking and cycling measures and the retention or improvement of public transport facilities serving the immediate vicinity of the site. T1
- A Transport Assessment will be required for the development, which may identify improvements needed to the surrounding road network in order to safely accommodate the extra traffic that the development will generate. T11

**The accompanying plan illustrates an example of how the site could be developed in accordance with this brief. The layout shown however may be subject to amendment.**

## DEVELOPMENT BRIEF E

### CHEWTON STREET, NEWTHORPE (FRINGE OF FORMER LANDFILL SITE)

Proposed Use: Housing

Main policy reference: H1o

#### The site

- Has a total area of approximately 9 hectares, of which 8.0 hectares is expected to come forward for housing development.
- Is outside the Green Belt and classified as greenfield land, having not been previously developed. These fields, which have been used for grazing, form the northern and eastern fringes of a former landfill site, known locally as Matkins Tip and accessed off Newmanleys Road.
- Is located on the southern edge of the built-up area of Eastwood and Giltbrook and in close proximity to frequent bus services along Chewton Street, which connect to services to Nottingham. The site forms a logical extension to housing in the Giltbrook Farm and Newthorpe Common areas.
- Can only be brought into use through the construction of mitigation measures, which will prevent the migration of landfill gases into the area proposed for housing and other surrounding land. These are likely to include a bentonite wall to the depth of landfill, and, as an additional precaution, an impermeable membrane should be incorporated into the foundations of all structures. All details would be subject to the satisfaction and approval of the Environment Agency.

#### Effects of policies relating to the site

#### Policy

- |                                                                                                                                                                                                                                                                      |     |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|
| • The site is identified as contributing 8.0 hectares of land for new housing, which it is estimated will be capable of accommodating 320 dwellings. If further vehicular accesses are created to serve the site, it may be possible for this figure to be exceeded. | H1  |
| • Development proposals shall include details of the measures to be taken to deal with any contamination of the land through landfill gassing, and subsequent monitoring to demonstrate that the measures have been effective.                                       | E29 |
| • Where considered necessary to ensure compliance with matters covered in this brief, binding agreement shall be made between the site developer and the local planning authority and other relevant bodies.                                                         |     |

- The site is in Phase 2 of the housing allocations in the Plan, however it is recognised that in order to secure its completion by the end of the Plan period it may be necessary to allow the construction of the bentonite slurry wall in advance of the Phase 2 period. H2
- Development of this site will be expected to provide a variety of dwelling types and sizes. H3
- At least 25% of the total number of dwellings will be required to be “affordable” within the definition of that term in paragraph 4.59 of the Plan. H5
- The net density of housing development overall shall be not less than 40 dwellings per hectare. H6
- Provision should be made for an area of informal open space sufficient to contain the setting for a playground to the standard of a Neighbourhood Equipped Area for Play (NPFA definition). In addition to the provision of the playground, a contribution should be made towards the future maintenance of both the playground and any open space. This recreation space should not be provided on the former landfill area. RC8
- Vehicular access needs to be taken from at least two points: one on Chewton Street and one on Smithurst Road, connected within the development. Any additional points of access will be subject to the agreement of the highway authority as part of a Transport Assessment for the site.
- Cycling and pedestrian links need to be created to assist these modes of transport. In particular, the existing public footpaths across the site need to be incorporated in the development layout or diverted to logical alternative routes. The public bridleway on the site’s eastern boundary should be retained intact apart from where it would need to be breached by the vehicular access for the site and potentially linked to the western side along the southern edge of the developed area. T7/T9
- Financial contribution will be negotiated towards the provision of walking and cycling measures and the retention or improvement of public transport facilities serving the immediate vicinity of the site. T1
- A Transport Assessment for the development will need to be agreed with the highway authority, which may identify improvements needed to the surrounding road network in order to safely accommodate the extra traffic that the development will generate. Agreement has already been T11

reached that the developers would fund an improvement to the Smithurst Road/Nottingham Road junction to create a mini-roundabout, or contribute to an alternative improvement scheme if that is preferred.

- A proposed layout showing the proposed position of open space within the site, and the proposed treatment of existing hedgerows within the site, shall be submitted for discussion prior to the formal submission of a planning application. This layout should also show any proposals for the south-east extremity of the site, which is designated as a Site of Importance for Nature Conservation (SINC ref no. 2/257), where it will be necessary to demonstrate how the value of the area can be enhanced through positive measures. It is accepted that a further designated SINC (ref. no. 2/144) on two fields in the north-east of the site is of lesser value and that its loss should be mitigated by enhancement elsewhere, to be determined through a full ecological survey.
- E16

#### **Information note regarding the proposed bentonite slurry wall**

The bentonite slurry wall will provide an impermeable barrier which is constructed to the full depth of the landfill. This wall will be constructed along the boundary with the proposed residential development and along the boundary of the existing dwellings on Braemar Avenue. On the landfill side of the wall a vent trench will be constructed to a depth of 2 to 3 metres. This trench will be constructed around the extent of the landfill site and will capture and release in a controlled manner gases arising from the landfill. These gases are filtered through the trench and at release to the atmosphere the gases are not odious and are of no concern to human health.

On the development side of the wall a 5 metre maintenance strip will be allowed for visual inspections of the wall. Essentially the only threats to the integrity of such walls are civil engineering works such as service ducting. However, in this instance all service routes including drainage are proposed to go around the development and outside of the landfill site. The maintenance strip is therefore a precautionary measure. For the same reason a 'no build zone' of 25 metres is created. This 25 metres of land can include back gardens and public open space. A stand off between the landfill and dwellings is not required to keep people a safe living distance away from the landfill, it is purely precautionary to prevent any building encroachment upon the wall and ensure the integrity of the structure. There would be no human health consequence of living in close proximity to the wall.

**The accompanying plan illustrates an example of how the site could be developed in accordance with this brief. The layout shown however may be subject to amendment.**

## DEVELOPMENT BRIEF F

### NORTH OF BILBOROUGH COLLEGE, BILBOROUGH ROAD, STRELLEY

Proposed use: Housing

Main policy reference: H1q

#### The site

- Has a gross area of 4.8 ha contained within the boundaries shown on the attached plan.
- Is contiguous with the existing urban area of Nottingham City and separated from the mainly open countryside by Bilborough Road.
- Is capable of access off Bilborough Road.
- Is presently laid out for two full size adult pitches and one junior pitch. The development site is extremely level giving good views to the south-east towards Nottingham and Wollaton Hall and Park. Conversely due to the way the land slopes away from the site, any development will be prominent from the south-east.
- There is no formal public access to the site.
- The education facilities closest to the site fall within the city boundary. North of the site is Melbury Primary School and to the south is William Sharp Comprehensive, both of which are reported by the relevant authorities to be running at, or close to, full capacity of their present accommodation.
- Is served by bus services running from Nottingham to Bulwell along Bilborough Road. In addition there are other bus routes running along Bracebridge Drive to the south of the site.

#### Effects of main policies relating to the site

#### Policy

- |                                                                                                                                                              |     |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|
| • The site is identified as contributing to the requirement for new housing land by providing space for around 120 houses on 3.5 ha of net developable land. | H1q |
| • Development of this site will be expected to provide a variety of dwellings types and sizes.                                                               | H3  |
| • At least 25% of the total number of dwellings will be required to be 'affordable' within the definition of that term in paragraph 4.59 of the Plan.        | H5  |
| • The net density of development shall not be less than 40 dwellings per hectare.                                                                            | H6  |

- |                                                                                                                                                                                                                                                                                                                  |         |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|
| • The setting and environment of new housing shall be protected by an appropriate earth mound and landscaping in order to screen the new housing along Bilborough Road.                                                                                                                                          | E1/RC8  |
| • Regard shall be paid to the character of existing housing and the amenity of its occupants in the design and layout of new development abutting presently developed areas. The issue is of particular importance due to the variance of ground levels between the site and adjoining housing.                  | E1      |
| • Within the site there are a number of trees to be protected which lend themselves to the main focus for both open space and landscaping requirements. In addition, provision for a junior play area should be made within the site.                                                                            | RC6/RC8 |
| • Due to the site's present use, replacement playing facilities with public access will be required in close proximity to the site. No residential development shall take place until the replacement playing facilities have been laid out and are ready for use.                                               |         |
| • The only vehicular access to the site shall be gained off Bilborough Road via a new traffic island. This will also form a new access to Bilborough College allowing the present entrance on Bilborough Road to be closed. Details of these arrangements shall be to the satisfaction of the highway authority. |         |
| • Particular attention shall be paid to creating pedestrian and cycle links with the existing urban and rural areas surrounding the site in order to aid modal transfer. In addition a traffic impact assessment will be required concentrating on the effects on Bilborough Road and Strelley junction.         | T7/T9   |
| • Financial contribution will be negotiated toward the retention or improvement of transport facilities serving the immediate vicinity of the site.                                                                                                                                                              | T1      |
| • Where considered necessary to ensure compliance with matters covered in this brief, binding agreement shall be made between the site developer and the local planning authority and other relevant authorities.                                                                                                |         |

**The accompanying plan illustrates an example of how the site could be developed in accordance with this brief. The layout shown however may be subject to amendment.**



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# BROXTOWE LOCAL PLAN - Appendix 3

## Use Classes Order: Summary Extract

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The Town & Country Planning (Use Classes) Order 1987 categorises land uses into 11 classes for the purposes of determining what constitutes a “material” change of use under planning control, i.e. where planning permission needs to be obtained. Any changes within a class, e.g. a post office to a travel agent, do not require planning permission (both Class A1) whereas most changes of use between different classes, e.g. residential (C3) to office (B1) do need planning permission. The General Permitted Development Order 1995 also specifies certain changes between classes which do not require planning permission, e.g. A3 can become A2 or A1; A2 can become A1; B8 and B1 are interchangeable for premises up to 235 sq. m floor space. Certain uses do not fall within the Order and are termed “sui generis” (means ‘standing on its own’), e.g. builders’ yards, petrol filling stations. Proposed changes of use to or from any of the “sui generis” uses always require planning permission.

Please note that a review of Class A3 is expected in 2005.

The following list summarises the 11 classes of the Order.

### Class

#### **RETAILING & SERVICES**

- A1**    Shops including all normal shops plus showrooms, post offices, hairdressers, ticket and travel agencies, undertakers, but not A3, or motor vehicles sale/display, launderettes, amusement centres.
- A2**    Financial and Professional Services including any other services appropriately located in a shopping area (such as a betting office), where the services are provided principally to visiting members of the public (not health or medical services – see D1).
- A3**    Food and Drink including all cases where consumption is on the premises such as cafes and public houses but also covers hot food takeaways.

#### **INDUSTRIAL AND BUSINESS USES**

- B1**    Offices, Research Establishments, Light Industry which can be carried out in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit.
- B2**    General Industry which involves the carrying on of an industrial process other than one within Class B1.
- B8**    Storage and Distribution, Warehousing

## RESIDENTIAL USES

- C1** Hotels (where there is no significant element of care to people in need)
- C2** Residential Institutions where there is an element of care to people in need, (such as homes for elderly persons), including hospitals and nursing homes; also residential educational establishments.
- C3** Dwellinghouses which can include up to 6 residents living together as a single household, and can include an element of care.

## INSITITUTIONAL USES

- D1** Non-residential Institutions including: medical and health services, a crèche, day nursery, or day centre, education, art gallery (no sales), museum, public library, exhibition hall, or religious premises.
- D2** Assembly and Leisure including: a cinema, concert hall, bingo hall or casino, dance hall, swimming bath, skating rink, gymnasium or area for either indoor or outdoor sports or recreation, not involving motorised vehicles or firearms.

### Uses expressly defined as excluded from a use class or classes (sui generis)

- a theatre
- an amusement arcade or centre, or a fun fair
- a launderette
- a hostel
- sales of fuel or motor vehicles
- taxi business or car/van hire business
- scrapyards, storage/breaking of vehicles

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# **BROXTOWE LOCAL PLAN - Appendix 4**

## **Guidance on Parking**

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### **INTRODUCTION**

**This appendix, to which Policy T11 relates, incorporates the parking guidelines of Nottinghamshire County Council, on which District Councils including Broxtowe have been consulted. These guidelines were adopted by the County Council in June 2004.**

### **Scope**

This document provides a guide to the maximum levels of car parking and the minimum levels of cycle parking considered appropriate for new developments within Nottinghamshire outside of the City of Nottingham, which will have independent standards. The standards are related to the classification of use classes specified in the Town and Country Planning Use Classes Order 1987 although it is recognised that this Order is being reviewed and alterations to reflect this may be appropriate in the future. It is not, however, an exhaustive list and there will be situations when individual assessment is required that takes account of the particular circumstances of a proposed development. Furthermore, it is not intended that the guidance given is regarded as definitive; it is recognised that there are circumstances that require a departure and this will be addressed through negotiations involving the planning authority and the highway authority.

### **Conservation Areas and Listed Buildings**

Within conservation areas as identified in local plans and at all sites involving listed buildings, developers will be required to take into consideration the special character and nature of the surrounding area in liaison with the relevant planning authority.

### **Changes of Use and Restrictions on Permitted Development**

Wherever possible, changes of use should reflect the appropriate maximum level of provision. For example, whilst in some cases this may mean the provision of additional parking, in other cases it may well mean a reduction in that currently available. In certain circumstances conditions can be imposed on a development restricting permitted development rights. Such restrictions would be considered where an otherwise permitted change of use could cause a material deterioration in local traffic conditions.

### **Floorspace**

In most circumstances it is more appropriate to assess parking requirements on the basis of developed floorspace.

## **Shared Parking**

In line with the objectives of PPG13, developers, in partnership with the Planning and Highway Authority, should: -

“encourage the shared use of parking, particularly in town centres and as part of major proposals: for example offices and leisure uses (such as cinemas) might share parking because the peak levels of use do not coincide, provided adequate attention is given at the design stage” (PPG13 para.51).

## **Detached Parking Areas**

Parking areas detached from the development will normally be discouraged, but detached parking areas serving small developments may be acceptable providing they:

- (i) are under the control of the developer or local authority, and satisfactory legally binding arrangements for their continued use in connection with the development can be agreed;
- (ii) are within a reasonable and safe walking distance;
- (iii) meet normal planning requirements regarding use, access, security and other detailed layout and design criteria.

## **Servicing**

Attention will need to be given to the servicing arrangements for the development concerned. This will usually require the provision of on-site loading and manoeuvring space to allow the largest vehicle most likely to serve the development to be able to enter and leave in a forward gear. Manoeuvring requirements for service vehicles will be assessed by reference to accepted standards such as ‘TRACK’ or ‘Designing for Deliveries’ (both Savoy Computing).

## **Cycle Parking**

The provision of good quality cycle parking is very important to complement restrictive car parking policies. PPG 13 recognises that cycling has the potential to substitute for short car journeys, particularly those under 5km. At the end of the car parking guidelines is a guide for cycle parking provision at new developments. It is important to note that these figures should be regarded as the minimum necessary provision.

The parking should be convenient, ideally covered, secure and located in a position that benefits from being overlooked. Furthermore, the stands or lockers should normally be accompanied by good quality changing facilities.

For short and medium term visitor parking, Sheffield stands are appropriate and these should be clearly signed, as close to the building entrance as practicable and ideally covered. For longer term parking for employees or, for example at a transport interchange, cycle lockers or a secure compound would be more appropriate.

For good information on cycle parking provision refer to the Nottinghamshire County Council Cycling Design Guide available free of charge from Traffic Services (0115 9774585).

Further information is available in Traffic Advisory Leaflet 05/02: 'Key elements of Cycle Parking Provision' which is available on the DfT website at;

[http://www.dft.gov.uk/stellent/groups/dft\\_roads/documents/page/dft\\_roads\\_504716.hcsp](http://www.dft.gov.uk/stellent/groups/dft_roads/documents/page/dft_roads_504716.hcsp)

and on the National Trust website at;

[http://www.nationaltrust.org.uk/environment/html/peo\\_com/fspapers/fs\\_cycle01.htm](http://www.nationaltrust.org.uk/environment/html/peo_com/fspapers/fs_cycle01.htm)

## **Recommended Parking Layouts**

Examples are shown in Design Bulletin 32: Residential Roads and Footpaths.

### **Design**

All privately maintained parking areas should be adequately defined with surface materials sympathetic to the surroundings of the site. Car parks should not be surfaced with loose granular materials where these could deposit onto the highway. Traditionally, car parks have been hardsurfaced, sealed and independently drained within the curtilage of the site with surface water outfalls to public sewers, not to highway drainage systems. However, it is recognised that there are material benefits to be gained from seeking to attenuate the run-off and to this end, applicants should look to complementary sustainable drainage systems.

### **Residential Layouts**

In line with the advice provided within PPG3 the provision within this guide aims to create an average of 1.5 spaces per dwelling over the County for new developments. It is recognised that this will be difficult to achieve with the largely rural nature of Nottinghamshire where the car will remain the main transport option. However, it is anticipated that with a significant proportion of new developments being on brownfield or edge of urban sites, these will offer good opportunities of access to other modes of transport and consequently can operate with a reduced parking provision.

Traditionally new housing layouts have often been designed around the needs of the car, which has resulted in street scenes that do not cater for pedestrians or other vulnerable road users. Recent Government guidance in the companion guide to PPG3: Better Places to Live by Design contains valuable advice on how to accommodate parking within a housing development and achieve a balance between the needs of other users of the street and the requirements of car owners. Developers are expected to refer to this document and also Places, Streets and Movement (1998), the companion guide to Design Bulletin 32, when seeking to accommodate motor vehicles within new housing developments. The County Council's Highway Design Guide will however remain the reference document for developers. For further information and a copy of the Design Guide, telephone Traffic Services on (0115) 9773963.

## Transport and Parking Appraisals

Targets for employees driving to work in line with the expectations of RPG8, Local Transport Plans and the likely opportunities to transfer to alternative modes are as follows:

	URBAN TOWN	RURAL TOWN
CENTRE	30%	40%
REST OF TOWN	50%	55%
ELSEWHERE	65%	65%

For larger planning applications over the thresholds stipulated, Transport Assessments will be required to examine access to the site by all modes of transport and details on parking requirements will be an integral part of this assessment. Where there are likely to be significant staff numbers, a Travel Plan may also be requested. This Plan will ensure that users of the development are continually made aware of travel choices. Where staff numbers are not so significant, a Transport and Parking Appraisal (TAPA) will be requested as part of the planning application. This requires developers to submit details of employee numbers, an assessment of accessibility by non-car modes and a realistic estimate of both vehicle and cycle parking spaces with reference to the above targets. Actual parking levels will then be determined after discussion with the relevant authorities. For developments less than 500m<sup>2</sup> g.f.a. it would not normally be necessary to complete a TAPA although there may be occasions when it would be warranted. These small-scale developments will be individually assessed in liaison with the applicant. An example of a TAPA is included at the rear of this appendix.

### Powered Two Wheel Vehicles

The increasing popularity of motorcycles, scooters and mopeds coupled with their good environmental credentials means that developers should ensure that positive measures are included where appropriate in the parking layout to encourage their use. Parking should be provided at a rate of 1 space per 20 car parking spaces with a minimum of 2 spaces and should consist of secure anchor points ideally covered and close enough to the entrance to benefit from natural surveillance. It is recognised that there may be circumstances where application of this could result in an inappropriate over-provision. Consequently, for larger scale applications, advice should be sought from NCC Highways Development Control. More information is available from the DfT's Traffic Advisory Leaflet 02/02: Motorcycle Parking which is available on;

[http://www.dft.gov.uk/stellent/groups/dft\\_roads/documents/page/dft\\_roads\\_504742.hcsp](http://www.dft.gov.uk/stellent/groups/dft_roads/documents/page/dft_roads_504742.hcsp)

### Parking for Disabled Persons

All developments should be expected to provide good quality parking as close as possible to the building entrance at the following rates:

- (i) For car parks associated with new employment premises: 5% of the total car parking capacity (for employees and visitors) with a minimum of 2 spaces.

- (ii) For car parks associated with shopping areas, leisure or recreation and places open to the general public: 6% of the total car parking capacity (with a minimum of 1 space for each disabled employee or 2 spaces whichever is the greater).

Further details are available within the DfT publication 'Inclusive Mobility-A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure'. This is available on the DfT website at;

[http://www.dft.gov.uk/stellent/groups/dft\\_mobility/documents/page/dft\\_mobility\\_503282\\_hcsp](http://www.dft.gov.uk/stellent/groups/dft_mobility/documents/page/dft_mobility_503282_hcsp)

## Parking Bay Dimensions

- |    |                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|----|-----------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1. | When parallel to the carriageway        | 6m x 2m (2.4 where there is no footway)                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 2. | When at right angles to the carriageway | 4.8m x 2.4 m with an 800mm overhang                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 3. | In communal parking areas               | 4.8m x 2.4m                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 4. | For disabled persons                    | 4.8m x 2.4m<br>In addition, where bays are parallel to the access aisle and access is available from the side, an extra length of at least 1800mm, or, where bays are perpendicular to the access aisle, an additional width of at least 1200mm along each side. Where bays are adjacent the same 1200mm space can serve both sides. There should also be a 1200mm wide safety zone at the vehicle access end of each bay to provide boot access or for use of a rear hoist. |

For further information refer to;

<http://www.mobility-unit.dft.gov.uk/inclusive/>

- |    |                     |                                                                                                       |
|----|---------------------|-------------------------------------------------------------------------------------------------------|
| 5. | Commercial vehicles | To vary between 9-19m x 3.1m depending upon the type of vehicle most likely to serve the development. |
|----|---------------------|-------------------------------------------------------------------------------------------------------|

## DEFINITIONS

### General

In most circumstances it is more appropriate to assess parking requirements on the basis of developed floorspace. All figures referred to are Gross Floorspace Area unless otherwise stated. Gross floorspace area is defined as the total floorspace in a building measured along the external perimeter walls.

For the purpose of this Guide the following definitions are based on the categories used in RPG8 (Regional Planning Guidance for the East Midlands) and the Draft Joint Structure Plan (2004).

### **Urban Settlements/District Centres**

Arnold, **Beeston**, Carlton Square, **Eastwood**, Hucknall, **Kimberley**, Kirkby-in-Ashfield, Mansfield, Mansfield Woodhouse, Mapperley Plains, Netherfield, Oak Tree, **Stapleford**, Sutton-in-Ashfield, Warsop, West Bridgford.

These may also be referred to as 'urban areas' in local plans.

### **Rural Towns**

Worksop, Retford, Newark.

### **Edge of Centre**

In line with the definition included in PPG6, this refers to a location within 300 metres walking distance of the town centre (primary shopping area). For offices this distance can be extended to 500 metres. Although in many cases a simple concentric isochrone will suffice in defining the edge of centre, developers and officers will need to take into account significant geographical or other impediments that may alter this definition.

### **Rest of Town**

Town centres are clearly defined in the relevant Local Plan. The 'Rest of Town' category refers to any other location within the urban area that is not within the defined town centre.

### **Elsewhere**

Village or settlement envelopes as defined in the appropriate Local Plan and all other rural locations.

## **USE CLASSES**

### **CLASS A1      SHOPS (food retail)**

All parking:                      1 space per 14m<sup>2</sup>

Servicing:                        1 loading space per 1,000m<sup>2</sup>  
with adequate waiting and manoeuvring space for the largest  
type of service vehicle.

All developments over the Transport Assessment threshold of 1,000m<sup>2</sup> will be expected to justify their parking requirement with details of measures proposed to promote access by modes of transport other than the private car. It is not acceptable to simply provide the maximum without this analysis. In town and district centres (and within edge of centres), retail developments should be required to make their parking allocation available for general use to serve the centre.



## CLASS A1 SHOPS (non-food retail)

All parking: 1 space per 20m<sup>2</sup>

Servicing: 1 loading space per 1,000m<sup>2</sup>  
with adequate waiting and manoeuvring space for the largest type of service vehicle.

All developments over the Transport Assessment threshold of 1,000m<sup>2</sup> will be expected to justify their parking requirement with details of measures proposed to promote access by modes of transport other than the private car. It is not acceptable to simply provide the maximum without this analysis. In town and district centres (and within edge of centres), retail developments should be required to make their parking allocation available for general use to serve the centre.

## CLASS A2:- FINANCIAL & PROFESSIONAL SERVICES

Staff parking is to be addressed via a Transport and Parking Appraisal (TAPA). This should examine how staff will access the site with particular attention to modes of transport other than the car. For additional information refer to the introduction to this Guide. An example of a TAPA form is attached to the rear of this appendix.

Visitor parking to be individually assessed taking into account existing parking provision within the town or district centre.

## CLASS A3:- FOOD & DRINK (excluding fast food takeaways)

Location	Maximum Provision
town/district centres, edge of centre	1/12m <sup>2</sup>
rest of town	1/10m <sup>2</sup>
elsewhere	1/8m <sup>2</sup>

Servicing: 1 loading space per unit with adequate waiting and manoeuvring space for the largest type of service vehicle.

Staff parking: to be addressed via a Transport and Parking Appraisal (TAPA). This should examine how staff will access the site with particular attention to modes of transport other than the car. For additional information refer to the introduction to this Guide. An example of a TAPA form is attached to the rear of this appendix.

## **CLASS A3:- FOOD & DRINK**

### **HOT FOOD TAKEAWAYS**

Customer parking: 1 per 10m<sup>2</sup>

Staff parking: to be addressed via a Transport and Parking Appraisal (TAPA). This should examine how staff will access the site with particular attention to modes of transport other than the car. For additional information refer to the introduction to this Guide. An example of a TAPA form is attached to the rear of this appendix.

### **CLASS B1:- BUSINESS (Office only)**

	urban settlement /district centre	rural town
town centre/ edge of centre	1/60m <sup>2</sup>	1/40m <sup>2</sup>
rest of town	1/35m <sup>2</sup>	1/30m <sup>2</sup>
elsewhere	1/30m <sup>2</sup>	

Servicing: 1 loading space per 200m<sup>2</sup> with adequate waiting and manoeuvring space for the largest type of service vehicle.

All developments over the Transport Assessment threshold of 2,500m<sup>2</sup> will be expected to justify their parking requirement with details of measures proposed to promote access by modes of transport other than the private car. It is not acceptable to simply provide the maximum without this analysis.

### **CLASS B1:- BUSINESS (Non-Office)**

	urban settlement/ district centre	rural town
town centre/edge of centre	1/130m <sup>2</sup>	1/90m <sup>2</sup>
rest of town	1/80m <sup>2</sup>	1/65m <sup>2</sup>
elsewhere	1/55m <sup>2</sup>	

Servicing: 1 loading space per 200m<sup>2</sup> with adequate waiting and manoeuvring space for the largest type of service vehicle.

All developments over the Transport Assessment threshold of 2,500m<sup>2</sup> will be expected to justify their parking requirement with details of measures proposed to promote access by modes of transport other than the private car. It is not acceptable to simply provide the maximum without this analysis.

#### **CLASS B2:- GENERAL INDUSTRIAL**

	urban settlement/district centre	rural town
town centre/ edge of centre	1/130m <sup>2</sup>	1/90m <sup>2</sup>
rest of town	1/80m <sup>2</sup>	1/65m <sup>2</sup>
elsewhere	1/55m <sup>2</sup>	

Servicing: 1 loading space per 200m<sup>2</sup> with adequate waiting and manoeuvring space for the largest type of service vehicle.

All developments over the Transport Assessment threshold of 5,000m<sup>2</sup> will be expected to justify their parking requirement with details of measures proposed to promote access by modes of transport other than the private car. It is not acceptable to simply provide the maximum without this analysis.

#### **CLASS B8:- STORAGE & DISTRIBUTION**

	urban settlement/district centre	rural town
town centre/ edge of centre	1/300m <sup>2</sup>	1/200m <sup>2</sup>
rest of town	1/180m <sup>2</sup>	1/150m <sup>2</sup>
elsewhere	1/120m <sup>2</sup>	

Servicing: To be individually assessed.

All developments over the Transport Assessment threshold of 10,000m<sup>2</sup> will be expected to justify their parking requirement with details of measures proposed to promote access by modes of transport other than the private car. It is not acceptable to simply provide the maximum without this analysis.

### **CLASS C1:- HOTELS**

Location	Maximum Provision
town/district centres, edge of centre	0.8 per bedroom
rest of town	0.9 per bedroom
elsewhere	1 per bedroom

Separate facilities such as bars, dining areas and conferencing facilities available to non-residents will be assessed separately using the appropriate guidance detailed under Use Classes A3 and D2.

Staff parking is to be addressed via a Transport and Parking Appraisal (TAPA). This should examine how staff will access the site with particular attention to modes of transport other than the car. For additional information refer to the introduction to this Guide. An example of a TAPA form is attached to the rear of this appendix.

### **CLASS C2:- RESIDENTIAL INSTITUTIONS**

#### **(i) Elderly persons and nursing homes**

Visitors: 1 space per 5 beds.

Staff parking is to be addressed via a Transport and Parking Appraisal (TAPA). This should examine how staff will access the site with particular attention to modes of transport other than the car. For additional information refer to the introduction to this Guide. An example of a TAPA form is attached to the rear of this appendix.

#### **(ii) Hospitals**

A Transport Assessment and a Travel Plan will be required to determine the level of parking provision.

(iii) Residential Schools, Colleges or Training Centres

Visitor parking: 1 per 5 attendees

Staff parking is to be addressed via a Transport and Parking Appraisal (TAPA). This should examine how staff will access the site with particular attention to modes of transport other than the car. For additional information refer to the introduction to this Guide. An example of a TAPA form is attached to the rear of this appendix.

**CLASS C3: - DWELLING HOUSES**

(i) Houses and Flats

town centres, district centres  
and edge of centre:

Up to a maximum of 1 space\* per dwelling

rest of town and elsewhere:

A. For developments  
greater than 100 dwellings

an average of 1.5 spaces over the  
development

B. For developments  
less than 100 dwellings

see table for maximum levels

Accessibility		Number of bedrooms			
		1	2	3	4+
Average number of buses** during the peak hour	>2	1	1	1	2
	0-2	1	1	2	3

\* The access to a garage or other designated parking space is not regarded as a space providing it is no wider or longer than it would need to be to create a safe access.

\*\* The number of buses per hour refers to those services within a 400m walking distance of the majority of the site. Trams and trains can also be substituted for buses in appropriate locations.

(ii) Sheltered housing

1 space per 2 units

Staff parking is to be addressed via a Transport and Parking Appraisal (TAPA). This should examine how staff will access the site with particular attention to modes of transport other than the car. For additional information refer to the introduction to this Guide. An example of a TAPA form is attached to the rear of this appendix.

(iii) Community housing: homes for children, elderly or handicapped.

1 space per 3 beds

Staff parking is to be addressed via a Transport and Parking Appraisal (TAPA). This should examine how staff will access the site with particular attention to modes of transport other than the car. For additional information refer to the introduction to this Guide. An example of a TAPA form is attached to the rear of this appendix.

(iv) Halls of residence

1 space per 15 students

Staff parking is to be addressed via a Transport and Parking Appraisal (TAPA). This should examine how staff will access the site with particular attention to modes of transport other than the car. For additional information refer to the introduction to this Guide. An example of a TAPA form is attached to the rear of this appendix.

## **CLASS D1: - NON-RESIDENTIAL INSTITUTIONS**

(i) Doctors Surgeries, Health Centres, Clinics, Dentists, Physiotherapists, Vets.

Professional staff: 1 space per 1 staff member

Other Staff : to be addressed via a Transport and Parking Appraisal (TAPA). This should examine how staff will access the site with particular attention to modes of transport other than the car. For additional information refer to the introduction to this Guide. An example of a TAPA form is attached to the rear of this appendix.

Patients: 2 spaces per consulting room

(ii) Public Halls  
(including galleries, museums, libraries, places of worship)

Staff: to be addressed via a Transport and Parking Appraisal (TAPA). This should examine how staff will access the site with particular attention to modes of transport other than the car. For additional information refer to the introduction to this Guide. An example of a TAPA form is attached to the rear of this appendix.

Visitors: 1 space per 5 seats or 1 space per 30m<sup>2</sup> of public area whichever is the greater.

(iii) Nurseries, playgroups and crèches

Visitors/parents: 1 space per 6 children

Staff parking is to be addressed via a Transport and Parking Appraisal (TAPA). This should examine how staff will access the site with particular attention to modes of transport other than the car. For additional information refer to the introduction to this Guide. An example of a TAPA form is attached to the rear of this appendix.

(iv) Primary and Secondary Schools:

Staff parking is to be addressed via a Transport and Parking Appraisal (TAPA). This should examine how staff will access the site with particular attention to modes of transport other than the car. For additional information refer to the introduction to this Guide. An example of a TAPA form is attached to the rear of this appendix.

A school travel plan will also be required to address parent parking and pupil access. For further information on these please contact the Travel Awareness and Road Safety team on (0115) 977 4448

(v) Higher and Further Education:

Staff parking is to be addressed via a Transport and Parking Appraisal (TAPA). This should examine how staff will access the site with particular attention to modes of transport other than the car. For additional information refer to the introduction to this Guide. An example of a TAPA form is attached to the rear of this appendix.

A travel plan will also be required to address parent parking and pupil access. For further information on these please contact the Travel Awareness and Road Safety team on (0115) 977 4448

## **CLASS D2: - ASSEMBLY & LEISURE**

- |       |                                    |                              |
|-------|------------------------------------|------------------------------|
| (i)   | Cinemas and conference facilities: | 1 space per 5 seats.         |
| (ii)  | Stadia:                            | 1 space per 15 seats         |
| (iii) | Golf courses:                      | 4 spaces per hole            |
| (iv)  | All other:                         | 1 space per 22m <sup>2</sup> |

## **MISCELLANEOUS**

All developments not covered by the above use classes with the exception of those relating to the motor trade will be assessed individually taking into account the location and likely requirements for access by all modes of transport.

Developers will be required to complete a Transport and Parking Appraisal to justify any submitted parking requirement.

## MOTOR TRADE

Staff:	to be addressed via a Transport and Parking Appraisal (TAPA). This should examine how staff will access the site with particular attention to modes of transport other than the car. For additional information refer to the introduction to this Guide. An example of a TAPA form is attached to the rear of this appendix.
(i) Car/Lorry Sales	1 customer space per every 5 vehicle displayed for sale plus an appropriate transporter unloading/manoeuvring space.
(ii) Car/Lorry auction	1 space per every 5 vehicles stored.
(iii) Service/repairs	Cars: 1 space per 10m <sup>2</sup> service/repair area. Lorries: 4 spaces of 45m <sup>2</sup> per service/repair bay.
(iv) Spare parts	1 space per 20m <sup>2</sup> of sales counter and stock room.
(v) Car Hire	Hire vehicles: 1 space per 2 vehicles. Customers: 1 space per 10 hire vehicles.



## CYCLE PARKING STANDARDS

Use Class	Minimum Provision
A1	1 per 200m <sup>2</sup>
A2	use TAPA
A3	use TAPA
B1	1 per 100m <sup>2</sup>
B2	1 per 200m <sup>2</sup>
B8	use TAPA
C1	use TAPA
C2	use TAPA
C3-houses/flats**	suitable storage space per dwelling**
C3-Sheltered housing/Community housing	Use TAPA
C3-Halls of residence	1 per 3 students plus TAPA
D1(other than education)	use TAPA
D1-education	To be determined via a school travel plan with a greater provision for older students. TAPA for staff.
D2-leisure centres	1 per 5 staff plus 1/5 for maximum number of visitors

In town and district centre locations it may be appropriate for the developer to make a contribution towards cycle parking in the vicinity of the development rather than make a specific provision.

\*\* For flats and other multiple occupancy dwellings, a communal facility may be more appropriate.

## TRANSPORT AND PARKING APPRAISAL

APPLICANT'S NAME: \_\_\_\_\_

APPLICANT'S ADDRESS: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

email \_\_\_\_\_

telephone \_\_\_\_\_

### SECTION 1.

#### GENERAL

1. Nature of development

\_\_\_\_\_  
(e.g. restaurant, training centre, college)

2. Gross Floor area of development (m<sup>2</sup>)

\_\_\_\_\_

3. Number of full-time employees

\_\_\_\_\_

4. Number of part-time employees

\_\_\_\_\_

5. Typical hours of operation

\_\_\_\_\_  
(include shift times where appropriate)

6. What measures are being proposed to encourage car sharing amongst employees?

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

(Continue on a separate sheet if necessary)

7. Will pool vehicles be available to employees?

Yes

No

## SECTION 2.

### PUBLIC TRANSPORT

8. Are there any bus routes within 400 metres (5 minutes walk) at the proposed building entrance?

Yes

No  
(go to Q.11)

9. What are the main origins and destinations of the bus services on this route?

Service No.      Origin      Destination

\_\_\_\_\_  
\_\_\_\_\_

10. How frequent are the buses in the hours that correspond with the employee start/finish times?

Between 0 and 2 per hour  
More than 2

## SECTION 3.

### CYCLING

11. Is there a cycle route within 500 metres of the site

Yes

No

12. Would you expect some employees to use cycles to travel to work?

Yes

No

## SECTION 4.

### WALKING

13. Is the site within a 15 minutes (1200 metres) walk away from a town centre?

Yes

No

14. Is the site within a 15 minutes (1200 metres) walk away from a residential area? (over 500 homes)

Yes

No

15. Is the site within a 10 minute (800 metres) walk of a train station?

Yes

No

## SECTION 5.

### PARKING

16. What is the number of Sheffield cycle stands proposed? \_\_\_\_\_
17. What is the number of cycle lockers proposed? \_\_\_\_\_
18. Will changing facilities for example, showers and lockers be included in the building(s)?
- |                                                                                                                           | Yes   | No    |
|---------------------------------------------------------------------------------------------------------------------------|-------|-------|
| 19. How many motorcycle/moped spaces are being provided?                                                                  | _____ | _____ |
| 20. What is the total number of car parking spaces proposed?                                                              | _____ | _____ |
| 21. How many disabled spaces are proposed?                                                                                | _____ | _____ |
| 22. Please give details of any special parking circumstances to be taken into consideration, for example, doctor on call. |       |       |

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(continue on a separate sheet if necessary)

Thank you for completing this questionnaire. The information provided will be used to assess your parking requirements and you will be contacted if there are any points that require clarification.

CONSULTEE	SUMMARY OF COMMENTS RECEIVED	NCC RESPONSE	PROPOSED CHANGES TO DOCUMENT
1. Broxtowe Borough Council	<p>Extensive comments received under most document headings. Broadly supportive of previous amendments, significant detailed objections as follows:</p> <p>Residential Layouts:</p> <p>(i) Reinstate clarification on the exclusion of a garage access as a parking space.</p> <p>Definitions:</p> <p>(ii) Requested clearer definition of 'villages'.</p> <p>Class A1 Shops:</p> <p>(iii) Guidance should state that parking provision for large retail stores in town centres should be available for general</p>	<p>This information was withdrawn from the final draft following concerns that varying inspector rulings were conflicting on this issue. On balance it is considered that it can be reinstated albeit with a change to the wording.</p> <p>Whilst some villages are clearly defined specifically on local plans and others are not, the issue is irrelevant as 'villages' are grouped with 'elsewhere' anyway.</p> <p>Noted.</p>	<p>Reinstate with modifications under the section on Residential Housing.</p> <p>Remove specific reference to villages such that any location that was outside the urban area falls within 'elsewhere'.</p> <p>Inclusion of statement to this effect.</p>

CONSULTEE	SUMMARY OF COMMENTS RECEIVED	NCC RESPONSE	PROPOSED CHANGES TO DOCUMENT
	<p>public use.</p> <p>Class A3 Food and Drink:</p> <p>(iv) Distinction between takeaways and other uses is 'unhelpful' as change of use regulations would allow restaurants to convert to takeaways without permission.</p> <p>Class C1 Hotels:</p> <p>(v) Additional text required to clarify the use of 'appropriate' standards when allowing for bars and restaurants in hotels.</p> <p>Class C3 Dwelling Houses, Houses and Flats:</p> <p>(vi) Comments regarding the possible misinterpretation of the phrases 'average' and 'maximum' in this section.</p>	<p>This distinction was included at the request of Highway Development Control Officers who felt that it would be useful to try and restrict the high levels of parking permitted at takeaways as they are assessed the same as normal restaurants. Whilst it is accepted that a change of use would circumvent this. It will still prevent an over-provision for new takeaway applications.</p> <p>Noted.</p> <p>To accord with the requirements of PPG3, the guidance aims to create an average of 1.5 spaces for new developments over the county area. It is recognised that this is not a</p>	<p>No change.</p> <p>Additional text included.</p> <p>No change.</p>

CONSULTEE	SUMMARY OF COMMENTS RECEIVED	NCC RESPONSE	PROPOSED CHANGES TO DOCUMENT
	<p>Class C3 Houses and Flats:</p> <p>(vii) 'Edge of town' used rather than 'edge of centre' and reference to public transport corridors should be omitted.</p> <p>Class D1 Higher Education:</p> <p>(viii) Reference to further education required.</p> <p>Class D2 Assembly and Leisure – All Other</p> <p>(ix) Details requested about 'all other' and as a minimum reference, should be made to the figure of 1 space per 22m<sup>2</sup> refers to gross floorspace area.</p>	<p>realistic target in remote rural areas hence the guidance aims to restrict provision in urban areas and subsequently relax this in rural areas. For smaller developments (below 100 houses) the guidance is expressed as a maximum. For those developments of more than 100 houses it is expected that the average of 1.5 can be achieved across the site by the developer.</p> <p>Noted</p> <p>Noted.</p> <p>This value of 1 space per 22m<sup>2</sup> for 'all other' assembly and leisure uses is taken directly from PPG13. Throughout the document national</p>	<p>Change text to 'edge of centre' and delete reference to 'public transport corridors'.</p> <p>Additional text added.</p> <p>No change.</p>

CONSULTEE	SUMMARY OF COMMENTS RECEIVED	NCC RESPONSE	PROPOSED CHANGES TO DOCUMENT
	<p>and regional guidance has been used whenever available to ensure consistency and it is not felt appropriate to deviate on this use class. In addition reference to unit of measurement as gross floorspace area is made under 'definitions' unless otherwise stated, all measurements in the guidance are g.f.a.</p> <p>(x) Miscellaneous:</p> <p>Guidance should be added for other 'sui generis' uses not listed</p> <p>(xi) Cycle Parking Standards:</p> <p>Guidance should be given on use Classes A2, A3, and other D2 uses.</p> <p>(xii) Transport and Parking Appraisal:</p>	<p>It is not felt appropriate to define a maximum for all potential uses under miscellaneous . It is anticipated that the 'Transport and Parking Appraisal' will be used to assess staff parking and any operational requirements can be amended locally.</p> <p>Cycling provision for these use classes is addressed via Transport and Parking Appraisals.</p>	<p>No change.</p> <p>No change.</p> <p>Requested changes incorporated</p>



CONSULTEE	SUMMARY OF COMMENTS RECEIVED	NCC RESPONSE	PROPOSED CHANGES TO DOCUMENT
	Appendix 2 heading should be reinstated together with the tick boxes.	Noted.	
2. Calverton Parish Council	No observations.	-	-
3. Cotham Parish Council	No observations	-	-
4. Campaign for the Protection of Rural England	<p>(i) Ownership of a larger house does not necessarily represent a need for a greater number of cars.</p> <p>(ii) Insufficient parking space will lead to parking congestion.</p>	<p>Agreed but it is a reasonable indicator of likely car ownership.</p> <p>The guidance aims to balance the national requirement to discourage excessive car ownership with road safety concerns. Potential overspill parking can be addressed with complementary Traffic Regulations Order.</p>	<p>No change.</p> <p>No change.</p>
5. Cromwell Parish Council	Restrictive parking at new development will have a significant impact on rural inhabitants who rely solely on the private car.	It is recognised in Government guidance that in rural areas the car will remain the main mode of transport and the parking guidance generally reflects this with a greater allowance for rural developments.	No change.

CONSULTEE	SUMMARY OF COMMENTS RECEIVED	NCC RESPONSE	PROPOSED CHANGES TO DOCUMENT
6. Cyclists Touring Club (Nick Moss)	(i) Preface : additional paragraph requested emphasising the role of cycling standards as a method to encourage cycle use by staff.	The preface is a generic statement fronting the document that discusses parking provision in general terms together with the requirements of developers to consider non-car modes of transport. It is not felt appropriate to make specific reference to minimum cycle standards in this text.	No change
	(ii) Introduction – 1 Scope : additional reference to cycle parking requested to emphasise the scope of the document.	Noted.	Recommended additional text included.
	(iii) Cycle Parking : add text that cycle parking should ideally be covered.	Noted.	Text altered accordingly.
	(iv) Residential layouts : reference should be made to 'PPG3 Planning by Design'	Reference to this document is included in the second paragraph under this heading.	No change.
	(v) Powered two wheel vehicles : text should be added that stresses that provision to motor cycles and scooters is separate to that for cyclists.	It is considered that as cycling and powered two wheelers are listed under separate headings this is sufficient clarification for developers.	No change.
	(vi) Disabled Persons : text should be added requiring developers to enforce disabled parking bays with civil	This is beyond the remit of this guidance. Although it is recognised that every effort should be made to	No change.

CONSULTEE	SUMMARY OF COMMENTS RECEIVED	NCC RESPONSE	PROPOSED CHANGES TO DOCUMENT
	<p>penalties.</p> <p>(vii) Cycle Parking Standards : The CTC have recommended a number of alternative cycling parking standards to the ones detailed in Appendix A of the Guidance.</p>	<p>keep disabled bays clear for appropriate users, the County Council does not have any direct influences with regard to this issue.</p> <p>All of these standards are considerably in excess to those proposed by NCC and it is felt that in many cases this would lead to a considerable over-proliferation of cycle parking. It should be remembered that unlike the guidance for cars, cycle parking is expressed as a minimum and thus there is no reason why more cannot be provided where appropriate. In addition, where no NCC standard exists, in the majority of cases a Transport and Parking Appraisal is required which addresses cycle parking.</p>	<p>No change.</p>
7. East Markham Parish Council	No comments	-	-

CONSULTEE	SUMMARY OF COMMENTS RECEIVED	NCC RESPONSE	PROPOSED CHANGES TO DOCUMENT
8. Everton Parish Council	(i) The use of a 'maximum' for cars and a 'minimum' for cycling is confusing.	The two modes of transport are, sustainably speaking, opposites. The Guidance inline with national requirements, aims to restrict or at least discourage car use whilst simultaneously encouraging cycle use.	No change.
	(ii) Village halls are not mentioned.	These would be dealt with under Class D, non-residential institutions - public halls.	No change
	(iii) What would happen if a developer proposes only 25% of the maximum?	Unless there are significant road safety implications, the County Council cannot, under direction of PPG13, request that a developer provides more parking spaces than he would see fit. NCC can, however, negotiate for a developer-funded Traffic Regulation Order to address any potential parking issues.	No change.
9. Fiskerton – Cum Morton Parish Council	(i) There should be a separate policy for rural areas. The Guidance is inappropriate for villages.	Rural areas are addressed in the Guidance and, in line with national policy are accorded more spaces than the equivalent urban locations because of the lack of viable alternatives to the private car.	No change.

CONSULTEE	SUMMARY OF COMMENTS RECEIVED	NCC RESPONSE	PROPOSED CHANGES TO DOCUMENT
	(ii) Parish Council's should be allowed to assess parking requirements in certain circumstances.	The County Council is only a consultee on planning applications. Should the District Council wish to consult with the Parish Council's then it is their prerogative. However in view of their requirement to determine applications within a statutory period this would be unlikely.	No change.
	(iii) The guidance will encourage on-road parking.	Where there is potential for this, NCC will seek a developer-funded Traffic Regulation Order to restrict on-road parking.	No change
10 GOEM	No comments	-	-
11. Gringley on the Hill	No comments	-	-
12. House Builders Federation	(i) Powered 2 wheel vehicles – unclear as to whether 1 space or 2 spaces is the minimum. Does this apply to all developments?	2 spaces is the absolute minimum, the rate of calculation is 1 per 20 car parking spaces. Furthermore it is only the intention that it should apply to developments likely to be accessed by such vehicles.	No change to standard. Add 'where appropriate' to text to ensure that provision is made where necessary.

CONSULTEE	SUMMARY OF COMMENTS RECEIVED	NCC RESPONSE	PROPOSED CHANGES TO DOCUMENT
13.Keyworth Parish Council	(ii) Class C3 Dwelling Houses: What is the justification for a maximum of 1 space per dwelling in urban areas? what is the meaning of the peak hour to calculate the rural housing allocation?	<p>To meet the national stipulated average of 1.5 spaces across a geographical area, it is considered appropriate to restrict parking in new developments in urban areas where there is a choice of alternative modes of transport to a maximum of 1 per dwelling. This in turn allows the average to be exceeded in rural areas where the car is the main method of transport.</p> <p>The peak hour would be assumed to be 0800-0900 or 1700-01800. This is simply an indication of the frequency of the bus/tram service which in turn reflects the travel choice available.</p>	No change.
	(i) Class A1 Shops: delivery lorries are often too large to negotiate a village environment.	This is beyond the scope of this Guidance although delivery routes would be considered by the Highways Development Control staff when assessing an application.	No change.
	(ii) Class D1 – Primary and Secondary Schools : Teachers will require a parking space because of the nature	The parking requirements for all staff associated with a school would be assessed via a Transport and	No change.

CONSULTEE	SUMMARY OF COMMENTS RECEIVED	NCC RESPONSE	PROPOSED CHANGES TO DOCUMENT
	<p>of their work and the need to transport books etc.</p> <p>(iii) Class D2 Assembly and Leisure – Golf Courses. Maximum parking allocation of 4 spaces per hole is insufficient taking into account the rural location of courses.</p>	<p>Parking Appraisal. The needs of teachers would be determined taking into consideration the potential to use alternative modes of transport.</p> <p>It is considered that 4 per hole which would reflect an absolute maximum number of players on the course at any one time should be sufficient. Wherever possible players should be encouraged to car share.</p>	No change.
14. Misterton Parish Council	No comments.	-	-
15. Newark and Sherwood District Council	<p>(i) In general, the Guidance is over-prescriptive.</p> <p>(ii) Recommended Parking Layouts : This paragraph is superfluous as it is dealt with under Para 11.</p>	<p>In response, it should be noted that the Guidance is not as prescriptive as the document it will replace, the 1998 Standards. The opportunity was taken to simplify many of the Use Clauses which had evolved over many previous incarnations of the standards.</p> <p>The recommended parking layouts refer to car park layouts such as dimensions, bay angles etc.</p>	<p>No change.</p> <p>No change.</p>

CONSULTEE	SUMMARY OF COMMENTS RECEIVED	NCC RESPONSE	PROPOSED CHANGES TO DOCUMENT
	<p>(iii) Residential Layouts : The County Council's Highway Design Guide is not flexible enough to create environments not dominated by the car.</p> <p>(iv) Definitions 'Edge of Town' remains in text rather than 'Edge of Centre'.</p> <p>(v) C3 Dwelling Houses : No justification is given for the threshold of 100 houses and how such a development size would achieve an average of 1.5 spaces over the development.</p> <p>(vi) Members comment : Maximum of 1 per dwelling in urban areas is not justified.</p>	<p>Paragraph 11 deals with residential layouts rather than specific car park layouts.</p> <p>This is beyond the scope of this Guidance.</p> <p>Noted.</p> <p>The threshold of 100 houses was chosen as this is the typical amount that would require a Transport Assessment. A development of this size would be expected to have a variety of house sizes and subsequently should be able to achieve this average over the site area.</p> <p>There is a requirement to meet the nationally stated average of 1.5 per dwelling across a geographical area. In urban areas with good access to other modes of transport and where services are relatively close to the</p>	<p>No change.</p> <p>Change 'edge of town' to 'edge of centre'.</p> <p>No change.</p> <p>No change.</p>



CONSULTEE	SUMMARY OF COMMENTS RECEIVED	NCC RESPONSE	PROPOSED CHANGES TO DOCUMENT
16.Newark Town Centre	Class C3 – Dwelling Houses : The maximum of 1 per dwelling in rural towns will be insufficient.	<p>residential areas, it is considered possible to impose a maximum of 1 space per dwelling. This allows a more generous allocation of up to 3 per dwelling in remote rural areas where there is not the same travel choice. It should also be noted that the space in front of a garage is not counted as a parking space.</p> <p>There is a requirement to meet the nationally stated average of 1.5 per dwelling across a geographical area. In urban areas with good access to other modes of transport and where services are relatively close to the residential areas, it is considered possible to impose a maximum of 1 space per dwelling. This allows a more generous allocation of up to 3 per dwelling in remote rural areas where there is not the same travel choice. It should also be noted that the space in front of a garage is not counted as a parking space.</p>	No change.

CONSULTEE	SUMMARY OF COMMENTS RECEIVED	NCC RESPONSE	PROPOSED CHANGES TO DOCUMENT
17. Papplewick Parish Council	<p>(i) Conservation Areas : Parish Councils should be party to any consultation in conservation areas.</p> <p>(ii) Class C3 Dwelling Houses : Villages and elsewhere should be a stand-alone category with a minimum parking provision of 2 per property</p>	<p>This is at the discretion of the Local Planning Authority.</p> <p>This category effectively has 2 headings; town centres/edge of centre and rest town/elsewhere. The latter category allows remote rural locations to be assessed on the basis of the frequency of the bus service. It is considered that this ensures such locations are given a fair consideration and on the basis of this small rural housing developments with a relatively poor bus service would be allowed a maximum of 3 spaces per dwelling.</p>	<p>No change.</p> <p>No change.</p>
18. Rushcliffe Borough Council	<p>(i) Class A3 : Hot food takeaway : addition of this has over-complicated this use Class.</p>	<p>The separate guidance for fast food takeaway was introduced in an attempt to reduce the amount of parking provided for such institutions when they are assessed the same as restaurants. It is considered that there is merit in retaining this separate category.</p>	<p>No change.</p>

CONSULTEE	SUMMARY OF COMMENTS RECEIVED	NCC RESPONSE	PROPOSED CHANGES TO DOCUMENT
19. Selston Parish Council	<p>(ii) Class C3 : Dwelling Houses. Difficult to assess rural parking need on the basis of bus frequency.</p> <p>Class C3 Dwelling Houses : Rural areas should be subject to an additional category and within this category the minimum requirement for a 2 bed house would be 2 spaces.</p>	<p>The assessment of bus provision in villages, although imperfect, remains the only viable way of assessing the potential for inhabitants to utilise other modes of transport.</p> <p>This category effectively has 2 headings; town centres/edge of centre and rest town/elsewhere. The latter category allows remote rural locations to be assessed on the basis of the frequency of the bus service. It is considered that this ensures such locations are given a fair consideration and on the basis of this small rural housing developments with a relatively poor bus service would be allowed a maximum of 3 spaces per dwelling.</p>	<p>No change.</p> <p>No change.</p>
20. South Muskham PC	<p>The Guidance does not provide enough off-street parking.</p>	<p>Parking provision for new developments seeks to provide a balance between the over-supply of parking places and consequent encouragement to car drivers and the under supply and potential for on-street parking problems. Central Government guidance for many years has stressed that Local</p>	<p>No change.</p>

CONSULTEE	SUMMARY OF COMMENTS RECEIVED	NCC RESPONSE	PROPOSED CHANGES TO DOCUMENT
21. Southwell Town Centre	Definitions : is Southwell not a rural town?	<p>Authorities must seek to reduce the levels of parking provided for new developments and encourage access by other modes of transport.</p> <p>The list of urban towns, district centres and rural towns are taken from the Nottinghamshire Structure Plan.</p>	No change.
22. Sutton Bonington Parish Council	Residential Layouts : The statement under this heading regarding an average of 1.5 spaces per dwelling contradicts the maximum of 1 per dwelling for the urban areas detailed under Class C3.	<p>There is a requirement to meet the nationally stated average of 1.5 per dwelling across a geographical area. In urban areas with good access to other modes of transport and where services are relatively close to the residential areas, it is considered possible to improve a maximum of 1 space per dwelling. This allows a more generous allocation of up to 3 per dwelling in remote rural areas where there is not the same travel choice. It should also be noted that the space in front of a garage is not counted as a parking space.</p>	No change.
23. Trowell Parish	Class C3 Dwelling Houses:	There is a requirement to meet the	No change.

CONSULTEE	SUMMARY OF COMMENTS RECEIVED	NCC RESPONSE	PROPOSED CHANGES TO DOCUMENT
Council		nationally stated average of 1.5 per dwelling across a geographical area. In urban areas with good access to other modes of transport and where services are relatively close to the residential areas, it is considered possible to improve a maximum of 1 space per dwelling. This allows a more generous allocation of up to 3 per dwelling in remote rural areas where there is not the same travel choice. It should also be noted that the space in front of a garage is not counted as a parking space.	
24. William Davis Homes	<p>(i) Introduction : If document is to be adopted as SPG, reference should be made to the Statutory Plan it will be 'attached' to.</p> <p>(ii) Class C3 Dwelling Houses : 'edge of town' listed in categories should read 'edge of centre'</p> <p>(iii) Unrealistic to seek an average of 1.5 spaces per housing development over</p>	<p>Noted – due to an oversight, this reference was removed in the last draft and has now been re-instated and updated to reflect the emerging joint Structure Plan.</p> <p>Noted.</p> <p>The threshold of 100 houses was chosen as this is the typical amount</p>	<p>Add reference to emerging Joint Structure Plan.</p> <p>Change to 'edge of centre'</p> <p>No change.</p>

CONSULTEE	SUMMARY OF COMMENTS RECEIVED	NCC RESPONSE	PROPOSED CHANGES TO DOCUMENT
	100 houses.	that would require a Transport Assessment. A development of this size would be expected to have a variety of house sizes and subsequently should be able to achieve this average over the site area.	
	(iv) Clarification over the space in front of a garage should be reinstated.	Noted.	Reinstate advice that an access to a garage should not be regarded as a parking space provided that it is no wider or larger than it would need to be to create a safe access.
	(v) Sheltered Housing – standard is too low – ordinarily developers would look for 80% as a maximum.	The Guidance states 50% as a maximum for visitors. However, staff are to be assessed separately via a Transport and Parking Appraisal which would take into consideration the site location when allocating a suitable level of parking.	No change.
25.NCC Internal	(i) Cycle Parking: Reference to NCC Cycle Design Guide should be included.	Noted.	Appropriate reference included.

CONSULTEE	SUMMARY OF COMMENTS RECEIVED	NCC RESPONSE	PROPOSED CHANGES TO DOCUMENT
	<p>(ii) Powered two-wheel vehicles: There is the possibility that application of this could result in a considerable over-provision of motorcycle parking.</p> <p>(iii) Definitions: b) Urban Towns/District Centres. Oak Tree missing and reference should be made to the term urban settlements to reflect RPG8 terminology.</p> <p>(iv) Class A3 – Hot Food Takeways: Customer parking rate of 1 per 15m<sup>2</sup> is potentially too onerous particularly in out-of-town locations.</p> <p>(v) Class D1 – Non residential institutions (v) Higher and further education. This use class should be assessed using a TAPA and the school travel plan as per Primary and Secondary Schools.</p> <p>(vi) Cycle Parking Standards – mention should be made of TAPA where made under Use Classes. Furthermore to avoid excessive over-provision, B8 should be calculated using a TAPA and C3 houses should refer to a storage</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p>	<p>Additional text added to emphasise that the figure is only for guidance and should only be used where appropriate.</p> <p>Amendments made accordingly.</p> <p>Maximum rate changed to 1 per 10m<sup>2</sup> for customer parking.</p> <p>Guidance changed accordingly.</p> <p>Guidance changed accordingly.</p>

CONSULTEE	SUMMARY OF COMMENTS RECEIVED	NCC RESPONSE	PROPOSED CHANGES TO DOCUMENT
	space rather than cycle parking for the avoidance of any doubt.		



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# **BROXTOWE LOCAL PLAN - Appendix 5**

## **Conservation Areas (Policy E3)**

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Since the adoption of the 1994 Local Plan each of the Conservation Areas listed below has been reappraised. This has resulted in the enlargement or reduction in the boundaries of six of the Conservation Areas (see the summary at the end of this appendix).

Year of designation in brackets

### **1. ATTENBOROUGH VILLAGE (1977)**

The village core contains many older cottages and derives character from its narrow lanes, and the maturity, density and variety of vegetation. On its south side the Conservation Area includes the edge of the Attenborough Nature Reserve based on flooded gravel pits.

### **2. ATTENBOROUGH, BARRATT LANE (1981)**

The small area at the junction of Barratt Lane and Attenborough Lane is known locally as "The Green". The area from here along Barratt Lane contains many individual houses of various ages with large gardens and many mature trees.

### **3. BEESTON, ST JOHN'S GROVE (1993)**

Based on the straight, wide streets Devonshire Avenue and Elm Avenue, St John's Grove has a spacious residential character, complemented by extensive mature landscaping. The majority of the houses in the area are of Edwardian or late Victorian origin, set in large enclosed plots with consistent building lines. Many have wooden sash windows, ornamental ridge tiles and finials, and other characteristic details worthy of retention.

### **4. BEESTON, WEST END (1976)**

The grouping of Victorian and earlier historic buildings creates the area's village-like character and the narrow streets enclosed by long stretches of old brick walling. St John's Church and the Manor House are among the key individual buildings in this area.

### **5. BRAMCOTE (1970)**

The village lies astride a sandstone ridge with an abundance of trees on the skyline. In its southern part large houses are set in spacious grounds with many mature trees. In contrast, the northern part on lower ground comprises small properties tightly grouped along Town Street. Prominent areas of local sandstone walling are also a feature. An extension to the Conservation Area was made in 1986 to include a row of properties fronting Derby Road including knitters' cottages and a former tollhouse.

## **6. BRINSLEY (1978)**

The historic core of this village is based on a number of older properties along Hall Lane, including two farm complexes (Pear Tree and Manor Farms). The rural appearance here contrasts with the newer residential development, which makes up the rest of the village to the north.

## **7. CHILWELL (1978)**

The distinctive character of this part of Chilwell relies upon the grouping of old cottages dating from the early 19th Century, either side of the High Road. There is much tree cover and a number of narrow lanes lined by high brick and stone walls or hedges.

## **8. COSSALL (1972)**

The single road through the village takes a series of sharp turns, which create a series of changing views of attractive red brick and rendered buildings with glimpses out to rolling countryside beyond. There is also an historic connection with D H Lawrence, who featured the cottage next to the church in "The Rainbow"; it was the home of Louise Burrows, to whom Lawrence was engaged. The Willoughby family owned the whole village for centuries, and endowed a distinctive row of almshouses in 1685 near to the church.

The Conservation Area is given further protection by an Article 4(1) Direction which was designated in 1996. The Direction helps to protect the unique hilltop setting of the village by providing further controls over agricultural developments which could be harmful to the setting of the village.

## **9. EASTWOOD (1977)**

The Conservation Area was originally intended to retain and enhance the setting of D H Lawrence's birthplace at 8a Victoria Street. It also includes the older part of Nottingham Road (from Wellington Street to Mansfield Road), an area to the south including parts of Church Street and Woodland Way, and lengths of terracing to the north known as "The Buildings", which won an award for housing renewal in 1978.

## **10. KIMBERLEY (1989)**

A central core of particular character runs from James Street via Station Road to the Brewery, containing some older buildings and attractive spaces. The northern end of James Street contains a group of Victorian shop buildings with largely unspoilt traditional frontages. Around the Brewery are some buildings of particular architectural and historic interest, together with woodland, which adds considerably to the character of the area.

## **11. NUTHALL (1977)**

Focussed on the 14th Century church and the nearby Georgian rectory, this Conservation Area also includes a large lake and other remnants of the old Temple Estate. A distinctive row of stone-built terraced cottages forms a central feature. There are many well-established trees in gardens and along several of the streets.

## **12. STAPLEFORD, CHURCH STREET (1978)**

This Conservation Area centres on the area immediately around the 13th Century parish church. Its character derives from the tight enclosure of Church Lane and the tranquil character of the church and its grounds. The Conservation Area also includes the school, which Arthur Mee attended in the 1880's, now renamed the Arthur Mee Centre in his honour. He is famous for editing the "Children's Newspaper", the "Children's Encyclopaedia" and "The King's England" series of books.

## **13. STAPLEFORD, NOTTINGHAM ROAD (1986)**

This small area contains twelve listed buildings, mainly knitters' cottages with large window areas on the top floor. Wooded land behind these buildings rises to a cliff edge, forming a distinctive landscape feature, which is included within the Conservation Area and contributes to its character.

## **14. STRELLEY (1973)**

The village was in the ownership of the Edge Estate until 1978 and as such is a rare example of a collection of properties which have been subject to more strict control over alteration, addition and new development than would usually be the case under planning and building regulations. Most of the cottages, strung along the single Village Street, originate from the late 18th Century. A Hall and Church form an impressive centrepiece to the settlement. Part of Strelley extends over the Nottingham City boundary. The village is enhanced by a rare absence of advertisements, signs, street furniture, kerbs and urban lamp standards. An Article 4 Direction was designated in 1981, which continues the strict control on minor changes to properties and the environment. An extension to the Conservation Area was made in 1976 to include additional land to the north of the village, which is an important example of parkland of the 18th Century English landscape movement.

### **Summary of boundary changes from reappraisals 1994-7**

<b>Beeston West End</b>	0.2 ha	added, effective from 24 February 1995
<b>Bramcote</b>	0.8 ha	removed, effective from 22 June 1994
<b>Brinsley</b>	1.8 ha	removed, effective from 23 September 1994
<b>Cossall</b>	0.8 ha	added, effective from 6 January 1995
also:	3.2 ha	added, effective from 5 May 1995
<b>Eastwood</b>	0.4 ha	added, effective from 20 January 1997
also: 3 different areas totalling	0.9 ha	removed, effective from 20 January 1997
<b>Kimberley</b>	0.2 ha	added, effective from 22 September 1995

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# **BROXTOWE LOCAL PLAN – Appendix 6**

## **Listed Buildings and Ancient Monuments**

### **(Policies E5 & E21)**

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The buildings and structures noted below are statutorily listed as being of historic or architectural importance, and are arranged by place-name. The grading appears in brackets: Grade I buildings are of exceptional interest and Grade II buildings are worthy of preservation with the most important ones being classed as Grade II\*. Scheduled Ancient Monuments, as defined in the Ancient Monuments and Archaeological Areas Act, are shown with a #.

The list results from a survey carried out by the Department of the Environment in 1987, with several additions since that date.

	<u>Grade</u>	<u>Century of origin</u>
<b>ATTENBOROUGH</b>		
Church of St Mary the Virgin, Church Lane	(I)	C12
Ireton House, Church Lane	(II)	C16
Erewash Bridge (towpath bridge) Barton Lane	(II)	C18
45 (Rose Cottage), The Strand	(II)	C17
# Fishponds 90m south east of St Mary's Church		C13
<b>AWSWORTH</b>		
Bennerley Viaduct, off Park Hill	(II*)	C19
Infant School, The Lane	(II)	C19
Wall, railings and attached covered playground at the infant school, The Lane	(II)	C19
<b>BEESTON</b>		
Anglo-Scotian Mills, Albion Street/Wollaton Road	(II)	C19
Lace and shawl factory, printing room, waiting room and gateway		
Albion Street, Beeston	(II)	C19
42 Broadgate	(II)	C19
72 (Broadgate House) Broadgate	(II)	C19
The Grange (Police Station), Chilwell Road	(II)	C19
Church of St John the Baptist, Church Street	(II)	C15
Crimean War Memorial, Church of St John the Baptist	(II)	C19
18 & 20 (The Crown Inn & adjoining stable) Church Street	(II)	C19
Village Cross, Church Street	(II)	C14
Hope, Boer War Memorial, High Road	(II)	C20
Building D10, Boots site, off Humber Road South	(I)	C20
Building D6, Boots site, off Humber Road South	(I)	C20
Building D34 Boots site, off Humber Road South	(II)	C20
Meadow Road Bridge (over canal), Meadow Road	(II)	C18

2 & 2A (The Manor House), inc. wall and wash house, Middle St	(II)	C17
War Memorial Cross, Middle Street	(II)	C20
Dagfa House School, Salthouse Lane	(II)	C19
Beeston Railway Station, Station Road	(II)	C19
Trent towpath footbridge, Beeston	(II)	C18
No.2 (The Old Cottage) West End	(II)	C17
No.3 (Old Manor House), West End	(II)	C17
Stables at 3 (Old Manor House), West End	(II)	C19
No.4 (The Elms) and adj. water pump, West End	(II)	C19
Stables at 4 The Elms, West End	(II)	C19
No.6 (West End House), West End	(II)	C17

## **BRAMCOTE**

The Grove (Theological College), Chilwell Lane	(II)	C19
Church of St Michael & All Angels, Church Street	(II)	C19
1-7 (odd) (The Almshouses), Cow Lane	(II)	C19
139 & 143 Broom Hill Terrace, Derby Road	(II)	C19
289 Derby Road	(II)	C18
No.1 Manor Court (The Manor House) and adj. terrace, off Town Street	(II*)	C17
Bramcote Manor Gateway and walls and adj. shed, Manor Court	(II)	C17
Southfield House and the Cottage and boundary wall, off Town Street	(II)	C19
Stables and coach house at Southfield House, off Town Street	(II)	C19
Tower of church, 'Sunken Tower', Town Street	(II)	C14
49 (The White Lion), Town Street	(II)	C18
The Grange and Conservatory, 95 Town Street	(II)	C19
101 Town Street	(II)	C18

## **BRINSLEY**

Church of St James The Great, Church Lane	(II)	C19
No.2 (Hall Farmhouse) Hall Lane	(II)	C17

## **CHILWELL**

National Shell Filling Factory Memorial, Chetwynd Road	(II)	C20
35 Hallams Lane	(II)	C20
186 (Ferndale Cottage) and adj. pump and stable, High Road	(II)	C19
228 (Red Lion Cottage), High Road	(II)	C18
230 (Stone Croft), High Road	(II)	C17
265 (The Meads), High Road	(II)	C18

## **COSSALL**

Willoughby Almshouse and adj. boundary wall, Church Lane	(II*)	C17
Church Cottage, Church Lane	(II)	C18
Church of St Catherine, Church Lane	(II*)	C13
Glebe Farm Cottage, Church Lane	(II)	C17

## EASTWOOD

The Old Wine Vaults, 11 Church Street	(II)	C18
10 Church Street	(II)	C17
The Grove and adj. stables, 116 Church Street	(II)	C18
The Rookery, 130 Church Street	(II)	C18
140 Church Street	(II)	C18
Hall Farm Buildings, 4 Cockerhouse Road	(II)	C19
28 Garden Road	(II)	C19
Eastwood Hall, Mansfield Road	(II)	C19
36/37/38/39 Scargill Walk	(II)	C19
8A Victoria Street - D H Lawrence's birthplace	(II)	C19

## GREASLEY (including MOORGREEN AND WATNALL)

# Remains of Greasley Castle, Main Road	(II)	C14
Greasley Castle Farmhouse, 120 Main Road	(II)	C19
Font, 15m south of Greasley Castle Farmhouse, Main Road	(II)	C17
Church of St Mary, Main Road	(II)	C15
The Sexton's House, Main Road	(II)	C18
Beauvale Abbey Farmhouse, New Road	(II)	C16
# Remains of Beauvale Priory, New Road	(II)	C14
# Gatehouse range at Beauvale Priory, New Road	(II)	C14
Detached boundary wall 50m east of Beauvale Priory, New Road	(II)	C14
Beauvale Manor Farmhouse, gatehouse and boundary wall, New Road	(II)	C17
Old Hags Farmhouse, off Willey Lane	(II)	C18
New Hags Farmhouse, off Willey Lane	(II)	C19
Hunt's Hill Cottages, 259 and 261 Willey Lane	(II)	C19
Lamb Close Lodge, Willey Lane	(II)	C19
Lamb Close House, adj. cottage and conservatory, off Willey Lane	(II)	C18
Oaks Farm Old Farmhouse, off Willey Lane	(II)	C19
Poplar Farmhouse and adjacent stables, Moorgreen	(II)	C18
31 Moorgreen	(II)	C19
52 & 54 Moorgreen	(II)	C19
Gates at 54 Moorgreen	(II)	C18
The Manse, 128 Moorgreen	(II)	C19
130 & 132 Moorgreen	(II)	C19
Beauvale Lodge, Moorgreen Lane	(II)	C19
Beauvale House, service wing and stables and garden wall	(II*)	C19
The Hollies, Main Road, Watnall	(II)	C16
Barn and stable to the north west of The Hollies, Main Road	(II)	C17
Stone Cottage, 36 Main Road, Watnall	(II)	C18
Hall Farmhouses, Narrow Lane	(II)	C19
Pigeoncote adjoining Hall Farmhouses, Narrow Lane	(II)	C19

## KIMBERLEY

Manor Farmhouse, 84 High Street	(II)	C17
War Memorial, Main Street	(II)	C20

## NUTHALL

The Lake Bridge, off Kimberley Road	(II)	C18
Gothic Summerhouse at "The Yews", 9 Kimberley Road	(II*)	C18
"The Cottage", 8 Kimberley Road	(II)	C19
Church of St Patrick, Kimberley Road	(II*)	C13
2 Headstones at Church of St Patrick, Kimberley Road	(II)	C17
No.1 Nottingham Road	(II)	C18
No.3 Nottingham Road	(II)	C18
No.7 Nottingham Road	(II)	C19
Hempshill Hall, Nottingham Road	(II)	C16
Gatepier from former Nuthall Temple, Nottingham Road	(II)	C18
The Old Rectory and adjoining Rectory Grange, Watnall Road	(II)	C18
Spencer House, Watnall Road	(II)	C19
Home Farm House and attached Coach House	(II)	C17
Farm buildings to rear of Home Farm House	(II)	C17

## STAPLEFORD

Cemetery Chapel and Mortuary, Cemetery Road	(II)	C19
Church of St Helen, Church Street	(II*)	C13
Gates and gatepiers at Church of St Helen, Church Street	(II)	C19
# Anglo Saxon Cross 50m east of Church of St Helen, Church St	(I)	C11
80 & 82 (and boundary wall), Nottingham Road	(II)	C19
St John's Primary School, Nottingham Road	(II)	C19
Cloud Villa (and adjacent workshop), 102 Nottingham Road	(II)	C19
106-112 (even) Nottingham Road	(II)	C19
114 & 116 Nottingham Road	(II)	C19
118 & 120 Nottingham Road	(II)	C19
122 Nottingham Road	(II)	C19
124 Nottingham Road	(II)	C19
Frameshop at rear of 124 Nottingham Road	(II)	C19
140 Nottingham Road	(II)	C19
Stapleford House Education Centre (Wesleyan Chapel), Nottingham Road	(II)	C18
119 & 121 Nottingham Road	(II)	C19

## STRELLEY AND TROWELL

Golder Close and adjacent boundary wall, Main Street, Strelley	(II)	C19
Stables at Golder Close, Main Street, Strelley	(II)	C19
Church of All Saints, Main Street, Strelley	(I)	C13
Strelley Hall, Main Street	(II)	C18
Stables at Strelley Hall and adj. Dairy Cottage and Gate Lodge	(II)	C18
Ice House, 200m south east of Strelley Hall	(II)	C18
Kitchen garden walls 250m north west of Strelley Hall	(II)	C18
# Coal mining remains at Broad Oak Farm, Strelley		C16
# The moat and fishpond 240m south east of All Saints Church		C13
Swansea Bridge, Nottingham Canal	(II)	C18
Swancar Bridge, Nottingham Canal	(II)	C18
53 Nottingham Road, Trowell	(II)	C18
Church of St Helen, Nottingham Road, Trowell	(II*)	C13

4 Nottingham Road, Trowell	(II)	C18
Stables at No.4 Nottingham Road, Trowell	(II)	C18
Trowell Hall and adj. Gamekeeper's Cottage and wall, Nottm Rd	(II)	C19
Rectory Farmhouse and adjacent boundary wall, Stapleford Road	(II)	C17
Barn, stables and pigsty at Rectory Farmhouse, Stapleford Road	(II)	C18



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# **BROXTOWE LOCAL PLAN – Appendix 7**

## **Mature Landscape Areas (Policy E14)**

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### **THE COUNTY COUNCIL'S COUNTRYSIDE APPRAISAL**

The County Council has undertaken a Countryside Appraisal project which seeks to provide a strategic, countywide overview and information base for the landscape of Nottinghamshire. The Appraisal is an important resource designed to be used as a tool for landscape protection, conservation, management and enhancement. The Countryside Appraisal comprises two main elements. The first of these, the identification of Mature Landscape Areas (MLAs) throughout the county, was completed in 1992. The second element, the Nottinghamshire Landscape Guidelines, was published in 1997.

MLAs are a local countryside designation, which seeks to identify and protect those parts of Nottinghamshire's landscape which have been least affected by adverse change. In accordance with Planning Policy Guidance Note 7, The Countryside – Environmental Quality and Economic and Social Development, MLA designation is based on a formal assessment of the qualities of the countryside.

In the first stage of the assessment a list of potential MLAs was identified using a combination of desk studies and field surveys to record land use, historical and physical features, as well as ecological interest. Areas which had been subject to urban development, mineral extraction, extensive commercial forestry, or intensive modern agricultural practices resulting in the permanent loss of important landscape features were excluded from the list and from further consideration. In the second stage of the assessment, MLAs were designated from the list because they represented good examples of valuable and vulnerable landscapes which have remained relatively unchanged over time.

The method does not seek to identify the most attractive landscapes, but most MLAs are typical of Nottinghamshire's distinctive landscape types and they do have important visual qualities. Final selection of MLAs, therefore, involved a judgement concerning an area's historical, ecological and physical features, and the continuity of its landscape character and setting within the local context. Boundaries were drawn along easily recognisable features on the ground. Individual designations can thus be clearly identified and delineated in development plans.

In 1997 the County Council commissioned an independent review of the need for and effectiveness of the MLA designation as a whole. The review rigorously assessed the designation and its method and compared it to the criteria for local countryside designations set out in the reviewed PPG7. The review endorsed the need for MLAs to be identified and the way in which the designation had been developed and applied. It also recommended a series of action points, all of which were adopted by the County Council. Broxtowe's MLAs were also the subject of a comprehensive review in 2001. This resulted in a revised set of MLA boundaries, which are incorporated in this Plan.

Further details concerning the method by which MLAs have been designated can be found in “Mature Landscape Areas Study and Methodology”, copies of which can be obtained from the County Council’s Countryside Group together with copies of the 1997 countywide review of MLAs, the citations for each MLA in the borough and the 2001 review of Broxtowe’s MLAs.

The Inspector for the Broxtowe Local Plan Inquiry in May 1993 recommended the extension of the Cossall MLA in response to objections and Broxtowe Borough Council endorsed this in December 1993. These additional areas are now included in the Nottinghamshire Minerals Local Plan (1997).

### **Description of Mature Landscape Areas**

**a**    Brinsley Forge

An important landscape along an unaltered stretch of the River Erewash characterised by a series of damp grasslands, meadows and marshland.

**b**    Brinsley Hall

A landscape composed of permanent pasture with an intact field pattern.

**c**    High Park

An extensive and varied landscape encompassing large blocks of woodland, a reservoir and a mixed farming pattern defined by mature hedgerows and trees. Parts of the woodland are believed to be of ancient origin. The area includes a Site of Special Scientific Interest.

**d**    Watnall Coppice

A diverse landscape characterised by a mixture of permanent pasture, improved grassland, and broad-leaved woodland.

**e**    Greasley & Watnall Fields

This interesting landscape is predominantly pastoral with small to medium sized fields defined by an intact field pattern including a number of species rich hedgerows.

**f**    Shilo North

An important grassland landscape containing a mixture of species rich pastures and floods meadow. The Erewash River and Erewash Canal provide linking features.

**g**    Babbington/Swingate/Verge Wood

A varied and interesting landscape composed of permanent pasture, woodland and open water. The area is characterised by an irregular pattern of small to medium sized fields.

**h**    Cossall

An interesting landscape consisting of medium to large-scale grass fields with an intact field pattern. The Nottingham Canal provides a linking feature. A Site of Special Scientific Interest and a Woodland Trust Reserve occur within the area.

**i**    Strelley

An extensive area of mature parkland and grassland interspersed with numerous small scale mixed species woodlands. Parkland tree species include oak, sweet chestnut, sycamore and beech.

**j**    Trowell

A combination of permanent pasture and mixed broad leaved woodland produce a varied landscape adjacent to the Nottingham Canal. Many of the pastures display ridge and furrow.

**k**    Trowell Hall

A grassland landscape characterised by remnant parkland and groups of mature trees centred on Trowell Hall.

**l**    Bramcote

An interesting landscape of mixed woodland, meadow, improved pasture and amenity grassland.

The officers at the Environment Department, Nottinghamshire County Council have prepared these descriptions and all survey material.

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# **BROXTOWE LOCAL PLAN - Appendix 8**

## **SINCs, SSSIs and habitats of conservation concern (Policies E15, E16 and E18)**

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### **Sites of Importance for Nature Conservation (SINCs)**

The Sites of Importance for Nature Conservation (SINCs) listed below have been identified by the Nottinghamshire Biological and Geological Records Centre (NBGRC), a service provided by the Nottingham City Museums and Galleries section of Nottingham City Council, based at the Nottingham Natural History Museum, Wollaton Hall. The data is supplied by NBGRC and is the copyright of Nottingham City Council, 2005, on behalf of the Nottinghamshire Ecological and Geological Data Partnership. Further information can be obtained from the NBGRC (0115 915 3909, nbgrc@ncmg.demon.co.uk).

This list has been updated at July 2005 to reflect work carried out by the NBGRC in 2004. SINCs of 'type B' are designated for their biological importance and those of 'type G' for their geological importance. The 1/2/5 prefixes to the reference numbers refer to the period of analysis from which the designations originate (and not to any grading of importance). Some SINCs are listed more than once because they cross parish boundaries. SINCs which are also Sites of Special Scientific Interest (SSSIs) are marked with an asterisk\* and further information on them is available in the next section of this appendix.

Site Name	Description	Type	Reference Number
<b>ATTENBOROUGH</b> Gravel Pits*	Provides a valuable refuge for overwintering waterfowl and sustains an important breeding bird community.	B	1/24
<b>AWSWORTH AND COSSALL</b> Bennerley Coal Processing Pits	A former mine supporting a wide range of habitats of botanical and zoological importance.	B	5/2141
Canal Bank Marsh, Cossall	An interesting marshy grassland with scattered scrub.	B	2/268
Cossall Marsh Bank	A remnant of species-rich Coal Measures type grassland.	B	2/269
Cossall Marsh Grasslands	A field containing a noteworthy grassland flora and a pond.	B	2/272
Glass Yard Grassland, Awsworth	A notable herb-rich community.	B	2/256
Kimberley Dismantled Railway	A good habitat containing a number of notable species.	B	2/140

Site Name	Description	Type	Reference Number
Nottingham Canal	Species-rich disused canal of botanical and zoological importance.	B	1/1
Nottingham Canal Grassland, Cossall	A rank grassland with species-rich areas.	B	2/396
Nottingham Canal Rough Grassland, Cossall	A diverse grassland with notable species adjacent to the canal.	B	5/14
Robbinetts, Cossall*	One of the best examples of acidic grassland in the county.	B	1/128
<b>BEESTON</b> Trentside	A section of the Trent river bank with notable grassland, wetland and shingle plant communities.	B	5/6
<b>BRAMCOTE</b> Alexandrina Plantation	A mixture of habitats with characteristic sandstone plant associations.	B	2/314
Bluebell Wood	A deciduous sandstone scarp woodland with a noteworthy ground flora.	B	2/304
Moor Lane Road Cutting	An exposure of the Nottingham Castle Formation (Bunter Pebble Beds) showing many sedimentary features.	G	2/1049
Nottingham Canal (Trowell to Balloon Wood)	A valuable length of disused canal, and associated woodland, of botanical and zoological interest.	B	2/6
Sand Quarry	A good exposure of the Lenton Sandstone Formation (Lower Mottled Sandstone) and the Nottingham Castle Formation (Bunter Pebble Beds) with unusual barite-cemented beds.	G	2/1006
<b>BRINSLEY</b> Brinsley Grassland (1)	A valuable grassland and swamp.	B	2/12
Brinsley Grassland (2)	A notable meadow community.	B	2/13
Brinsley Grassland (3)	A series of established pastures with a notable community.	B	2/14
Brinsley Flashes	Subsidence pools, extensive swamp and good damp grasslands along an unaltered length of the River Erewash - of botanical and zoological significance.	B	1/2
Brinsley Hill Verge	A noteworthy grassland community on a wide verge.	B	2/242
Cordy Lane Paddock	A grassland with a characteristic Coal Measures community.	B	2/263
Hobsic Meadow	An excellent Coal Measures type grassland - one of the very best examples in the county of this rare habitat type.	B	1/106
Jacksdale Disused Railway	A woody and scrubby disused railway with good grassy patches.	B	2/20

Site Name	Description	Type	Reference Number
Jacksdale Meadows West	A notable group of damp meadows along a meandering stretch of the River Erewash.	B	2/151
Langley Mill Flashes	Pools with fringing emergent vegetation and adjacent species-rich grassland.	B	2/11
New Brinsley Grassland	A grassland with a notable herb collection.	B	2/241
New Brinsley Pasture	A grassland with a good density of herbs.	B	2/240
<b>CHILWELL</b> Chilwell Manor Golf Course	Herb-rich sections of the golf course with complementary habitats, including two valuable ponds.	B	2/54
Chilwell Meadow	An excellent marshy grassland.	B	1/25
Chilwell Ordnance Depot Paddock	A herb-rich sward in a small horse-grazed paddock.	B	2/303
Old Brickworks	An expanse of red and green marls of the Mercia Mudstone Group (Keuper Marl) showing sedimentary features.	G	2/1004
<b>EASTWOOD</b> A610 Verges (East and West)	A length of species-rich roadside verge with notable plant species.	B	5/16
Bailey Grove	A notable collection of recolonised species.	B	2/247
Bailey Grove Marsh	An interesting marshy grassland with a number of notable species.	B	2/248
Eastwood Mine Spoil	A spoil heap colonised by a rich diverse flora.	B	5/17
Erewash Canal	Canal and marina (in Amber Valley) with an interesting aquatic and bankside flora.	B	2/249
Erewash Canal Grasslands	A valuable series of grasslands with a characteristic flora.	B	2/250
Langley Mill Flashes	Pools with fringing emergent vegetation and adjacent species-rich grassland.	B	2/11
Nether Green Brook	A notable wetland community developed along a brook.	B	5/1108
New Eastwood Roadside Verge	A verge with a notable association of grassland species.	B	2/245
Nottingham Canal	An interesting length of disused canal.	B	2/5
Nottingham Canal Grasslands	Grasslands with a good range of species, including some Coal Measures associations.	B	2/246
<b>GREASLEY</b> Beauvale Brook	An exposure of Middle Coal Measures mudstones, siltstones and shales with fossils.	G	2/1019
Beauvale Brook Marsh, Eastwood	A wetland with a valuable species assemblage.	B	2/259

Site Name	Description	Type	Reference Number
Beauvale Priory Pasture	A species-rich grassland with a distinctly calcareous bent.	B	2/283
Beauvale Priory Stream	A tree-lined stream and its associated wetlands with an impressive flora, and some zoological interest.	B	2/142
Beauvale Streamside Meadows	Species-rich damp meadows along a wooded stream.	B	2/282
Brinsley Brook Meadow	A notable meadow enhanced by a herb-rich bank.	B	2/264
Bulwell Wood and Pond	An ancient deciduous woodland (in Ashfield) with a characteristic ground flora, together with a valuable clean-water pool, a small pond and a scrubby green lane (the latter in Broxtowe).	B	1/30
Church Road Meadow, Bogend	A notable diverse grassland community developed on a poorly drained and recently disturbed site.	B	2/309
Church Road Quarry, Bogend	An exposure of Lower Magnesian Limestone with sedimentary features.	G	2/1008
Church Road Pasture	A field with a locally characteristic grassland flora and species-rich banks.	B	2/307
Crowhill Farm Grasslands	An excellent sequence of species-rich pastures incorporating dry and damp grassland communities and riparian woodland habitats along Gilt Brook.	B	1/105
Crowhill Farm Pasture	A good, old, herb-rich pasture.	B	2/25
Eastwood Bypass Dismantled Railway	A complex of habitats along the line of a long-dismantled railway.	B	2/257
Eelhole Wood, Watnall	A valuable, deciduous woodland with areas of open acidic grassland in an urban setting.	B	5/19
Erewash Meadows, New Eastwood	A site comprising a series of grasslands with a notable meadow community on a meandering stretch of the River Erewash.	B	2/255
Felley Brook Wood	A semi-natural riparian woodland with a notable ground flora.	B	2/208
Gilt Brook (Central)	A clean, wooded stream with its associated species-rich marshy areas and dry banks.	B	2/253
Gilt Brook (North)	A stream with wooded, species-rich banks.	B	2/4
Gilt Brook (South)	A path along Gilt Brook with a notable grassland community.	B	2/251
Giltbrook Fields	Marshy fields with a noteworthy flora.	B	2/274
Giltbrook Spring-Fed Pond	A spring-fed pond with noteworthy emergent, ruderal and scrub communities.	B	5/20

Site Name	Description	Type	Reference Number
Greasley Cemetery	A valuable association of meadow species and mature trees on consecrated ground.	B	2/301
High Park Wood	A predominantly coniferous plantation with deciduous portions and numerous species-rich pockets.	B	2/7
Holly Road Grassland	Two valuable areas of grassland with local species.	B	2/1097
Hucknall Airfield	A significant area of late-cut neutral grassland (mainly in Ashfield).	B	5/918
Kimberley Cutting*	A disused railway with valuable wood and grassland vegetation.	B	2/71
Kimberley Railway Cutting (East)*	Good Lower Magnesian Limestone exposures.	G	1/135
Kimberley Railway Cutting (West)*	An important site showing the Permo-Carboniferous unconformity, Lower Permian Marl and plant fossils.	G	1/136
Moorgreen Meadow	A hay meadow with an exemplary association of species.	B	2/281
Moorgreen Reservoir	A water body of relatively natural appearance, with a notable fauna and flora.	B	2/279
Moorgreen Reservoir Wood	A damp deciduous woodland offering a valuable habitat.	B	2/280
Motorway Bridge Verge	An unusual but distinctly noteworthy association of grassland species.	B	2/311
Narrow Lane Hedgerow East	A representative series of hedgerows.	B	5/1351
New Road	Old hedgerows with a diverse shrub content.	B	2/302
Newthorpe Relict Grassland/Marsh	An old mine spoil tip with a noteworthy mosaic of relict meadow flora, pioneer communities and scrub.	B	5/273
Quarry near Beauvale Priory	A disused quarry exposing sandy Lower Magnesian Limestone containing thick breccia beds.	G	2/1011
Sledder Wood and Ponds	Excellent marsh and woodland communities of botanical and zoological significance.	B	1/3
Sledder Wood Meadows*	A fine series of species-rich neutral grasslands.	B	1/4
Starth Wood	Species-rich deciduous coppice with standards.	B	2/319
The Dumbles	A notable wildlife area incorporating pools, swamp and woodland.	B	2/278
Watnall Bank	An excellent base-rich plant community.	B	1/103



Site Name	Description	Type	Reference Number
Watnall Brickyard	A mosaic of grassland, woodland, scrub and ruderal communities with a diversity of native and alien species.	B	5/18
Watnall Coppice (East)	A deciduous woodland with an impressive flora.	B	2/72
Watnall Coppice (West)	A deciduous woodland with a noteworthy flora and fauna.	B	2/73
Watnall Meadow	A species-rich meadow.	B	2/318
Watnall Wood (1)	Deciduous woodland with a notable ground flora.	B	2/2
Watnall Wood (2)	A good exposure of Lower Magnesian Limestone with sedimentary features.	G	2/1009
Watnall Wood Pasture	A pasture with a good range of characteristic species.	B	2/297
Willey Spring	A mature deciduous woodland.	B	2/21
<b>KIMBERLEY</b> A610 Cutting	An unusual assemblage of naturalised and native species on the walls of a steep road cutting.	B	5/271
Awsorth Grassland	A large hay meadow with a notable species.	B	5/2106
Awsorth Lane Grassland	A relict natural grassland on land too steep to plough.	B	5/967
Babbington Wood	An interesting strip of deciduous woodland and scrub.	B	2/273
Church Hill Meadows	An interesting system of old, species-rich meadows.	B	2/276
Kimberley Cemetery	Species-rich calcareous grassland in a cemetery.	B	5/270
Kimberley Cutting*	A disused railway with valuable wood and grassland vegetation.	B	2/71
Kimberley Dismantled Railway	A good habitat containing a number of notable species.	B	2/140
Kimberley Pastures	A system of little-improved pastures with particularly species-rich banks.	B	2/292
Kimberley Railway Cutting (East)*	Good Lower Magnesian Limestone exposures.	G	1/135
Kimberley Railway Cutting (West)*	An important site showing the Permo-Carboniferous unconformity, Lower Permian Marl and plant fossils.	G	1/136
Kimberley Rough Grassland	Herb-rich grassland and scrub.	B	5/21
Spring Hill Copse	A deciduous woodland with a notable ground flora.	B	2/293
Spring Hill Grasslands	Two grasslands with a notable species content.	B	2/294

Site Name	Description	Type	Reference Number
<b>NUTHALL</b> Babbington Colliery Roadside Exposure	An excellent exposure of Lower Magnesian Limestone showing good sedimentary features.	G	1/137
Blenheim Disused Railway	An interesting wooded disused railway supporting a valuable and rather calcareous ground flora.	B	2/324
Broxtowe Boundary Hedge	An ancient parish boundary hedge.	B	2/315
Broxtowe Wood	An old deciduous woodland site (mainly in Nottingham City) with relict coppice, an interesting ground flora and zoological value.	B	2/982
Cinderhill Verge	An interesting roadside verge.	B	2/322
Hempshill Hall	An area of woodland, ponds, parkland trees and neutral grassland with a small area inside the City.	B	5/27
Hempshill Roundabout	An interesting grassland with several notable species.	B	2/316
High Wood	A characteristic Coal Measures woodland type.	B	5/2119
Kimberley Cutting*	A disused railway with valuable wood and grassland vegetation.	B	2/71
Kimberley Railway Cutting (East)*	Good Lower Magnesian Limestone exposures.	G	1/135
New Farm Lane Pastures	Notable calcareous grasslands.	B	5/753
New Farm Wood	An interesting deciduous woodland with a notable flora reflecting the varied underlying geology.	B	2/323
Nuthall Cutting	A disused railway with an impressive variety of habitats and species.	B	2/70
Sellers Wood*	A fine example of broad-leaved semi-natural woodland, with ponds, grassland and considerable zoological interest.	B	1/32
Temple Lake	A valuable water body with an excellent flora and fauna.	B	1/31
Temple Lake Woods	An area of mature woodland with a valuable ground flora.	B	2/306
Verge Wood	Deciduous woodland with a characteristic and notable ground flora.	B	2/317
Woodland Adjacent to M1	A notable woodland.	B	5/755

Site Name	Description	Type	Reference Number
<b>STAPLEFORD</b> Bob's Rock	(currently unavailable)	G	Currently unavailable
Hemlock Stone	An isolated outcrop of the Nottingham Castle Formation (Bunter Pebble Beds) showing good sedimentary features.	G	1/138
Moorbridge Lane Grasslands South	Valuable flood pastures with pools and drains.	B	2/1
Moorbridge Lane Wet Grasslands North	Species-rich lowland wet grasslands subject to winter flooding by the River Erewash.	B	5/861
Sandiccliffe Garage	A sequence of exposures revealing the Colwick Formation (Waterstones) lying unconformably upon the Nottingham Castle Formation (Bunter Pebble Beds).	G	2/1007
Stapleford Hill (1)	A mosaic of dry acid grassland and oak and birch woodland.	B	5/1086
Stapleford Hill (2)	An exposure of the Lenton Sandstone Formation (Lower Mottled Sandstone) showing good cross-bedding.	G	2/1005
<b>STRELLEY AND TROWELL</b> Babbington Disused Mine	Secondary woodland with scrub over a noteworthy ground flora.	B	2/295
Brickyard Plantation, Cossall	A disperse woodland over a variously wet area and dry substrate.	B	2/290
Erewash Grassland, Trowell	A small relict hay meadow with characteristic flora.	B	5/13
Grange Wood, Trowell	A deciduous woodland with a well-developed structure and a noteworthy ground flora.	B	2/265
Holly Copse, Strelley	A disperse woodland canopy over a noteworthy ground flora.	B	2/395
Moorbridge Lane Wet Grasslands North	Species-rich lowland wet grasslands subject to winter flooding by the River Erewash.	B	5/861
Motorway Grassland, Trowell	A species-rich stepped grassland with scrub.	B	2/267
Nottingham Canal (Trowell to Balloon Wood)	A valuable length of disused canal, and associated woodland, of botanical and zoological interest.	B	2/6
Old Quarry, Strelley	A disused quarry exposing sandy Lower Magnesian Limestone containing occasional breccia beds.	G	2/1010

Site Name	Description	Type	Reference Number
Oldmoor Pond	A fishing pond with well-established vegetation and valuable wooded surrounds.	B	2/10
Oldmoor Wood	Broad-leaved woodland with a notable ground flora and zoological interest.	B	2/9
Strelley Hall Park	Mature parkland incorporating extensive grasslands, deciduous woodland and valuable ponds.	B	2/305
Swancar Farm Quarry	An exposure of Coal Measures sandstone with evidence of faulting.	G	1/157
Trowell Junction Grassland	A grassland with a flood meadow character and scrubby herb-rich areas.	B	2/266
<b>TOTON</b> Erewash Grassland, Stapleford	A notable riverside pasture.	B	2/285
Toton Sidings Fishing Pond	A borrow pit with a well established and diverse marginal flora.	B	5/9
Toton Sidings Grassland and Scrub	A neutral flood plain grassland with a characteristic flora.	B	5/10
Toton Sidings Riverside	A valuable riverside habitat mosaic.	B	2/284

## **Sites of Special Scientific Interest: descriptions**

### Attenborough Gravel Pits (1963, revised & extended 1980) 221.2 ha

Flooded gravel pits of varying ages adjoining the River Trent, illustrating the successional development of natural vegetation over 50 years. The pits provide a valuable refuge for over-wintering wildfowl and also sustain an important breeding bird community. The variety of breeding bird species is exceptional and includes Common Tern, Kingfisher, Sand Martin and large numbers of Great-Crested Grebe.

### Kimberley Railway Cutting (1954, boundary revised 1981) 5.0 ha

The geology of this former railway cutting provides a rich variety of species of mosses and liverworts, which have developed in association with the formation of tufa deposits along lines of water seepage within the cutting. The Nottinghamshire Wildlife Trust manages the site as a nature reserve.

### Robbinetts, Cossall (1990) 6.2 ha

This site contains one of the best examples of acidic grassland in the county. Its mosaic of grassland types, varying in wetness and acidity, is typical of the West Nottinghamshire Coal Measures which now support few remaining areas of unimproved grassland.

### Sellers Wood, Nuthall (1981) 14.6 ha

This wood contains a rich ground flora of a type characteristic of ancient woods and its overall wildlife value is complemented by the presence of a number of ponds containing a diverse aquatic fauna. Ash-wych elm woodland predominates on soils derived from the Permian age marl and limestones, but where these are overlain by sandy soils the woodland changes abruptly to a birch-oak-hazel community. Well-vegetated ponds which contain a diverse aquatic fauna and which are also valuable drinking areas for woodland birds and mammals provide additional interest. This site is also designated as a Local Nature Reserve.

### Sledder Wood Meadows, Greasley (1981) 7.9 ha

A fine series of species-rich grasslands developed on a north-west-facing slope. The variation in slope, soil structure and soil moisture content present on the site is reflected in the variety of sward types, with neutral grasslands characteristic of alluvial, clay and acid-loam soils being well represented. Adjacent ponds lying within the southern part of Sledder Wood provide additional interest, containing well-developed marsh and open water plant communities.

## **Local Nature Reserve: The Nottingham Canal (1993)**

This linear wetland feature, originally over 14 miles in length, was built in the 18<sup>th</sup> Century as a coal-carrying canal and abandoned by 1937. Its remaining length is 6½ miles in two sections, having been severed by post-war opencasting activity. Its good water quality supports a wide variety of flora and fauna. The Council produces a package of interpretative material and circular walks leaflets, available from the Directorate of Technical and Leisure Services extension 3634.

## **Habitats of conservation concern in Nottinghamshire:**

- Wet broadleaved woodland\*
- Oak – birch woodland\*
- Mixed ash - dominated woodland\*
- Planted coniferous woodland
- Lowland wood pasture and parkland
- Lowland heathland\*
- Ancient and/or species – rich hedgerows
- Ditches
- Cereal field margins
- Arable fields
- Improved grassland
- Lowland wet grassland\*
- Unimproved neutral grassland\*
- Lowland dry acid grassland\*
- Lowland calcareous grassland\*
- Reedbed\*
- Fen
- Marsh
- Eutrophic and mesotrophic standing water\*
- Mesotrophic lakes
- Rivers and streams\*
- Canals
- Saline lagoons
- Urban habitats\*
- Post – industrial habitats\*

(Habitats marked with an asterisk are noted in the Borough's Nature Conservation Strategy as being the subject of Action Plans.)

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# **BROXTOWE LOCAL PLAN - Appendix 9**

## **List of open spaces (Policy RC5), open space standards (Policy RC6) and allotments (Policy RC10)**

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The following sites are all identified on the Proposals Map under the relevant policy aiming to confirm and safeguard their use. The open spaces and recreation grounds which can be classified as 'playable open space', using the National Playing Fields Association definition, are analysed in the Technical Report on Open Space. The sites are listed alphabetically by street.

### **ATTENBOROUGH**

Village Green, The Strand

### **AWSWORTH**

Shilo Recreation Ground, Attewell Road  
The Lane Recreation Ground  
Awsworth Junior School, The Lane

### **BEESTON**

Beeston Fields Infant and Junior School, Boundary Road  
Broadgate Recreation Ground  
Weirfields Recreation Ground, Canal Side  
Rugby pitches, Weirfields, Canal Side  
Dovecote Lane Recreation Ground  
Roundhill County Primary School, Foster Avenue  
Leyton Crescent Recreation Ground  
John Clifford Primary School, Nether Street  
Beeston Lads Club and Nottingham RUFC, Queens Road  
Siemens Sports Ground, South Road  
Beeston Rylands Junior School, Trent Road (two sites)  
Beeston Fields Recreation Ground, Wollaton Road

### **BRAMCOTE**

Chesham Drive/Pimlico Avenue  
Alderman White Comprehensive School, Chilwell Lane  
St John's College, Chilwell Lane  
Campus comprising Bramcote Hills Primary School, Bramcote Hills Comprehensive School, Bramcote Park Comprehensive School and Foxwood School, Derby Road/Moor Lane

Bramcote Church of England School, Hanley Avenue  
Bramcote Hills Park, Ilkeston Road  
Latimer Drive (two sites)  
Playing fields for Bramcote Hills Primary School, Bramcote Hills Comprehensive School, Bramcote Park Comprehensive School and Foxwood School, Moor Lane  
Bramcote Ridge, Thoresby Road  
King George's Park, Town Street

### **BRINSLEY**

Brinsley Recreation Ground, Church Lane  
Brinsley Headstocks, Mansfield Road  
Brinsley Primary School, Moor Road

### **CHILWELL**

Cator Lane Recreation Ground  
College House Junior School, Cator Lane  
Between Cator Lane and Bramcote Lane  
COD sports ground, Chetwynd Road  
Alderman Pounder Infant School/Eskdale Drive Junior School, Eskdale Drive  
Sunnyside Primary School, Great Hoggett Drive  
Hickton Drive  
Newall Drive  
Inham Nook Recreation Ground and adjacent land, Pearson Avenue  
Chilwell Comprehensive School, Queens Road West/Long Lane, Attenborough  
Sherman Drive  
Swiney Way  
Chetwynd Road Recreation Ground, Thompson Close

**EASTWOOD/GILTBROOK/NEWTORPE  
(including west part of Greasley)**

Tinsley Park, adjacent to A610 Eastwood bypass  
Acorn Avenue  
Greasley Beauvale DH Lawrence Infants School, Beauvale  
Brookhill Leys Junior, Infant and Nursery Schools, Chewton Street  
Eastwood Town FC, Chewton Street  
Jubilee Park, Church Street  
Eastwood Tennis Club, Church Walk  
Barber Memorial Park, Dovecote Road  
Colliers Wood, Engine Lane  
Greasley Beauvale Junior School, Greasley Avenue  
The Breach Cricket Ground, Greenhills Road  
Halls Lane/Weightman Drive  
Lower Beauvale/Greenhills Road  
Lynncroft Primary School, Lynncroft  
Lynncroft/Walker Street  
Mansfield Road Recreation Ground  
Eastwood Comprehensive School, Mansfield Road  
Hall Park, Mansfield Road  
Coronation Park, Plumtre Way  
Priory RC Primary School, Raglan Street  
Smithurst Road (two sites)  
Eastwood Comprehensive School, Walker Street

**KIMBERLEY/WATNALL (including east part of Greasley)**

Football ground, Digby Street  
Hall om Wong, Eastwood Road  
Flixton Road  
Gilt Hill Primary School, Gilt Hill  
Hollywell Primary School, Hardy Street  
Knowle Park  
The Spinney, Laurel Crescent  
Main Road/Albert Avenue, Nuthall  
Millfield Road  
Kimberley Comprehensive School,  
Newdigate Street  
Cricket ground, Noel Street  
Station Road/Newdigate Street  
Kimberley Primary and Nursery School,  
Swingate  
The Stag Recreation Ground, Woodside Avenue

**NUTHALL**

Horsendale Primary School, Assarts Road  
Horsendale Recreation Ground, Assarts Farm  
Castleton Court  
Larkfields Infant and Junior Schools,  
Coronation Road  
Knightsbridge Drive  
Parish Hall recreation ground, Nottingham Road  
Redbridge Drive  
Basil Russell Playing Fields, Watnall Road

**STAPLEFORD**

George Spencer Comprehensive School, Arthur Mee Road (south of A52)  
Private grounds, Bailey Street  
Central Avenue  
Hemlockstone, Stapleford Hill Open Space, Coventry Lane  
Albany Infant and Nursery School, Grenville Drive  
William Lilley Infant School, Halls Road  
Hickings Lane  
Fishpond, Ilkeston Road  
Ilkeston Road/Washington Drive  
The Pippins, Judson Avenue  
Private grounds, Mill Lane, Sandiacre  
Archers Field, New Eaton Road  
St John's Primary School, Nottingham Road  
Pasture Road  
Albany Junior School, Pasture Road  
Private grounds, Sisley Avenue  
Fairfield Primary School, Toton Lane  
Queen Elizabeth Park, Toton Lane  
Stevenson Junior School, Wadsworth Road

**TOTON**

Banks Road  
Toton Junior School, Bispham Drive  
Toton Chetwynd Road Primary School,  
Chetwynd Road  
Manor Farm Recreation Ground, High Road

**TROWELL/STRELLEY**

Bilborough College, Bilborough Road  
Trowell C. of E. School, Derbyshire Avenue  
Trowell Recreation Ground, Church Close  
Pit Lane Recreation Ground



## **RECOMMENDED OUTDOOR PLAYING SPACE STANDARDS**

The recommended outdoor playing space standards are derived from the National Playing Fields Association's document "The Six Acre Standard" and the Council's Playing pitch Strategy and Action Plan.

For every 1,000 population, 1.03 hectares of outdoor sport space should be provided as a minimum, together with 0.6-0.8 hectares of children's playing space. These terms are defined below.

### Outdoor Sport Space

1. Facilities such as pitches, greens, courts, athletics tracks and miscellaneous sites such as training areas, owned by local authorities including parish councils;
2. Facilities described above within the educational sector and which, as a matter of practice and policy, are available for public use;
3. Facilities described above within the voluntary, private, industrial and commercial sectors, and which serve the leisure needs for outdoor recreation of their members, or of the public.

### Children's Playing Space

1. Outdoor equipped playgrounds for children of whatever age;
2. Other designated play facilities for children which offer specific opportunity for outdoor play, such as adventure playgrounds;
3. Casual or informal playing space within housing areas.

## **Allotments: Policy RC10**

### **BEESTON**

Hassocks Lane  
Dennis Avenue  
Trent Vale Road  
Wollaton Road  
Leyton Crescent  
Carisbrooke Avenue

### **CHILWELL**

Attenborough Lane  
Cator Lane/Grove Avenue  
Bore Hole, George Avenue  
Inham Nook

### **EASTWOOD (inc. w. part of Greasley)**

Derby Road  
Dovecote Road  
Walker Street  
Bartons Close, Newthorpe

### **KIMBERLEY (inc. e. part of Greasley)**

Knowle Hill  
Millfield Road  
Spring Hill  
Swingate  
Main Road, Watnall

### **STAPLEFORD**

Nottingham Road  
Peatfield, Peatfield Road  
The Albany, Pasture Lane  
Bessell Lane  
Ewe Lamb Lane

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# **BROXTOWE LOCAL PLAN – Appendix 10**

## **Publicity, Consultation & Local Plan Process**

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### **Introduction**

Local Plans are of central importance to the planning system. The review of the Broxtowe Local Plan is intended to ensure that the planning framework for the borough is kept up-to-date in accordance with the statutory requirements. A Local Plan must be prepared in consultation with the local community and a range of other interested parties. The preparation process provides for both formal and informal stages of public consultation. The Borough Council has sought to maximise the opportunity for comment as part of the preparation for the review of the Local Plan.

### **Strategy Document**

The initial stage of the review was a strategy document which was approved by the Policy and Resources Committee on 12 February 1997 and published in March 1997. This set out why the review was necessary, the issues to be considered, the general principles to be used in development choices and a likely timetable for the whole local plan review process. It also requested comments from local residents and other interested parties on the directions the reviewed plan should take.

Responses to the strategy document were considered by the Policy and Resources Committee on 11 June 1997 and were taken into account in the subsequent preparation of the Consultation Draft document.

### **Consultation Draft**

The Consultation Draft document was considered by a joint meeting of the Policy and Resources and Planning Committees on 23 March 1998 and was published in the following month. The consultation process centred on publicity material and a series of exhibitions and public meetings held throughout the borough during May and June 1998. The travelling exhibition visited twelve different venues and attracted over 2,500 people. In addition, public meetings were held in each of the borough's four main towns, and in total 1,100 people attended these meetings.

The Consultation Draft also received widespread publicity in the local press and around 43,000 copies of a special edition of the Council's newsletter "Broxtowe Matters" were distributed to households and businesses in the borough, giving information about the main issues in the Plan and publicising the exhibition and meetings. Publicity material included a freepost reply questionnaire asking for people's views on key issues. These leaflets were also available separately at exhibitions. In total 654 completed questionnaires were received. In addition to the questionnaires, 2059 letters from individuals were received and twelve petitions were also submitted objecting to particular policy issues and development on specified sites or areas.

Copies of the Consultation Draft including the Written Statement and the Proposals Map were also sent out to 235 organisations representing a wide range of statutory bodies, interest groups, local companies, residents' groups and neighbouring authorities. Meetings were arranged with parish councils and many local organisations to discuss the content of the Consultation Draft Plan, and these meetings all contributed to mutual understanding about the main issues in the Local Plan review.

On 5 October 1998 a joint meeting of Policy and Resources and Planning Committees was held to discuss the responses to the Consultation Draft and agree a selection of sites for further detailed investigation as a preliminary to the preparation of the Deposit Draft. These site choices followed a series of principles which were influenced by the comments received from the public and from organisations in response to the Consultation Draft.

The decision to reduce the number of potential development sites enabled more detailed evaluation and discussions on how development should take place and the provision of associated facilities and infrastructure. The result was a choice of a smaller number of sites to meet development requirements. All policies were also examined in the light of comments received.

### **Deposit Draft**

Following a joint meeting of the Policy and Resources and Planning Committees on 6 December 1999, the Deposit Draft Local Plan was placed 'on deposit' from 17 January to 28 February 2000 at Council Offices and public libraries throughout the borough. During this period members of the public and organisations had the opportunity to make representations of objection or support and nearly 4000 were submitted, principally in the form of objections. A schedule of representations, divided into two documents, covering individuals and organisations, was published in June 2000 and made available for inspection at the deposit points. It was intended to make people aware of the scope of representations made and to encourage those with similar objections on part of the Plan to join together, so as to reduce repetition by objectors at the Public Inquiry.

All objections received to the Deposit Draft were examined to assess whether amendments should be made to the Plan to address issues raised. As well as these objections, revised government guidance and changed circumstances resulted in revisions to the Plan, to form the 'Revised Deposit Draft', a stage introduced through regulations coming into effect in January 2000.

### **Revised Deposit Draft**

The Revised Deposit Draft was approved to be placed on deposit by a joint meeting of the Policy and Resources and Planning and Community Development Committees on 21 November 2000. The deposit period took place between 8 January and 19 February 2001 and again offered the opportunity for the public and organisations to make representations of objection or support, but only to the revisions made to the Plan.

Nearly 2800 representations were received on the Revised Deposit Draft, again principally in the form of objections. These representations were considered by Council on 25 April 2001. A consequent series of Pre – Inquiry Changes was also approved at this meeting.

## **Pre – Inquiry Changes**

The Pre – Inquiry Changes consisted mainly of proposed changes to the housing allocations. They did not form part of the statutory review process, however they were the subject of a further period of public consultation between 8 May and 29 May 2001.

About 240 representations were received, the majority of them expressions of support. These representations were considered by the Cabinet on 17 July 2001 prior to their consideration, together with all other representations, at the public inquiry.

## **Public Inquiry and Inspector's Report**

The public inquiry took place between 2 October 2001 and 30 April 2002, with the formal sessions ending on 1 March 2002. At the inquiry objectors had the opportunity to put their case orally to an inspector appointed by the Secretary of State for the Environment, Transport and the Regions. The inspector also considered all written representations before preparing his report in which recommendations were made as to whether modifications should be made to the Plan. The inspector's report was issued on 11 June 2003.

## **Proposed Modifications**

The inspector's report was considered by cabinet on 3 February 2004. As a result, the Council proposed modifications to the Plan in response to the report's recommendations. These proposed modifications were the subject of public consultation between 17 February and 30 March 2004. The consultation procedure also dealt with the Council's decisions not to accept some of the inspector's recommendations.

About 490 representations were received, the majority of them objections to housing sites that had been introduced as a result of the inspector's recommendations. These representations were considered by the cabinet on 20 July 2004 and by the Council on 28 July 2004. The cabinet and Council decided to make no further modifications.

## **Adoption**

The plan was formally adopted on 2 September 2004.

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# **BROXTOWE LOCAL PLAN – Appendix 11**

## **List of national Planning Policy Guidance Notes**

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### **Current Planning Policy Guidance (PPG) & Planning Policy Statements (PPS)**

PPG1	General policy and principles	1997
PPG2	Green Belts	1995
PPG3	Housing	2000
PPG4	Industrial and commercial development and small firms	1992
PPG5	Simplified planning zones	1992
PPG6	Town centres and retail developments	1996
PPS7	Sustainable development in rural areas	2004
PPG8	Telecommunications	2001
PPG9	Nature conservation	1994
PPG10	Planning and waste management	1999
PPS11	Regional Spatial Strategies	2004
PPS12	Local Development Frameworks	2004
PPG13	Transport	2001
PPG14	Development on unstable land	1990
PPG15	Planning and the historic environment	1994
PPG16	Archaeology and planning	1990
PPG17	Planning for open space, sport and recreation	2002
PPG18	Enforcing planning control	1991
PPG19	Outdoor advertisement control	1992
PPG20	Coastal planning	1992
PPG21	Tourism	1992
PPS22	Renewable energy	2004
PPG23	Planning and pollution control	1994
PPG24	Planning and noise	1994
PPG25	Development and flood risk	2001

This list is correct to September 2004. Many PPGs were due for imminent replacement and the latest information can be obtained from the Office of the Deputy Prime Minister's website, [www.odpm.gov.uk](http://www.odpm.gov.uk).

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# **BROXTOWE LOCAL PLAN – Appendix 12**

## **Glossary of terms**

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**Affordable Housing:** Dwellings developed specifically for those whose incomes generally deny them the opportunity to purchase or rent houses on the open market. Can refer to dwellings for owner occupation (on either a wholly owned or shared ownership basis, at the lower cost end of the market), or housing for rent. See Circular 6/98.

**Agricultural Land Quality:** Graded into 5 categories by the Farming and Rural Conservation Agency, best and most versatile land graded 1, 2 and 3a.

**Allocation:** Land identified in a local plan for a specific use.

**Ancient Monument:** Designated by the Department for Culture, Media and Sport on the recommendation of English Heritage as being of national importance by virtue of its historic, architectural, traditional or archaeological interest. (See Appendix 6).

**Ancillary Use:** A use which is secondary to, but associated with, the main use, e.g. an administrative office within a factory.

**Article 4 Direction:** The means by which the Council can remove permitted development rights, such as for minor extensions to houses. This might be done to preserve the special character or amenity of a small area. Confirmation of an Article 4 Direction is required from the Office of the Deputy Prime Minister.

**Biodiversity:** The range of life forms which constitute the living world, from microscopic organisms to the largest tree or animal, and the habitat and ecosystem in which they live.

**Brownfield:** refer to “previously developed land”.

**Business Park:** Office, research or light industrial uses usually falling within Class B1 of the Town and Country Planning (Use Classes) Order, 1987, requiring a high quality working environment within a parkland setting.

**Change of Use:** See Use Classes Order (and Appendix 3).

**Circular:** A government publication providing guidance on specific issues.

**Conservation Area:** An area designated as being of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. See Appendix 5.

**Contaminated Land:** Land which may require significant reclamation due to pollution by toxic or noxious substances.

**Density:** The intensity of development in a given area. Usually measured, for housing, in terms of number of dwellings per hectare. Net residential density used in this plan is measured as the number of dwelling units per hectare of land developed specifically for housing and directly associated uses. This includes access roads within the site, private garden space, car parking and incidental open space/landscaping. For further details see Annex C of PPG3.

**Department of the Environment, Transport and the Regions (DETR):** The former Government Department which was responsible for legislation and policy advice on planning and other matters related to the environment; and on a range of transport issues; and for overseeing the motorway and trunk road network. The DETR was replaced by the **Department for Transport, Local Government and the Regions (DTLR)** and then by the Office of the Deputy Prime Minister (ODPM).

**Deposit Draft Stage:** The first formal stage of the plan review, during which the draft Plan is placed “on deposit” for six weeks to allow objections and representations of support to be made. A revised deposit draft follows, and outstanding objections may be heard at a subsequent Public Inquiry.

**Derelict Land:** Land so damaged by industrial or other development that it is incapable of beneficial use without treatment.

**Development:** Defined in Section 55 of the Town and Country Planning Act 1990 as: “The carrying out of building, engineering, mining or other operations in, on, over or under land, or the making of any material change in the use of any buildings or other land”.

**Development Plan:** The statutorily adopted documents which express in written and map form the manner in which the local planning authority proposes that the land in their area should be used. Typically these will include a local plan, structure plan and other countywide plans also in force such as for minerals and waste.

**Development Briefs:** Documents which provide more detailed guidance to ensure that sites are developed in the best way to achieve the planning objectives of the Council and benefit the general public.

**East Midlands Regional Planning Guidance (RPG8):** See Regional Planning Guidance.

**Edge-of-Centre:** A location which is just beyond the defined town centre boundary.

**Employment use:** For the purposes of this Local Plan the term employment refers to uses within Classes B1, B2 and B8, as defined in the Town and Country Planning (Use Classes) Order 1987. (See Appendix 3.)

**Environmental Appraisal (EA):** The assessment of policies and proposals in terms of their environmental implications within a development plan.

**Formal Open Space:** An area of land maintained for organised sport and recreation with associated landscaping.



**General Permitted Development Order:** (Statutory Instrument 1995 No.418.) This sets out a list of (mainly minor) developments for which planning permission is granted by the Order, meaning that there is no requirement to apply for planning permission for such developments.

**Greater Nottingham:** Defined by the Nottinghamshire Structure Plan as the City of Nottingham, together with the adjoining urban land around the City of Nottingham, outside the City limits but generally serving the needs of the Nottingham area, including Beeston and Stapleford.

**South Notts Rail Network (SNRN):** A strategy for improving rail passenger services within the Nottingham travel-to-work area, involving new stations and additional local trains.

**Green Belt:** An area of land surrounding a city in which development is only permitted in certain special circumstances. Green Belts are defined as having five distinct purposes:

- i) to check the unrestricted sprawl of large built up areas;
- ii) to assist in safeguarding the countryside from encroachment;
- iii) to prevent neighbouring towns from merging into one another;
- iv) to preserve the setting and special character of historic towns; and
- v) to assist in urban regeneration by encouraging the recycling of derelict and other urban land.

Advice on Planning and Green Belts is given in PPG2 (revised January 1995).

**Green Commuter (Transport) Plan:** A plan adopted by businesses, schools, hospitals and other uses to focus on the way to change travel behaviour from solo car use to car sharing, increased walking and cycling and public transport.

**Greenfield Sites:** A general term to describe sites not previously developed (which may occur in both urban and rural locations).

**Greenways:** Main routes out of urban areas into the countryside for walking, cycling and horse riding.

**Greenwood Community Forest:** Launched in Nottinghamshire in November 1991 with a view to establishing, over a 30-50 year period, large areas of woodland and forest planting within an area of approximately 170 square miles. The majority of Broxtowe is included within this area.

**Ha/Hectare:** An area of 10,000 square metres or 2.471 acres.

**Home Zone:** A defined residential area where traffic calming measures are introduced that reduce the frequency and speed of traffic movements undertaken in association with complementary environmental improvements. The schemes result in improved residential amenity and a greater sense of community.

**“Important” Hedgerows:** As defined by The Hedgerows Regulations 1997, which enable local planning authorities to protect “important” hedgerows in the countryside by controlling their removal through a system of notification. In this context, the importance of a hedgerow is judged according to its historical significance and the characteristics of the plant species it contains.

**Infilling:** The construction of dwellings within a small gap in existing development.

**Informal Open Space:** An area of open or wooded land laid out informally and generally available for public access and recreation.

**Landfill:** Disposal of waste by using it to fill excavations or natural land features.

**Land Supply:** The amount of land readily available or likely to become available for residential or employment uses within a specified period, usually five years.

**Light industry:** Industrial processes which can be carried out in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit. Such uses are contained within Class B1 of the Use Classes Order 1987.

**Listed Building:** A building or structure of special architectural or historic interest included on a list prepared by the Secretary of State for Culture, Media and Sport under Section 1 of the Planning (Listed Buildings and Conservation Areas) Act 1990. (See Appendix 6 for list of listed buildings within Broxtowe). Alterations to, and demolition of, the building will generally require permission from the local planning authority.

**Local Agenda 21:** A process to develop a local programme of action for sustainable development.

**Local Nature Reserve:** Established by a local authority under the powers of the National Parks and Access to the Countryside Act 1949. The Nottingham Canal and Sellers Wood are the only examples in Broxtowe.

**Local Plan:** Comprises a Written Statement and a Proposals Map. The Written Statement includes the authority’s detailed policies and proposals for the development and use of land together with reasoned justification for these proposals. The Local Plan must be in general conformity with the adopted Structure Plan.

**Local Plan Inquiry:** Held before an Inspector appointed by the ODPM (formerly the DETR) to consider formal objections to the local plan following the Revised Deposit Draft stage.

**Local Transport Plans (LTPs):** Annually prepared plans for allocating resources for local transport capital expenditure over a five-year period. Local highway authorities take the lead in producing local transport plans; the Greater Nottingham LTP, which covers Broxtowe, is jointly produced by Nottingham City Council and Nottinghamshire County Council, with contributing statements from other local District Councils.

**Mature Landscape Areas:** Areas identified by the County Council as being of landscape importance on the basis that they represent those areas least affected by change. For more detailed definition and background to their designation refer to Appendix 7.

**Minerals Local Plan:** Sets out the policy framework for dealing with future proposals for mineral extraction prepared by Nottinghamshire County Council as Minerals Planning Authority and adopted in November 1997. A replacement Revised Deposit Draft was published in May 2003.

**National Playing Fields Association (NPFA):** An independent national charity which advises on the space standards, design, layout and safety of playing fields and other playing space.

**Nottingham Express Transit (NET):** The proposed light rail system for Greater Nottingham. Line One runs from Nottingham Railway Station to Hucknall with a spur line running to Phoenix Park. It opened in 2004.

**Nottinghamshire Structure Plan Review:** Adopted by the County Council in November 1996. It replaces the 1991 Structure Plan, and provides the strategic guidance for land requirements to 2011.

**Office of the Deputy Prime Minister (ODPM):** The Government Department responsible for legislation and policy advice on planning matters.

**Open Space:** See Public Open Space, Formal Open Space and Informal Open Space.

**Out-of-Centre Retailing:** A term relating to retail development outside the defined town centres, but not necessarily outside urban areas.

**Outline Planning Permission:** Confirms the principle of developing land for a given land use.

**Park-and-Ride:** Car parks located along main transport corridors, in the suburbs or on the edge of the city centre, linked by frequent bus, rail or tram services to the central area.

**Permitted Development:** Types of development for which planning permission is not normally required. For example, this can include small extensions and minor alterations to houses.

**Plan Period:** The time period within which the plan will operate. The current Broxtowe Local Plan review caters for development needs between 2001-2011.

**Planning Conditions:** Requirements attached to a grant of planning permission in order to ensure the effective and proper implementation of any given development.

**Planning Obligation:** A voluntary legally binding agreement under Section 106 of the Town and Country Planning Act 1990, between the Local Authority and any

person interested in land in their area for the purpose of restricting or regulating the development or use of the land, either permanently or during such periods as may be prescribed by the agreement. It often allows better control over the type of development which takes place and can help to achieve community benefits which could not reasonably be achieved through conditions attached to a planning permission. It is frequently used in connection with requirements for development on land outside the control of an applicant.

**Planning Permission:** Needed before carrying out most types of development. To obtain planning permission it is necessary to make a planning application to the local planning authority.

**Planning Policy Guidance (PPG):** Published by the ODPM and its predecessors to provide concise and practical guidance. Planning policy guidance notes cover a variety of specific topics and must be taken account of in the preparation of local plans and in the consideration of planning applications. (See Appendix 11.)

**Previously Developed Land:** Land which is or has been occupied by buildings and associated infrastructure (but excluding agricultural buildings). Defence buildings and land used for waste disposal or mineral extraction, where there is no provision for restoration through development control procedures, is included. Undeveloped land in built up areas such as parks, allotments and recreation grounds is excluded from this category. Land which was previously developed, but where structures or activities have blended back into the landscape, or where the site could now make a contribution to nature conservation, is also excluded.

**Proposals Map:** A map illustrating each of the detailed policies and proposals in the written statement, defining sites for particular developments or land uses, or for protection (see Local Plan).

**Public Open Space:** General term including all space for formal and informal recreation activities with access generally open to the public, with associated landscaping.

**Regional Planning Guidance (RPG):** Issued by the Secretary of State for Transport, Local Government and the Regions. RPG8 (January 2002) provides a framework for the preparation and review of development plans in the East Midlands to 2021. The East Midlands Region covers Nottinghamshire, Derbyshire, Lincolnshire, Leicestershire, Rutland and Northamptonshire and the Peak District National Park. A Revised Public Consultation Draft was published in April 2003.

**Renewable Energy:** The term “renewable energy” covers those resources which occur naturally in the environment. Such resources include heat from the earth or the sun, power from the wind and from water, and energy from plant material and from the recycling of domestic, industrial or agricultural waste.

**Retail Development:** For the purposes of policies in this Local Plan, this term refers to uses generally occurring within Class A1 of the Town and Country Planning (Use Classes) Order 1987. (See Appendix 3.)

**Revised Deposit Draft Stage:** The second formal stage of the Plan after the objections to the deposit draft have been considered. It is made available for six weeks to allow objections and representations of support to be made to any changes made since the deposit draft.

**Safeguarded Land:** Sites which are protected by planning policies to prevent their loss to development for purposes other than that for which the land is held in reserve e.g. road schemes, open space, community facilities.

**Section 106 Agreement:** See Planning Obligation.

**Sites of Importance for Nature Conservation (SINCs):** Sites of local importance for nature conservation or geology as identified by the Nottinghamshire Biological and Geological Records Centre.

**Sites of Special Scientific Interest (SSSIs):** Areas of land which are designated under Section 28 of the Wildlife and Countryside Act 1981 as being of national interest by reason of any of its flora, fauna, geological or physiographical features.

**South Notts Sub-Area:** An area defined by the Structure Plan, containing the Greater Nottingham Conurbation and surrounding area. Includes the Hucknall part of Ashfield District, the south-west part of Newark and Sherwood District, the whole of the City of Nottingham plus the whole of the Districts of Broxtowe, Gedling and Rushcliffe.

**Structure Plan:** See Nottinghamshire Structure Plan Review.

**Supplementary Planning Guidance:** Planning guidance which elaborates and supplements the policies and proposals of the Local Plan, for example shopfront design notes or development briefs.

**Sustainable Development:** Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

**Transport Assessments:** Submitted to the Council with planning applications for major developments, to illustrate the likely modal split of journeys to and from a site together with details of proposed measures to improve access by public transport, walking and cycling to support the modal split assumptions and an assessment of the residual traffic impacts on the highway network and any improvements needed to mitigate these.

**Tree Preservation Order:** An order made and confirmed by the local planning authority which prohibits in the interests of amenity the cutting down, topping or lopping of trees or woodlands, without the local planning authority's consent.

**Unallocated land:** Land which is not allocated for a specific use.

**Use Classes Order:** This categorises land uses into 11 classes for the purpose of determining what constitutes a "material" change of use under planning control, i.e. where planning permission needs to be obtained. (See Appendix 3.)

**Vitality and Viability:** Referred to in PPG6 (Town Centres and Retail Developments) as being important characteristics of town centres, and valid considerations in determining the cumulative effect of out-of-centre, or edge-of-centre, retail developments on existing town centres.

**Washed Over:** An area of developed land outside the main urban area which is covered by the Green Belt.

**Waste Local Plan:** Prepared by the County Council acting as the authority responsible for waste related issues including disposal, treatment, transfer and recycling within the County. A Deposit Draft was published in October 1997.

**White Land:** Land outside urban areas specifically excluded from Green Belt but safeguarded from development.

**Windfall Sites:** Sites for new housing which are not identified but which may come forward for development during the Plan period.

**Written Statement:** A document embodying the Plan's policies and proposals. Taken together with the Proposals Map, it forms, on adoption, the Local Plan.

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# **BROXTOWE LOCAL PLAN – Appendix 13**

## **Developers' contributions to integrated transport measures (Policy T1)**

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The following Interim Transport Planning Statement (ITPS) on Integrated Transport Measures and Developers' Contributions was produced by the County and City Councils in November 2001, adopted by them in May 2002 and endorsed by the Borough Council in July 2002 for use in considering relevant applications. A summary leaflet is available on request from the Borough Council.

## INTERIM TRANSPORT PLANNING STATEMENT

### **Integrated Transport Measures and Developers' Contributions**

#### **A. BACKGROUND**

##### **Introduction**

1. The County and City Councils have produced this Interim Transport Planning Statement (ITPS) in order to provide clarity and advice regarding the implementation of the policy on developer contributions towards integrated transport measures. The up-dated policy is required to bridge the gap between the Nottinghamshire Structure Plan Review (adopted November 1996) and the Local Transport Plans for Greater Nottingham and North Nottinghamshire (published July 2000). However, because it is an evolution of existing Structure Plan Policy, it has been produced as an ITPS rather than Supplementary Planning Guidance. As such, it puts into practice the guidance in the revised PPG12 "Development Plans" (December 1999), which advocates the use of ITPSs in advance of changes to the development plan, where such changes are required to provide an up-to-date planning strategy for the local transport plan to take into account.

##### **Structure Plan Policy 5/4 and the new national policy framework since November 1996**

2. The Structure Plan pre-dated the government's new policy for transport set out in the White Paper of July 1998, which, amongst other things, promoted the importance of integrating land use planning and transport provision. Nevertheless, Structure Plan Policy 5/4 and supporting text introduced the requirement for major development to contribute towards the costs of public transport measures. Subsequent policy documents have demonstrated not just that this approach was appropriate, but also the need to extend the scope of the policy from major development to all significant development and for contributions towards integrated transport measures rather than just public transport. In particular:-

##### **a) Transport White Paper - July 1998**

The Government's White Paper 'A New Deal for Transport: Better for Everyone' on the future of transport (July 1998) aims for an integrated transport policy with more sustainable transport choices. Local Transport Plans (LTPs) are a centrepiece of the proposals, and guidance on the preparation of LTPs states that these should include:-

- local targets e.g. for cycling, walking, public transport and road traffic reduction
- future investment plans and proposed packages of measures to meet local transport needs. Public-private partnerships will finance major local transport schemes where appropriate.



b) Revised PPG13 – March 2001

The revised PPG13 “Transport” introduces a new policy framework for transport issues within the planning system. This states: -

“Planning obligations may be used to achieve improvements to public transport, walking and cycling, where such measures would be likely to influence travel patterns to the site involved, either on their own or as part of a package of measures”.

c) Circular 1/97

Government Policy relating to developer contributions was revised in 1997 in the form of Circular 1/97 “Planning Obligations”. This sets out five key tests on what a Planning Obligation should be, i.e.: -

- i) necessary;
- ii) relevant to planning;
- iii) directly related to the proposed development;
- iv) fairly and reasonably related in scale and kind to the proposed development;
- v) reasonable in all other aspects.

It goes on to state in Annex B2:-

“Planning obligations may involve transport-related matters (e.g. pedestrianisation, street furniture and lighting, pavement and road surfaces - design and materials, and cycle ways).”

**Local Transport Policy - Local Transport Plans 2001/2 - 2005/6**

3. In July 2000, the County and City Councils published a joint LTP for Greater Nottingham and the County Council published a further LTP for North Nottinghamshire as required by Government. Both LTPs acknowledge the need to seek developer contributions to fund appropriate integrated transport measures and make specific reference to the ITPS.

**Consultation**

4. There is a requirement on local authorities in developing an ITPS to undertake appropriate consultation. The ITPS was originally issued for consultation, before the publication of the 1999 edition of PPG12, as draft Joint Supplementary Planning Guidance. However, following the guidance within PPG12, the two authorities decided that an ITPS was more appropriate.

The following table sets out the consultation undertaken in support of this ITPS: -

<b>Dates</b>	<b>Consultees</b>	<b>Nature of consultation</b>
January 1999		County and City Council Committee approvals of first draft JSPG
February 1999	Government Office for the East Midlands (GOEM), District Councils	Seminar to discuss first revised draft of JSPG
March 1999	GOEM, District Councils	Written submissions on first revised draft
April 1999		County and City Council Committee approvals of second draft JSPG
March - June 1999	Interested parties	Wider consultation over the provisional local transport plans, which made explicit reference to the JSPG
June 1999	Developers, District Councils, GOEM, other interested parties	Seminar to discuss second revised draft of JSPG
September 1999	Developers, District Councils, GOEM, other interested parties	Written submissions on second revised draft
December 1999 – January 2000		Consultancy study into land values and the impact of the JSPG
January 2000	Developers, District Councils, GOEM, other interested parties	Further seminar to discuss third revised draft of JSPG
March 2000	Developers, District Councils, GOEM, other interested parties	Written submissions on third revised draft
March - June 2000	Interested parties	Further consultation over the full local transport plans, with explicit reference to the ITPS
July 2000		Fourth revised draft put to City & County Committees as an ITPS for further round of consultation.
Aug 2000 - July 2001		District Council discussions.

## **B USE AND SCOPE OF THE ITPS**

### **Use of the ITPS and incorporation into the development plan**

5. It is the intention to incorporate this ITPS into the next revision of the Nottinghamshire Structure Plan. In the meantime, it should be used by the following:-
- a) The County Council; through strategic consultations on both Local Plan Policies and planning applications, and in the development and implementation of Local Transport Plans.
  - b) The City Council; through strategic consultations on both Local Plan Policies and planning applications, through preparation of Local Plan Policies, when determining planning applications, and in the development and implementation of Local Transport Plans.
  - c) District/Borough Councils; through preparation of Local Plan Policies and when determining planning applications.
  - d) The development industry; by providing developers and landowners with as much information as possible at an early stage on the principles to be used in negotiating developer contributions.
  - e) Interest groups and the general public; by stating what is required to meet the objectives and policies of the Structure Plan to secure sustainable development which involves the formation and implementation of integrated transport measures.

### **Scope of the ITPS**

6. It is intended that the ITPS should clarify the relationship between the following measures which a local authority may seek from a developer, all of which support integrated transport objectives: -
- a) Provision of on-site walking, cycling and public transport measures such as footways and bus shelters.
  - b) The provision or funding of off-site measures to ensure that on-site facilities will be effective.
  - c) The provision or funding of necessary local highway infrastructure improvements designed to cater for additional private road-based traffic, where this is based on a target for reduced traffic levels.
  - d) Contributions to off-site public transport, cycling and walking measures, in the general area or corridor within which the development lies, including road-based improvements such as bus lanes.

In particular, the ITPS is primarily concerned with providing guidance on the level of contributions that will be sought for 6(d).

7. It is intended that use of the ITPS will be an integral part of the Transport Assessment procedure and will provide the framework to negotiate contributions towards integrated transport measures. The TA will examine travel to and from

the site by all modes of transport and identify the modal share targets it seeks to achieve. These targets must work towards the objectives of the LTP. The TA will then identify the measures required to accommodate the travel movements, assessed against a background of reduced traffic growth in line with the targets detailed in the relevant LTP. To be consistent with these targets, an additional requirement to assist the local authority in achieving the necessary modal shift will be considered. This requirement will be in the form of a financial contribution towards integrated transport measures. Appendix A provides guidance for the typical amounts that will be sought. The contributions will be allocated against identified schemes within the general area or corridor within which the development lies. Examples of such schemes include:-

- Bus Quality Partnership elements, bus priority measures and bus stop facilities
  - Public Transport Revenue support
  - Extension and improvement of the cycling network and of pedestrian facilities
  - New light and heavy rail infrastructure
  - Park and Ride
  - Traffic management
  - Pedestrianisation schemes
  - Other transport measures and highway infrastructure to support public transport modes
8. Local authorities will also seek provision of 6(a), 6(b) and 6(c) above, but the ITPS does not provide guidance figures for the cost of these other items, and these costs are not incorporated in the table in Appendix A.
  9. As detailed in paragraph 12, if a developer proposes integrated transport measures in 6(a), 6(b) or 6(c) that also contribute towards an overall reduction in background traffic then there will be a reduced or possibly nil financial contribution under 6(d).
  10. This ITPS allows for the City Council and District/Borough Councils through their Local Plan Policies, and in negotiations over development proposals, to seek contributions wherever they consider the development would have a material impact on transport. This applies in principle to all types of development, though Appendix A gives guidance figures only for the main categories. Section D below gives guidance on the scale and size of development which is likely to have this impact, and suggested minimum sizes are given in Appendix A.

### **Planning obligations for non-transport measures**

11. While this ITPS has been prepared specifically for contributions to integrated transport measures, the County Council, City Council and District/Borough Councils will also be seeking contributions towards a variety of other measures e.g. public open space, community facilities etc. This ITPS should not prejudice negotiations between the developer and the local planning authority in respect of these other contributions.

## **C CONTRIBUTIONS TO PUBLIC TRANSPORT, CYCLING AND WALKING MEASURES**

12. Appendix A provides guidance on the appropriate level of contributions to public transport, cycling and walking measures for different types of development, and these figures will be reviewed annually to ensure they remain at appropriate levels in line with inflation. Negotiations to determine the actual contribution for any particular development should consider this guidance and, if the contribution is agreed for a future date, allowances should be made for agreed anticipated inflation. However each case will need to be considered on its own merits, in accordance with Circular 1/97, and, therefore, the level of contribution may vary from the guidance figure for a number of reasons: -

a) Substitution element

Some or all of the developer contributions may be offset or substituted if developers offer alternative, specific transport measures to reduce car use. Such provision will be over and above the standard provision highlighted in 6(a), 6(b) and 6(c) above, and could include, for example, dedication of land controlled by the developer for future integrated transport proposals.

b) Local circumstances

Local circumstances may merit an alteration in the level of contribution. Examples include where: -

- the site has an existing use which itself generates transport demand, or the last use of the site (up to 5 years ago) generated transport demand. The increase in the demand for travel associated with the new development will therefore be less, and an amended contribution considered accordingly.
- employment development (and exceptionally other types of development) helps alleviate problems in the disadvantaged areas and outer estates in the City, those areas traditionally dependent on mining and other areas suffering high levels of social need. This reflects policy 1/4 of the Nottinghamshire Structure Plan Review.
- other development costs are exceptionally high e.g. reclamation of previously used land.

13. The above examples would make appropriate a reduction in the guidance figures in Appendix A. There may also occasionally be circumstances where the merits of the development in question would cause an increase in the guidance figures. Examples would be where the costs of essential transport measures, for local reasons, are anticipated to be exceptionally high.

14. Nottingham City Council is proposing workplace parking charges, and if implemented a review of the figures in Appendix A may be needed.

## **D DERIVATION OF FIGURES IN APPENDIX A**

15. The guidance figures in Appendix A are based on a number of factors. The overall levels are based on the total 'package' of integrated transport measures defined in the two Local Transport Plans, and an estimate for the total proportion of transport demand created by new development provided for in the Structure Plan. The specific figure for any given development is also influenced by its trip generation potential, since additional trip generation as a result of new development provides the justification for securing contributions from developers towards public transport, cycling and walking measures that will help achieve modal shift. Standard trip generation models for different types of development have been employed.

Further details are as follows: -

### **a) Area of the County ("Area factor")**

Sub-areas correlate with those covered by the Local Transport Plans for Nottinghamshire. Greater Nottingham comprises the City of Nottingham and the surrounding districts namely Broxtowe, Gedling and Rushcliffe together with the Hucknall area of Ashfield. North Nottinghamshire comprises the districts of the Mansfield, Bassetlaw, Newark and Sherwood and the remainder of Ashfield. For North Nottinghamshire, contributions will be half of those sought to the Greater Nottingham area as the necessary contribution to public transport, cycling and walking measures will be less as there are less demands on the road network.

### **b) Development location**

The amount of contribution reflects the likely costs of public transport, cycling and walking measures required to serve a development as a result of its location. In general, urban centre development will reduce the need to travel, and generate shorter journey distances and, therefore, the contribution should be lower than that for out of town development. Costs vary depending on the following locations: -

- Nottingham City Centre - including extended City Centre Car Parking Standards Area defined in the local plan adopted in 1997. This definition will be revised in the emerging Nottingham City Local Plan.
- Within and edge of central areas defined in development plans. Edge of centre to represent 300m walking distance as defined in PPG6.
- Elsewhere within the urban area (including new development adjoining existing urban areas), named settlements/village envelopes, and public transport corridors.
- Elsewhere.

In Greater Nottingham there are four specifically named Public Transport Corridors identified in the Structure Plan i.e. Nottingham to Bingham, to Trowell, to Eastwood, and to Hucknall respectively. Outside South Nottinghamshire no public transport corridors are defined, but routes well served by rail and/or frequent bus services may qualify. There is no rigid definition of public transport corridor boundaries, which will vary by location according to the relationship with travel choice, distance from public transport facilities and the capacity available on the transport network.

### **c) Development type**

Different types of development have different transport impacts per day per hectare. In ascending order: -

- Employment (B1 other than office, B2 and B8)
- Employment (B1a - office)
- Residential
- Non-Food Retail
- Food Retail

In order to produce the table in Appendix A, an allowance has also been made for the likely intensity of development.

All other development, including commercial leisure, tourism, health and education, should contribute where it has a material impact on transport. However, no specific guidance figures are given in Appendix A, and each development proposal will be treated on a case by case basis.

### **d) Scale or size of development**

In general, the contribution should be proportional to the size of the development. However, a minimum size has been suggested for the categories of development detailed in Appendix A. The thresholds are based on guidance given in PPG13 and emerging national guidance on Transport Assessments.

For residential development, development scale will be measured in Hectares of Net Developable Area. For retail and employment development this will be measured in Gross Floor Area.

Where an aggregation of small development is considered to have a cumulative material impact on transport, the local authority may decide to waive these lower limits.

## **E NEGOTIATION**

16. Negotiation will be carried out by the relevant planning authority (and/or where appropriate the highway authority) as part of wider development negotiations. Preliminary negotiations for larger sites are likely to take place during the preparation of Local Plan Policies. Detailed levels of contribution will be finalised at planning application stage and secured through a Section 106 Agreement. County Council and City Council officers will have input to this process through strategic consultations on both Local Plan Policies and planning applications.
17. Section 106 Agreements should be negotiated and completed by anyone with an interest in land (usually the developer), and by the relevant planning and highway authorities as appropriate. The timing for the release of funds by the developer will depend on the timescale and phasing of the development, and will be specified in the agreement. It may be appropriate to phase payments for larger scale development.

18. Where outline planning permission only is being sought, the level of developer contributions should still be established, along with the timing of release of funds, and secured through a S106 Agreement.

## **F USE OF CONTRIBUTIONS FOR PUBLIC TRANSPORT, CYCLING AND WALKING MEASURES**

19. The use of monies secured through negotiation for off-site public transport, cycling and walking measures will be programmed according to priorities set in the Local Transport Plans, and/or reflected in Local Plans or agreement with the relevant Local Authorities. It is essential to ensure that developers can see the results of their individual contributions. The Section 106 Agreement will, therefore, specify the package of measures on which the contributions will be used. Packages will become more definitive as Plans progress and it becomes clear what level of new development will be accommodated in each strategic sector/sub-area.
20. All agreements must meet the requirements of Circular 1/97. In order to do this, measures must be directly related to the proposed development. Therefore, in most cases, they will be contained within the appropriate sub-area as defined in the Local Transport Plan. Furthermore, within Greater Nottingham, measures will normally be contained within the appropriate strategic sector. There are 6 strategic sectors as illustrated on Map 1.
21. In all cases, the possibility is allowed for that measures may be implemented within a different local authority from that in which the development is located, or across local authority boundaries.

### **Mechanisms for payment of contributions**

22. In all cases, contributions will be passed directly by the developer, either to the relevant local planning authority, or to the appropriate highway authority. Where contributions are made to measures situated outside the local authority area in which the development lies, the highway authority will be the one in which the transportation measure is to be implemented.
23. The authority which holds the funds until the measure is implemented will be decided during the negotiation phase, and will depend on the types of measures to be funded; the scale of the payments; and the wishes of the authorities and the developer concerned.
24. Monies must normally be spent within 5 years of receipt, unless agreed otherwise with the developer.



## APPENDIX A - DEVELOPER CONTRIBUTIONS

### Greater Nottingham - (City, Broxtowe, Rushcliffe, Gedling and Hucknall area of Ashfield)

Table 1

<b>Development Factor</b>	<b>Suggested Minimum Size</b>	<b>Within City Centre &amp; extended City Centre Car Parking Standards Area (as adopted in 1997 Local Plan)</b>	<b>Within and edge of other Central Areas such as District Centres and Local Centres</b>	<b>Within Village Envelopes &amp; named settlements, within and adjoining main urban areas and along Public Transport Corridors</b>	<b>Elsewhere</b>
FOOD RETAIL Per 1,000m <sup>2</sup> gfa	1,000m <sup>2</sup> gfa	30 K	60 K	120 K	180 K
NON-FOOD RETAIL Per 1,000m <sup>2</sup> gfa	1,000m <sup>2</sup> gfa	15 K	30 K	60 K	90 K
RESIDENTIAL Per Net Developable Hectare (or per 125 bedrooms for developments greater than 125 bedrooms per hectare eg apartments)	50 bedrooms or 0.4 Net Developable Hectares - whichever the smaller	7.5 K	15 K	30 K	45 K
B1(a) OFFICE EMPLOYMENT Per 1,000m <sup>2</sup> gfa	2,500m <sup>2</sup> gfa	5 K	10 K	20 K	30 K
OTHER 'B' USE EMPLOYMENT Per 1,000m <sup>2</sup> gfa	5,000m <sup>2</sup> gfa	2 K	4 K	8 K	12 K
COMMERCIAL, LEISURE, TOURISM, HEALTH AND EDUCATION	DETERMINE LOCALLY	DETERMINE LOCALLY	DETERMINE LOCALLY	DETERMINE LOCALLY	DETERMINE LOCALLY

The boundaries of these development locations should be specified in Development Plans. Edge of centre refers to the PPG6 definition of 300m walking distance.

**North Nottinghamshire (Newark and Sherwood, Bassetlaw, Mansfield and remainder of Ashfield)**

**Table 2**

<b>Development Factor</b>	<b>Suggested Minimum Size</b>	<b>Within and edge of Central Areas such as Town/District Centres and Local Centres</b>	<b>Within Village Envelopes &amp; named settlements, within and adjoining main urban areas and along Public Transport Corridors</b>	<b>Elsewhere</b>
FOOD RETAIL Per 1,000m <sup>2</sup> gfa	1,000m <sup>2</sup> gfa	30 K	60 K	90 K
NON-FOOD RETAIL Per 1,000m <sup>2</sup> gfa	1,000m <sup>2</sup> gfa	15 K	30 K	45 K
RESIDENTIAL Per Net Developable Hectare (or per 125 bedrooms for developments greater than 125 bedrooms per hectare eg apartments)	50 bedrooms or 0.4 Net Developable Hectares - whichever the smaller	7.5 K	15 K	22.5 K
B1(a) OFFICE EMPLOYMENT Per 1,000m <sup>2</sup> gfa	2,500m <sup>2</sup> gfa	5 K	10 K	15 K
OTHER 'B' USE EMPLOYMENT Per 1,000m <sup>2</sup> gfa	5,000m <sup>2</sup> gfa	2 K	4 K	6 K
COMMERCIAL, LEISURE, TOURISM, HEALTH AND EDUCATION	DETERMINE LOCALLY	DETERMINE LOCALLY	DETERMINE LOCALLY	DETERMINE LOCALLY

The boundaries of these development locations should be specified in Development Plans. Edge of centre refers to the PPG6 definition of 300m walking distance.