



Broxtowe
Borough
COUNCIL

Site Selection Document Main Report

September 2017

Contents

Introduction.....	3
Key Principles from the ACS	3
The Acuteness of the Need	4
Constraints on Supply and difficulties in achieving sustainable development without Green Belt development	5
Harm specific to the Green Belt and the extent to which the harm can be ameliorated.....	7
Sustainability Appraisal	8
Infrastructure Delivery Plan including viability	9
Public Participation.....	9
Conclusion	9
Site Details.....	9
Toton Strategic Location for Growth.....	10
Key Development Requirements within the plan period.....	10
Key Development Requirements beyond the plan period.....	10
Sustainability Appraisal	11
Exceptional circumstances for Green Belt release	11
Infrastructure delivery issues	11
Chetwynd.....	11
Sustainability Appraisal	12
Exceptional circumstances for Green Belt release	12
Infrastructure delivery issues	12
Bramcote (east of Coventry Lane).....	12
Sustainability Appraisal	13
Exceptional circumstances for Green Belt release	13
Infrastructure delivery issues	13
Stapleford (west of Coventry Lane).....	13
Sustainability Appraisal	14
Exceptional circumstances for Green Belt release	14
Infrastructure delivery issues	14
Walker Street, Eastwood	14
Sustainability Appraisal	15
Exceptional circumstances for Green Belt release	15
Infrastructure delivery issues	15

Land north of Newtons Lane and east of Awsworth bypass	15
Sustainability Appraisal	15
Exceptional circumstances for Green Belt release	16
Infrastructure delivery issues	16
South of Kimberley including Kimberley Depot, and land to the south	16
Sustainability Appraisal	16
Exceptional circumstances for Green Belt release (part of site)	17
Infrastructure delivery issues	17
East of Brinsley	17
Sustainability Appraisal	17
Exceptional circumstances for Green Belt release	18
Infrastructure delivery issues	18
Employment Provision.....	18
Retail Provision	52

Introduction

The Broxtowe Local Plan comprises two parts.

Part 1 is the [Aligned Core Strategy](#) (ACS) which was prepared in close cooperation with all of our Neighbours across the Greater Nottingham Housing Market Area and the Broxtowe Core Strategy is fully aligned with the Core Strategies of Nottingham and Gedling. The ACS was adopted in 2014 and withstood a legal challenge in April 2015.

Part 2 is the Allocations and Development Managements Policies and this [Part 2 Local Plan](#) needs to be in general conformity with and deliver the development requirements set out in the ACS. This document focuses primarily on housing provision, but also explains how the approach to retail and employment provision is undertaken in addition to the approach to development at the Toton Strategic Location for growth near the proposed HS2 station.

Key Principles from the ACS

The reason for working together to produce the ACS is a shared belief across the HMA that planning for the future of the area will be more consistent, and the administrative areas of the local authorities will not get in the way of good planning and service delivery ([ACS paragraph 1.2.1](#)).

The fundamental and shared strategy across the HMA is one of urban concentration with regeneration which is considered to be the most appropriate strategy for the area. This is because it makes the most of existing infrastructure, and because of the significant regeneration challenges faced by parts of the plan area, especially in the main built up area of Nottingham itself, where many of the brownfield development opportunities lie ([ACS paragraph 3.2.2](#)).

In Broxtowe the majority of the housing provision is to be provided within or adjoining the [main built up area of Nottingham](#) which amounts to focussing most development in the urban south of Broxtowe. The reasons for this are explained in [paragraph 3.2.22](#) of the ACS below-

‘Areas in the Urban south of Broxtowe benefit from being in the strongest housing sub market, having the most comprehensive public transport links particularly to Nottingham and being in the area of greatest affordable housing need. This strategy therefore performs best in terms of deliverability, sustainability, maximising opportunities for economic development, job creation and contributing to local housing needs.’

There is a strong reference to the importance of neighbourhood plans in delivering this growth ([ACS paragraph 3.2.25](#)). In successfully resisting the High Court challenge to the plan by Calverton Parish Council Judge Jay set out a process which would be ideal to follow in [paragraph 51](#) of his judgement which is to identify and then grapple with-

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

This judgement was focussed on the interaction of Policies 2 and 3 of the ACS and the search sequence they required for sites as follows-

- Within the main built up area of Nottingham
- Within key settlements for growth
- On the edge of the main built up area of Nottingham
- On the edge of key settlements for growth

It is within this context that the site selection process is undertaken in this Part 2 Local plan

The Acuteness of the Need

Nottingham City Council have worked collaboratively with Broxtowe and other Councils in the HMA to consider whether the housing need to be addressed in the ACS remained appropriate. The conclusion in [the Comparison Of The Household Projections Underlying The Greater Nottingham Core Strategies and the Clg 2012-Based Household Projections report](#) is that the population and household projections support the housing provision figures set out in the ACS and there is no need to review them at this time.

This conclusion is reinforced by the government's consultation document published on 14 September '[Planning for the right homes in the right places: consultation proposals](#)'. By applying the methodology in this document both Broxtowe and the Greater Nottingham HMA as a whole would have very similar housing provision figures to those already being planned for. The difference in Broxtowe is two homes a year at 360 under the new methodology and a rounded figure of 362 in the Core Strategy.

The housing provision figure for Broxtowe set out in the ACS which this part 2 Local Plan seeks to deliver is-

Table 1 Housing Requirements

Main Built Up Area of Nottingham (Beeston, Chilwell, Attenborough, Bramcote, Toton, Stapleford and Nuthall east of the M1)	3800 (minimum)
Eastwood (including Giltbrook and Newthorpe in Greasley)	1,250 (up to)
Kimberley (including Nuthall west of the M1 and Watnall)	600 (up to)
Awsworth	350 (up to)
Brinsley	150 (up to)
Total	6,150 (minimum)

Constraints on Supply and difficulties in achieving sustainable development without Green Belt development

The Broxtowe [SHLAA](#) is a comprehensive document reviewed annually which identifies the urban supply over the whole plan and five year time periods

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

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

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

- Developer panels and workshops to test assumptions including on inclusion of sites (mainly with planning permission). This has been done in Broxtowe and a routine offer is provided for a panel on an annual basis. In addition a HMA wide workshop is to be held in October 2017 to investigate barriers to housing delivery and how they may be resolved.
- Call for sites – this was undertaken in 2012 and 2015.
- Work with Greater Nottingham Councils on a consistent methodology (with variations on 20% or 5% buffer to the supply depending on circumstances).
- A buffer of 20% is applied to the housing supply in Broxtowe.
- Understanding of housing sub markets and tailor assumptions on this basis. This is in evidence to support the Core Strategy with a further update proposed in the Autumn 2017 SHLAA review to inform the submission of the Part 2 Local Plan.
- Testing delivery assumptions of sites on an ongoing basis with the development industry.
- Working closely with Parish and Town Councils on their neighbourhood plans. This includes efforts to achieve local support for new development and an understanding of the community benefits that should be required in support of this.
- Looking critically at Employment sites to ascertain which may be suitable for housing (this was done 2012 and again to inform the SHLAA published in February 2017).
- Applying a limited windfall allowance based on 5 years data and small sites only. This approach has been accepted in an [appeal decision](#) at Hempshill Hall with the same national policy framework as now.
- Applying a discount rate based on previous years data on non-implementation.

- Engaging positively in pre-application discussions with a development team approach.
- Taking a pragmatic approach to S106 negotiations (there have been reductions in £8m of policy compliant S106 in the previous 2 years).
- Applying the Sedgfield approach to the shortfall. This is applying the shortfall in full to the five year supply period and is the approach preferred both by the Core Strategy Inspector and National policy in the NPPG.
- A Planning Department re-structure with an Economic Development team specifically focussed on securing new housing on previously developed sites. Two new posts were created in 2014 and 2016.
- An Economic Development Strategy published in 2015 with re-development of Brownfield sites a priority. A revised strategy is due to be published in November 2017
- Use of CPO powers such as at Moults Yard.
- Putting developers directly in touch with housebuilders in an effort to unlock stalled sites.
- Use of Council land such as at Beeston Town Centre.
- Constructive use of planning conditions looking at innovative ways of ensuring housing is delivered. For example requiring housing to be delivered at the same time or earlier than other development on mixed use sites.
- Consistent and on-going dialogue with Infrastructure providers and environmental groups either via workshops, or in other meetings.
- A plan led approach to addressing the shortfall in this part 2 Local Plan.
- A Self-build register has been prepared with partners across the Housing market area.
- Use of workshops and the Design Council for the East Midlands ([OPUN](#)) to secure greater public buy in to housing development.
- Use of training on Neighbourhood Plan preparation (three events) and BIMBY (Beauty in my back yard) all with a view to getting communities to accept more housing development.
- Work with the County Council to address infrastructure requirements.

Following this process Broxtowe has a whole plan supply of 5631 homes and a five year supply of 2513 homes.

Table 2 - Whole Plan supply (2011 to 2028)

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

Table 3 - Five Year Supply (2017 to 2022)

Required Supply	Actual Supply
3,452	2,513

All of the sites assessed through the SHLAA process are deliverable housing sites which have been assessed in most cases via a planning application process and in SA terms amount to sustainable development. The only urban sites that are rejected are ones that have a constraint so severe that they are undeliverable. Following this process more sites are needed which in Broxtowe are all in the Green Belt.

Harm specific to the Green Belt and the extent to which the harm can be ameliorated

There has been substantial background work to inform the ACS which remains relevant. Tribal Urban Studio were commissioned by the Greater Nottingham Councils to undertake two studies firstly into an appraisal of [sustainable urban extensions](#) which focussed on strategic sites on the edge of the main built up area of Nottingham, and secondly on [strategic locations for growth](#) on the edge of various sustainable settlements. In addition Broxtowe, Gedling and Nottingham Councils prepared a [Green Belt Review Background paper](#) to inform the Core Strategy examination.

Taking into account this background work, Broxtowe has worked collaboratively with Councils across the HMA to develop a shared methodology for undertaking a Green Belt Review (the [Green Belt Review Framework](#)). This work was undertaken in 2014 and was published and consulted on in [February 2015](#). Areas around the main built up area of Nottingham and the four key settlements were identified (include map).

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

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

Each site selected outside of settlement boundaries has been selected on the basis of its lesser impact on the purposes of including land in the Green Belt when compared to alternatives. These site specific issues together with the need for new homes outside of settlement limits, and development amounting to sustainable development amount to the exceptional circumstances to justify Green Belt boundary change. All site selection decisions involving Green Belt boundary change are consistent with recommendations in the two Tribal Reports and the more detailed Green Belt review background evidence to inform the Core Strategy and this Part 2 Local Plan.

Sustainability Appraisal

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

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

The Sustainability Appraisal ([main report](#), [part 1](#) and [part 2](#)) includes details of the sites to be allocated and reasonable alternatives. The sustainability appraisal work has been informed by detailed design review assessments: [Awsworth](#), [Bramcote](#), [Brinsley](#), [Chetwynd Barracks](#), [Eastwood](#), [Kimberley](#), and [Nuthall](#); landscape character appraisal: [Part 1](#), [Part 2](#) and [Addendum](#); [equalities assessments](#) and [infrastructure delivery planning](#). The selected sites amount to sustainable development which compare favourably for allocation when compared to reasonable alternatives.

The reasonable alternatives to sites selected are those sites assessed through the [SHLAA](#) as being deliverable.

Infrastructure Delivery Plan including viability

The selected sites are deliverable. They have been subjected to detailed scrutiny including an Infrastructure workshop with details in [the Infrastructure Delivery Plan](#) (IDP).

Public Participation

The Council has liaised closely with duty to cooperate partners and others in selecting sites with further details in the [Councils Consultation Statement](#).

Through earlier stages of plan preparation requests were received from Historic England and Ashfield regarding site selections at Brinsley and from Nottingham City Council regarding site selections at Nuthall. The details are in the consultation statement and their requests were agreed to.

There are nine [Neighbourhood Plans](#) underway in Broxtowe and in general terms Broxtowe have worked successfully with the Parish and Town Councils and Neighbourhood Forums to achieve the best outcomes for the individual areas. A sequence of workshops were held during 2016 when all preparing Neighbourhood Plans participated and significant efforts have been made to accommodate the wishes of those preparing plans where it is possible to do so.

Conclusion

The need for new homes remains as specified in the Core Strategy, the Council has maximised to the greatest possible extent the supply of sites in existing urban areas with an emphasis on the most sustainable and deliverable locations in the urban south of Broxtowe. When sites currently in the Green Belt are selected, there is a comprehensive programme of public participation, rigorous sustainability appraisal, detailed assessment of delivery and significant efforts including through design review to achieve the best outcomes for the whole Borough and especially the individual communities affected.

Site Details

The remainder of this report provides a more detailed assessment of the sites recommended to be released from the Green Belt including the HS2 Strategic Location for Growth, Chetwynd and Walker Street, on the grounds that the remaining allocations within the urban area are in line with the already approved strategy in the Core Strategy of urban concentration with regeneration, are deliverable for the numbers of homes proposed during the plan period as indicated in the SHLAA, and follow the requirements that are still fit for purpose when these sites were originally allocated in 2004. The following assessment take into account the responses to the workshops held during 2016, earlier rounds of consultation, including comments made from a variety of statutory consultees, discussions with those preparing neighbourhood plans where a relevant body has been designated for this purpose, the design review work undertaken and delivery issues.

Toton Strategic Location for Growth

Key Development Requirements within the plan period

- 500 Homes of a minimum net density of 40 dwellings to the hectare and associated infrastructure to deliver this.
- Limited local retail provision of a scale that does not compete with the retail offer in nearby centres including Long Eaton, Stapleford and Sandiacre.

Key Development Requirements beyond the plan period

- The development of an innovation village comprising the following minimum and to be confirmed as part of the review of the Greater Nottingham Aligned Core Strategies:
- Minimum of 18,000 square metres of B class employment space towards the western side of the site around the hub station. This development will be provided as part of a mix of uses including tall buildings along the key north / south gateway between the HS2 Station and Stapleford.
- Minimum of 16ha Open Space, to incorporate Green Infrastructure of sufficient width and quality to provide attractive and usable links between Hobgoblin Wood in the east and Toton Fields Local Wildlife Site in the west and the Erewash Canal, which will blend with a high quality built environment.
- An integrated local transport system that facilitates access enhancements to the station from the two gateway towns of Long Eaton to the south (in Erewash Borough) and Stapleford to the north.
- Safeguarded route for a NET tram extension and vehicular access to the HS2 station (including access from the A52).
- Tram extension to terminate at a level which facilitates the future tram extension beyond the station.
- An integrated traffic system that flows well including proper consideration of access both from Long Eaton and Stapleford.
- Additional land for community facilities including education and the provision of a Leisure Centre (if required).

Given the strategic significance of this location on transport and economic grounds, and the length of time it will take to deliver in its entirety, the single most important issue in this part 2 Local Plan is that development in this location makes positive provision for the development of the whole strategic location by 2028 and does not conflict or compromise the wider development of this strategic location.

This can be done in securing the delivery of the 500 homes and supporting infrastructure in the early years of the Part 2 Local plan in line with the wider growth strategy work being undertaken over a much wider area.

Sustainability Appraisal

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

Exceptional circumstances for Green Belt release

- The Inspector into the ACS was content that the exceptional circumstances had been demonstrated as was the High Court Judge (Judge Jay) in ruling on the legal challenge into the ACS. There has been no change of circumstances since this time to justify a different view being taken.

Infrastructure delivery issues

- Work largely resolved for the delivery of the 500 homes and supporting infrastructure determined as part of the outline planning application. Significant work underway to ensure the delivery of significant additional development beyond this plan period.

Chetwynd

- 800+ homes of which 500 are developable during the plan period with none deliverable to contribute to the five year supply.
- Connections to and through the site providing a direct east / west link with convenient access to the HS2 station.
- Pedestrian crossing points provided/ enhanced on surrounding roads.
- Cycle paths provided.
- Provision of a bus route through the site.
- Convenient connection to the tram.
- Where possible, mitigate highway impacts on the wider road network to ensure that congestion is not made worse than currently exists.
- Link to the open space at the eastern end of the site.
- Location of new school in this area with a short distance to access this open space.
- Retain and enhance green infrastructure around the eastern and northern areas of the site to provide attractive walking and cycling routes.
- Boulevard approach to street scenes with existing large trees retained and grass verges.
- Open up the listed memorial to public access.
- Incorporate an enhanced public space to the south of this in addition to the memorial garden to the north.
- Re-use existing military buildings on the site where possible and where not incorporate a layout that reflects the building layout currently on site.
- Provide a small retail/ service centre along the main through route. This is to be a scale to meet the local need arising from the housing development.
- Small scale employment provision.

Sustainability Appraisal

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

Exceptional circumstances for Green Belt release

- None needed (urban site).

Infrastructure delivery issues

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

Bramcote (east of Coventry Lane)

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

Sustainability Appraisal

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

Exceptional circumstances for Green Belt release

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

Infrastructure delivery issues

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

Stapleford (west of Coventry Lane)

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

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

Sustainability Appraisal

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

Exceptional circumstances for Green Belt release

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

Infrastructure delivery issues

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

Walker Street, Eastwood

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

Sustainability Appraisal

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

Exceptional circumstances for Green Belt release

- None needed (urban site).

Infrastructure delivery issues

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

Land north of Newtons Lane and east of Awsworth bypass

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

Sustainability Appraisal

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

Exceptional circumstances for Green Belt release

- The site is bounded by the existing village to the to the east, Newtons Lane and the bypass on other sides and performs well when assessed against the five purposes of including land in the Green Belt.
- The housing requirements cannot be met without some Green Belt release and Awsworth is one of the best performing sites in the SA.
- Significant enhancements are possible to secure the long term up keep of Bennerley Viaduct as a walking and cycling route which is a Grade II* Listed Building.
- Ilkeston Station is within walking distance of the site and new development could make the station more accessible, particularly in traffic measures on the bypass and the provision of enhanced crossing points.

Infrastructure delivery issues

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

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

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

Sustainability Appraisal

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

Exceptional circumstances for Green Belt release (part of site)

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

Infrastructure delivery issues

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

East of Brinsley

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

Sustainability Appraisal

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

Exceptional circumstances for Green Belt release

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

Infrastructure delivery issues

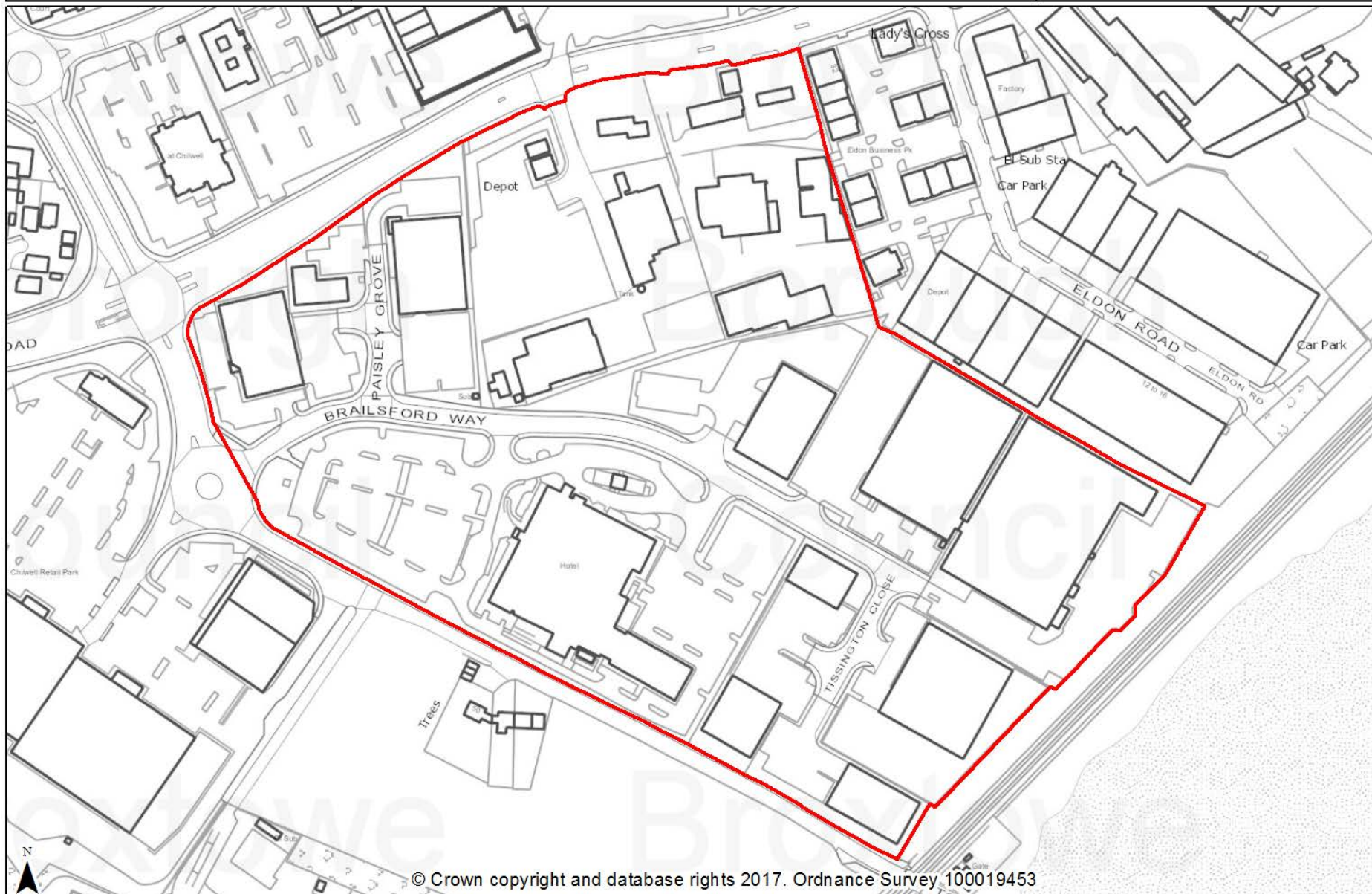
- Work underway regarding transport and other infrastructure. No unresolvable issues.

Employment Provision

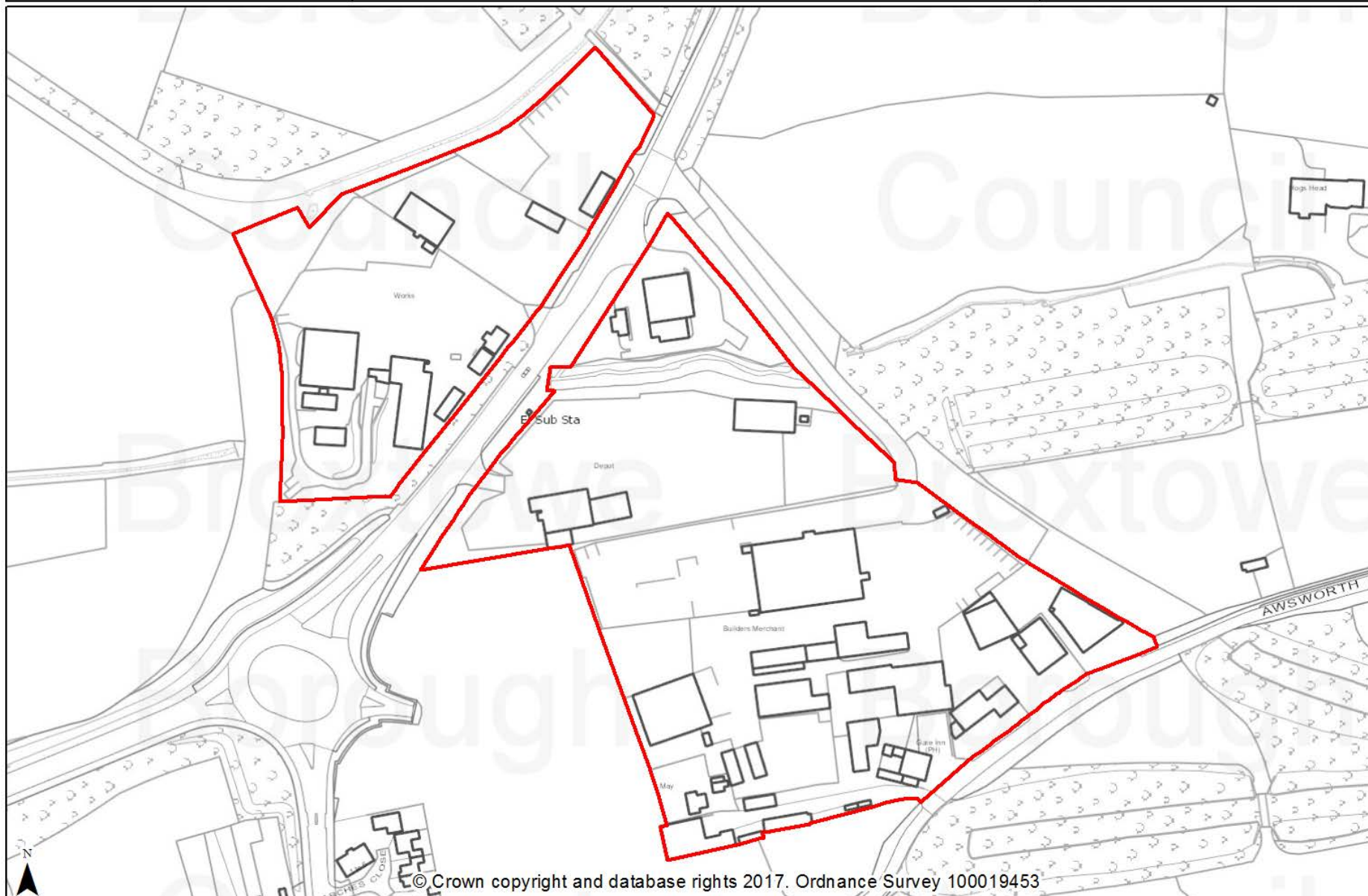
Policy 4 of the ACS requires provision of 34,000 square meters of office space and 15 hectares of Industrial and Warehousing use. The evidence underpinning this was reviewed in 2015 by [Nathaniel Litchfield](#) and these figures remain robust.

In line with the strategy of urban concentration with regeneration this can be provided on a selection of urban sites. These include schemes already approved since the adoption of the Core Strategy subject to S106 at Boots and Beeston Business Park (both within the urban south of Broxtowe), at the Mushroom Farm north of Eastwood (Planning Permission in place and removed from the Green Belt as part of the previous Local Plan in 2004), at Chetwynd Barracks which is allocated in this Local Plan, and potentially at the Toton Strategic Location for Growth within this Local Plan period to 2028.

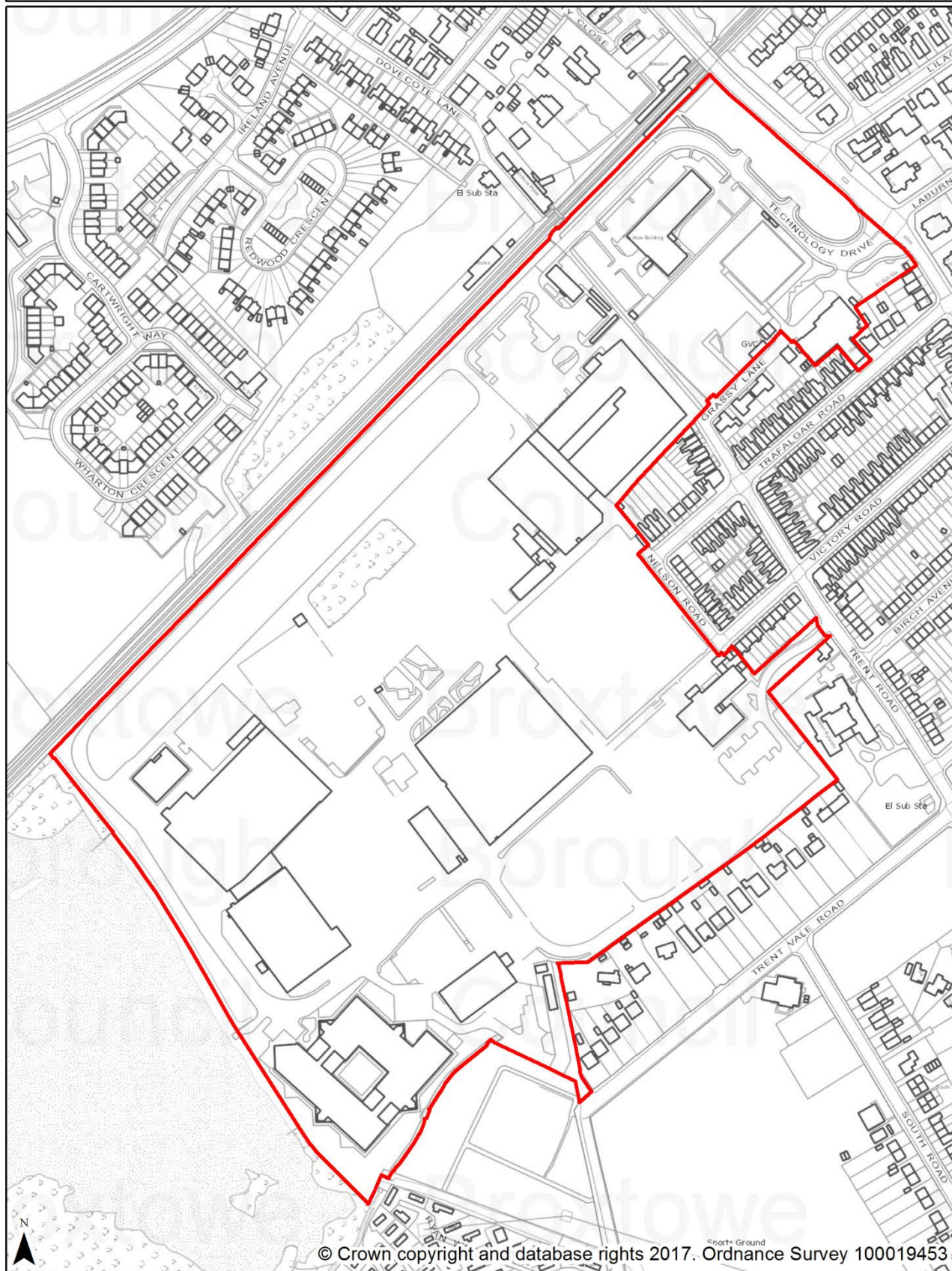
In addition Policy 9 of this part 2 Local Plan contains robust protections for existing good quality employment sites as shown on the following maps.







Beeston Business Park Technology Drive Beeston



Policy: 9

5.5 hectares

Padge Road, Boulevard Industrial Park

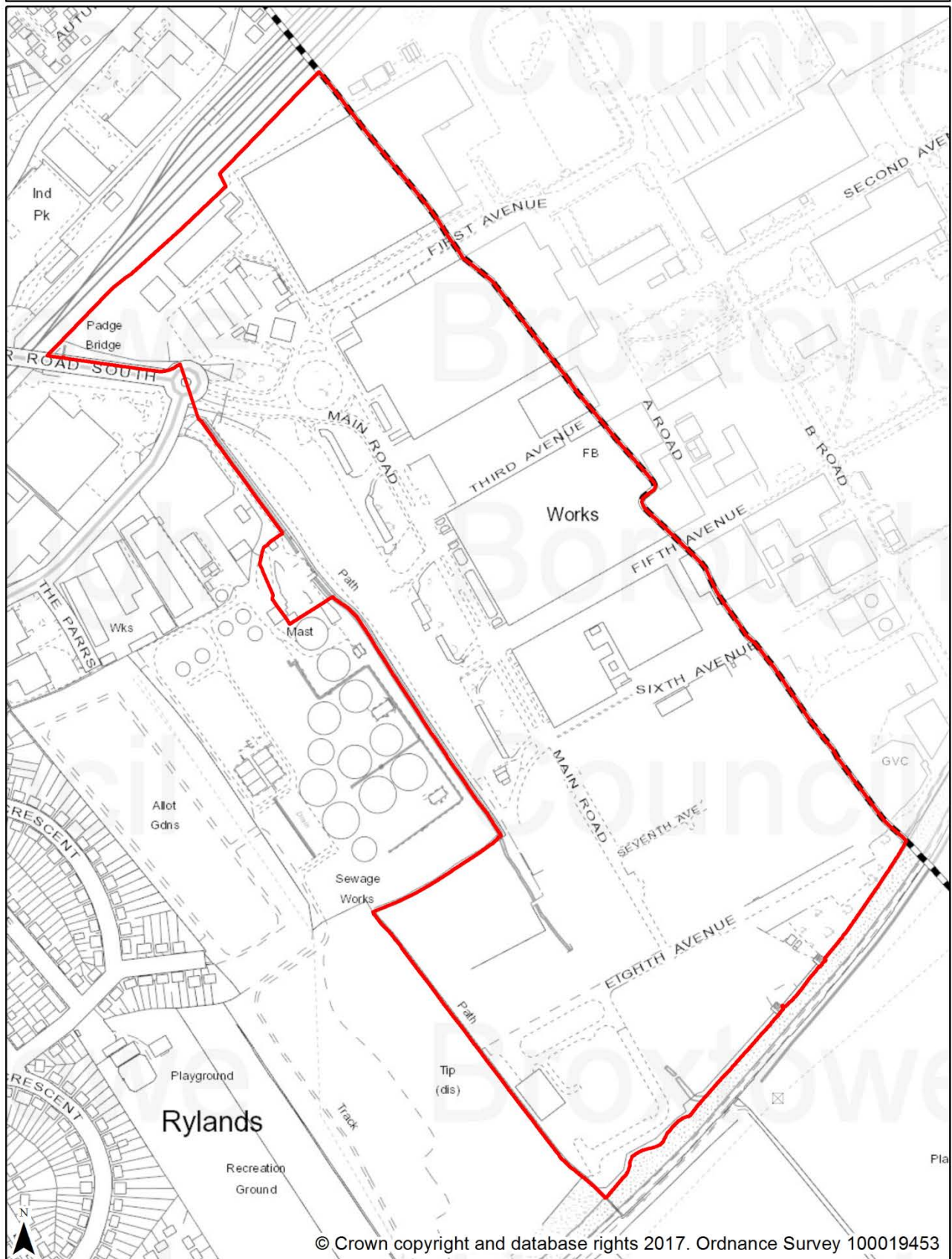




Policy: 9

30.9 hectares

Boots



Policy: 9

1.9 hectares

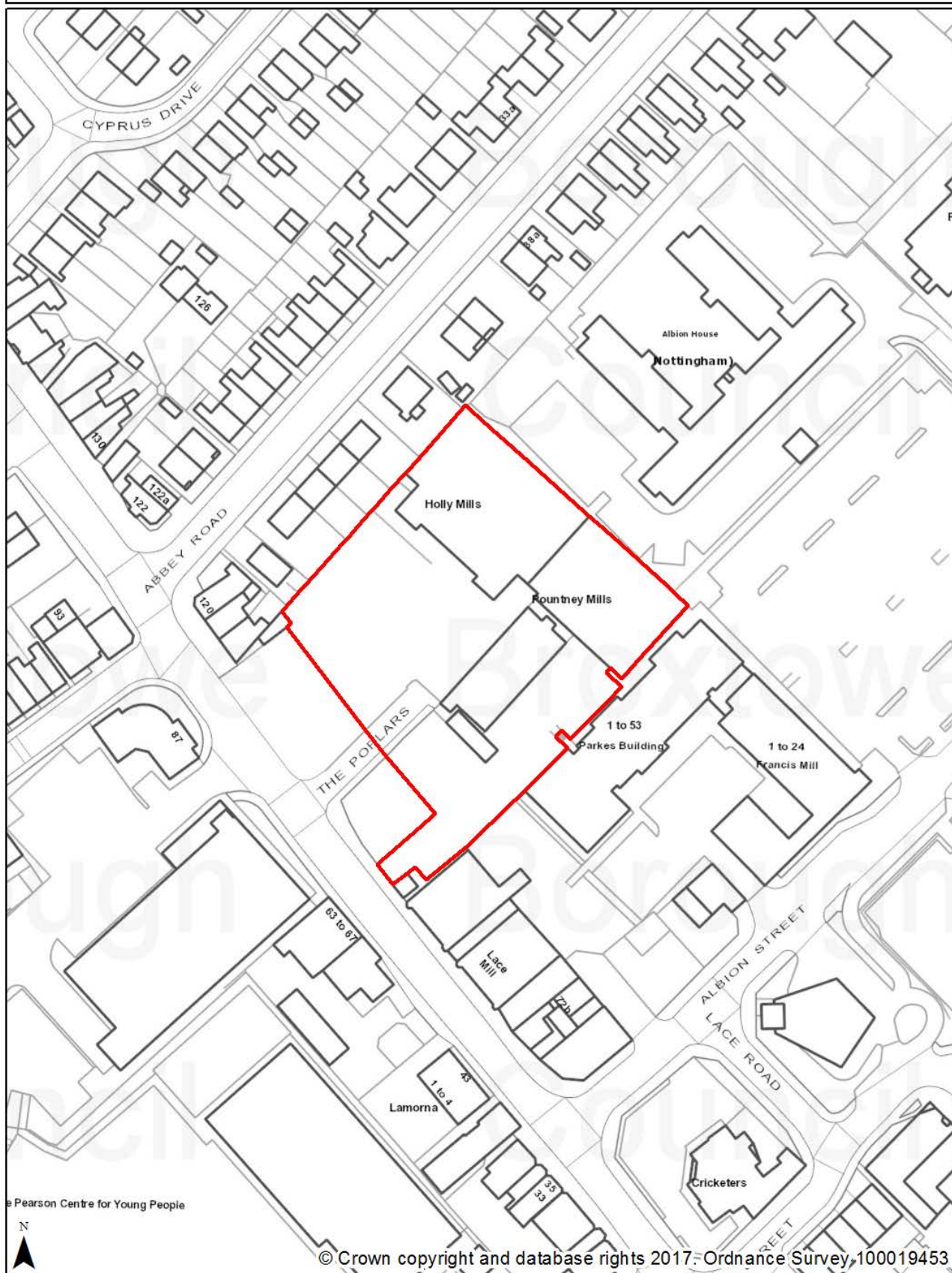
Evelyn Street

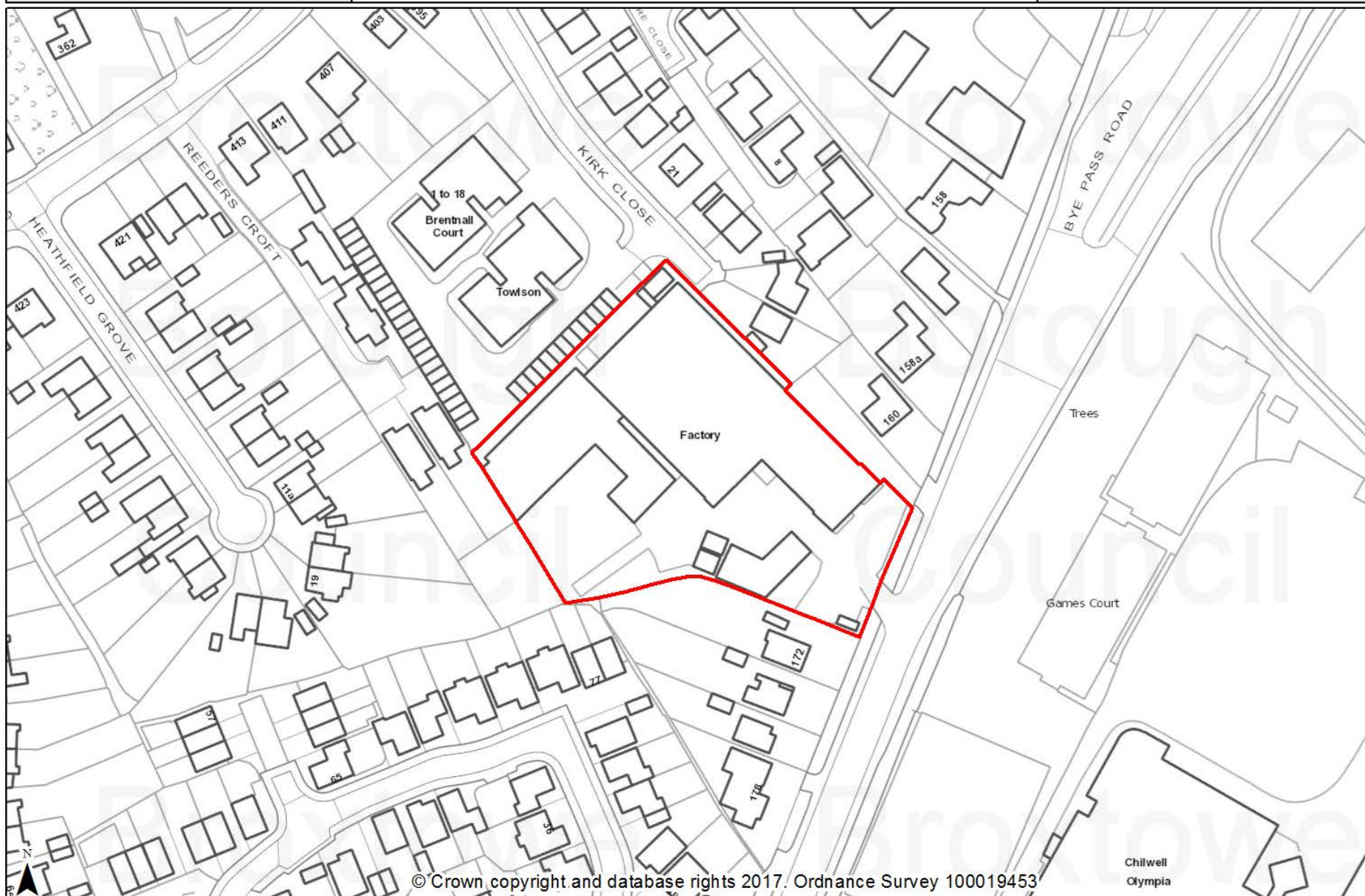


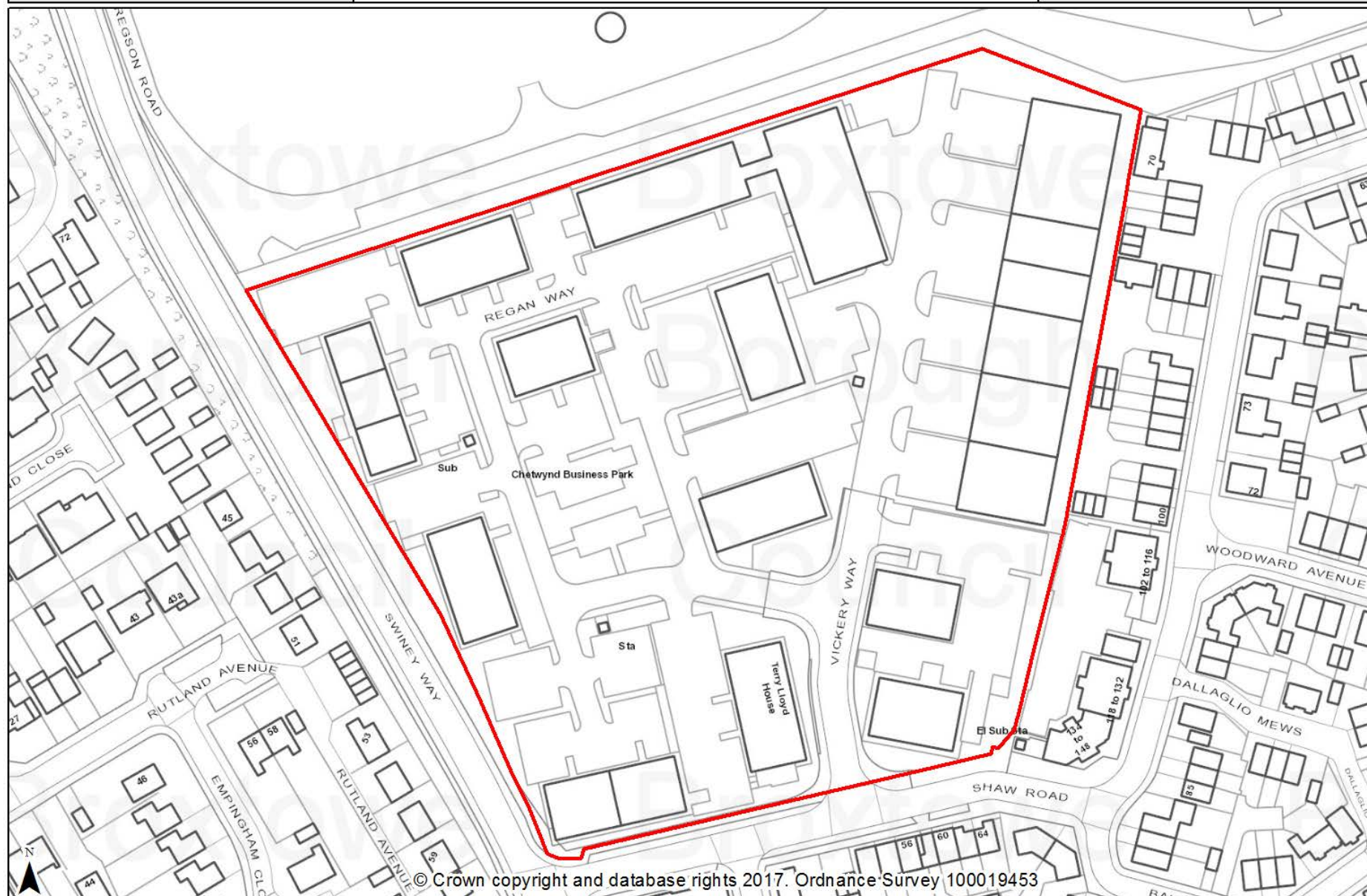
Policy: 9

0.5 hectares

The Poplars, Beeston





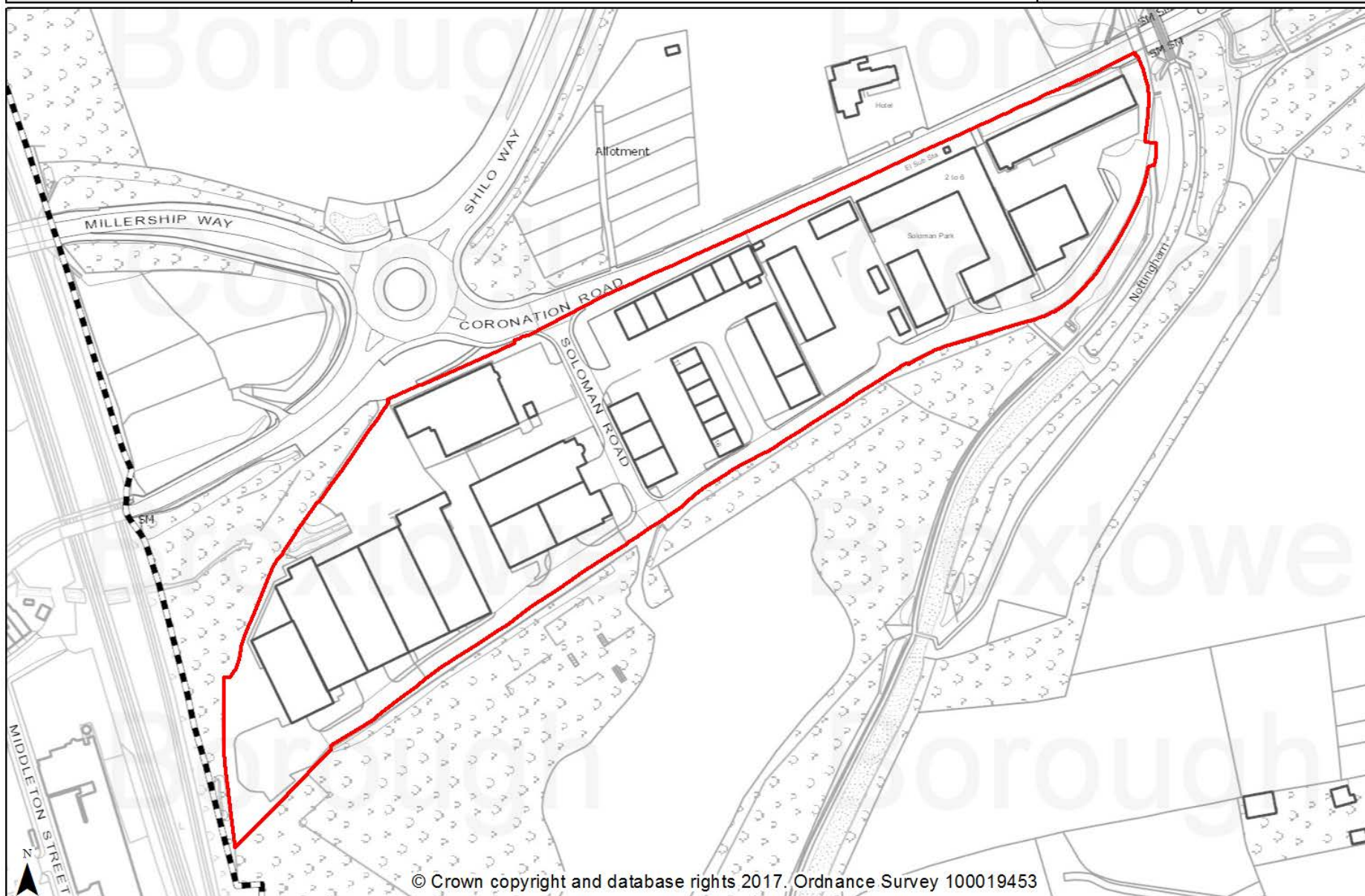


Policy: 9

1 hectares

Factory Lane Chilwell





Policy: 9

1.1 hectares

Robinettes Lane



Policy: 9

3.1 hectares

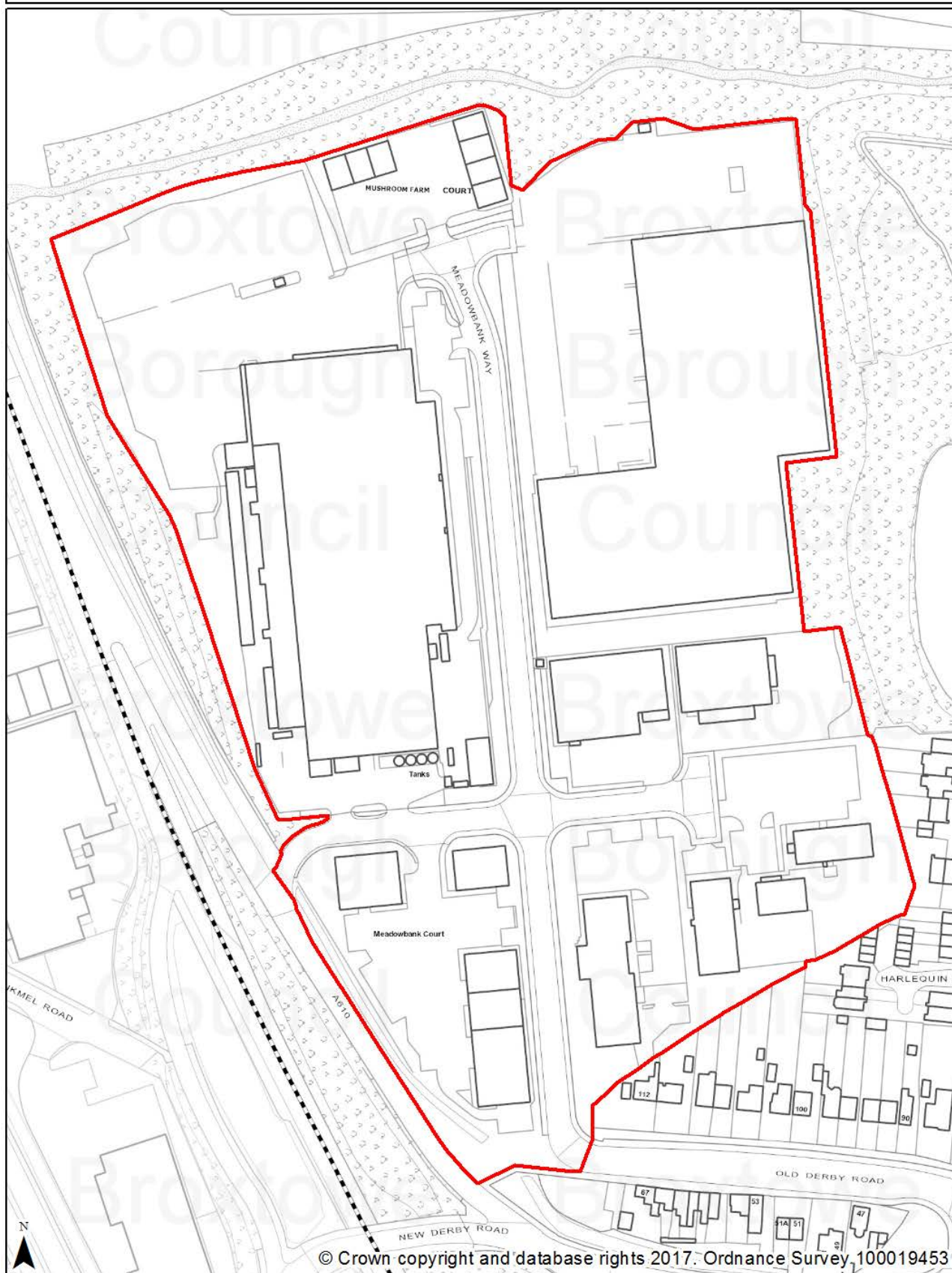
Microlise Engineering Ltd

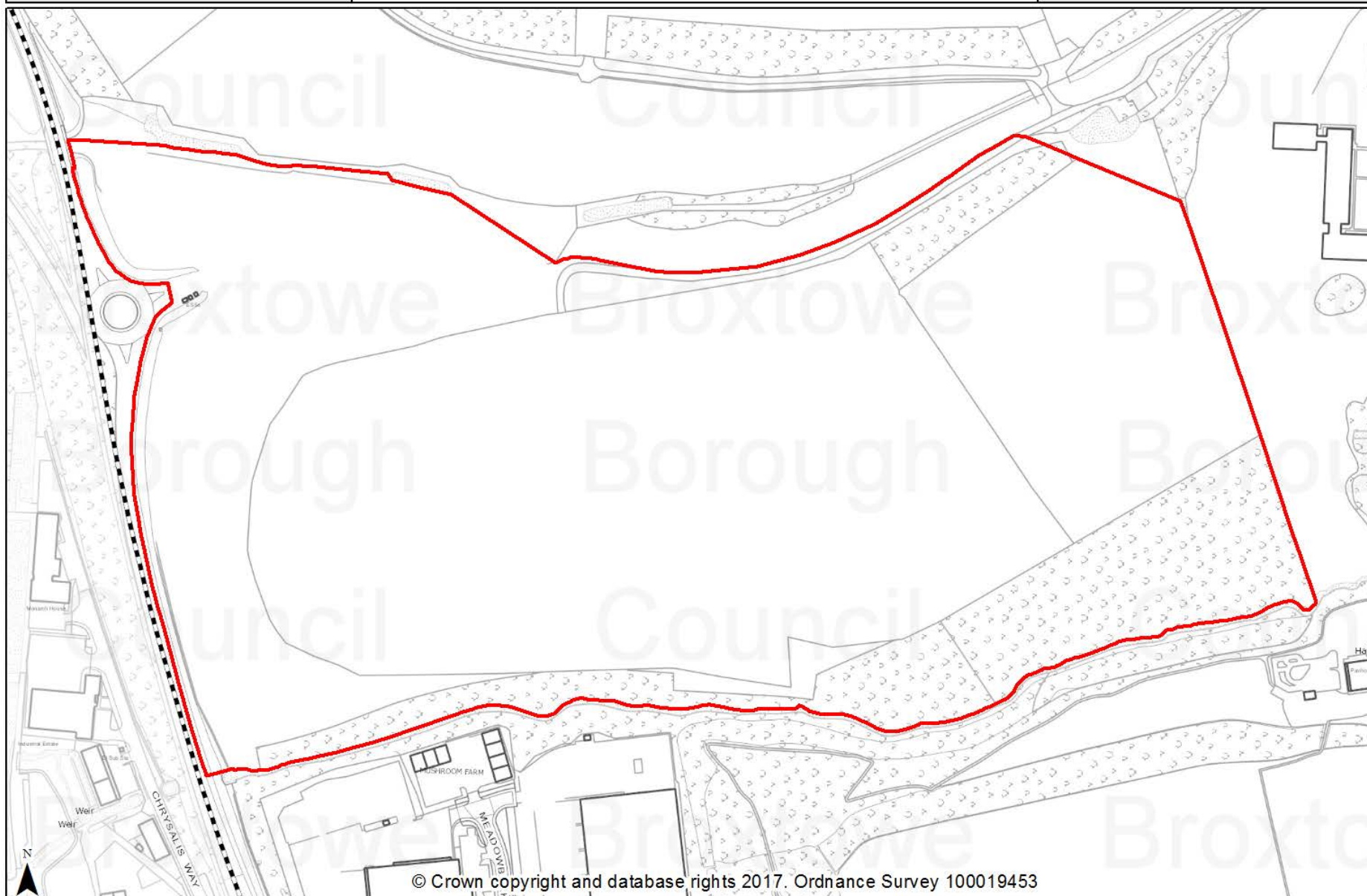


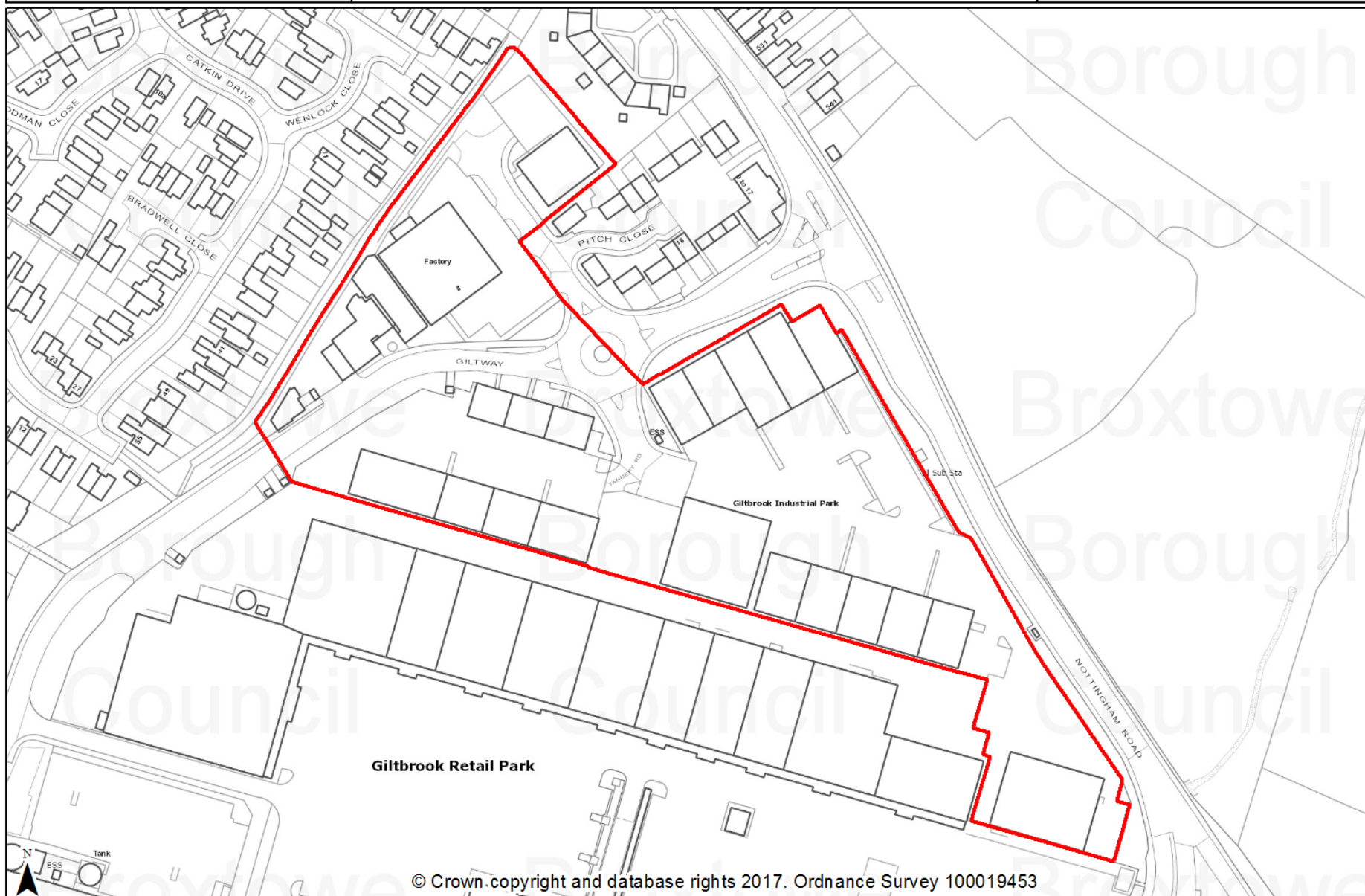
Policy: 9

7.2 hectares

Meadowbank Court



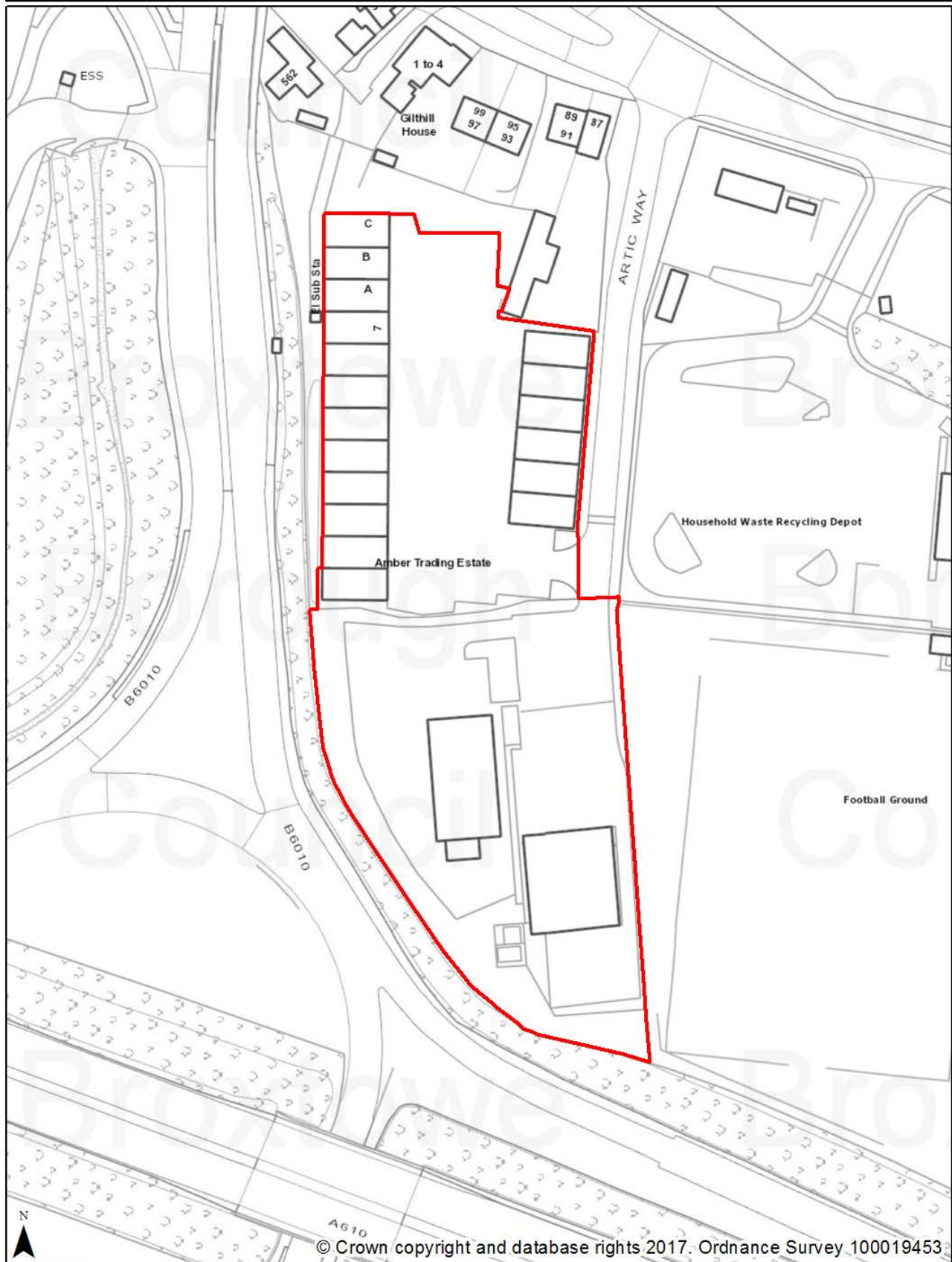


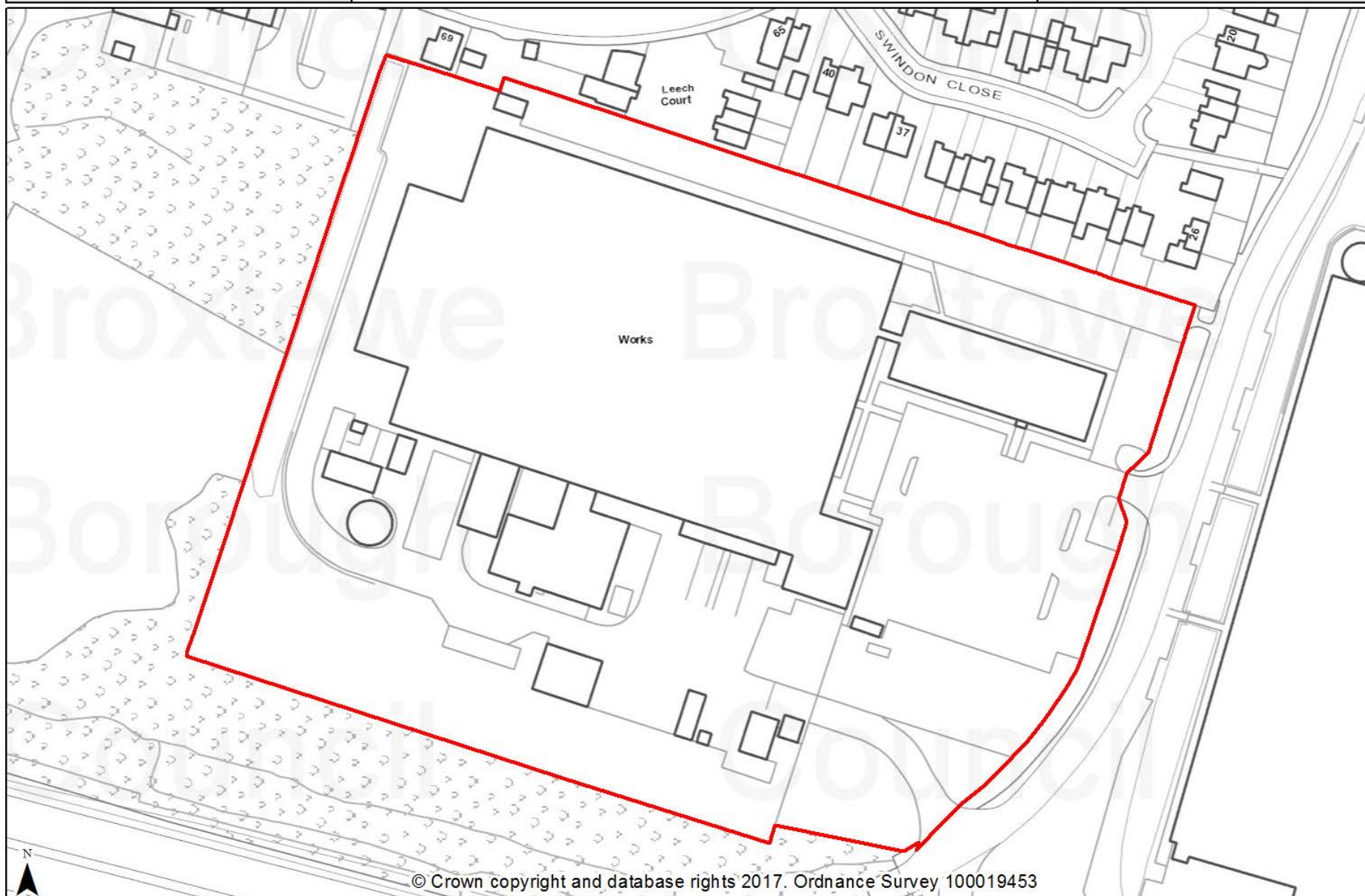


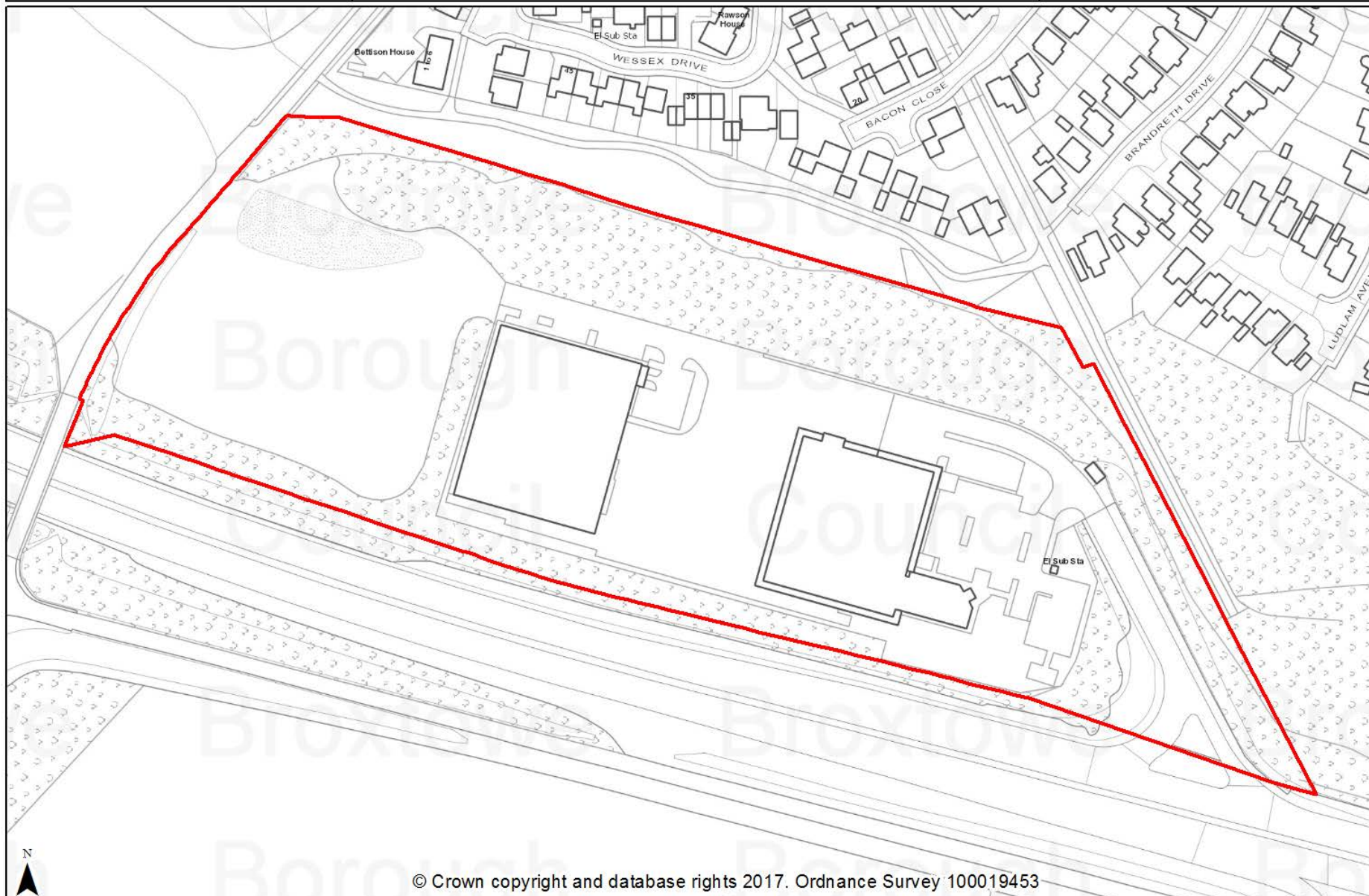
Policy: 9

1.1 hectares

Amber Trading Estate









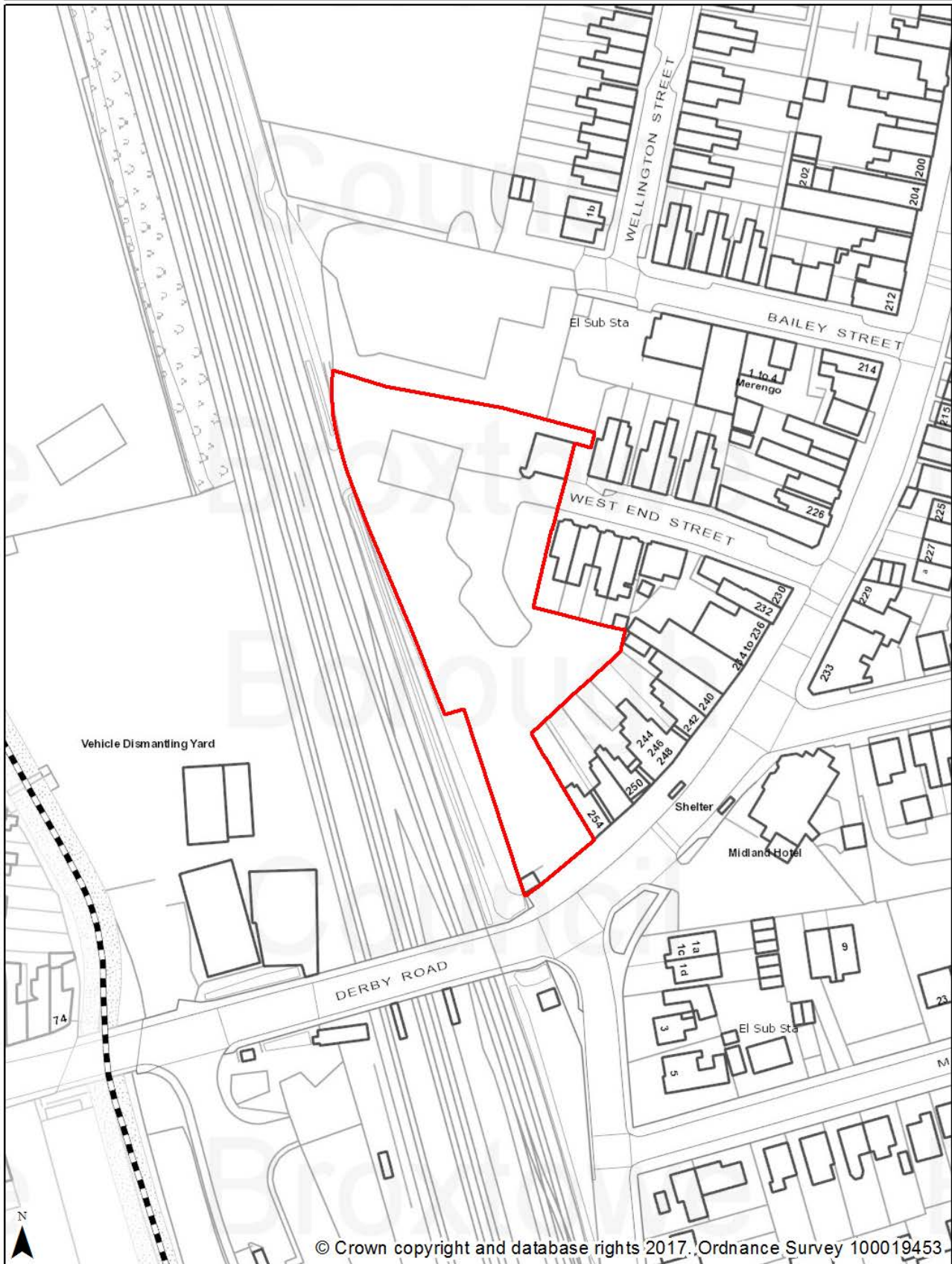




Policy: 9

0.4 hectares

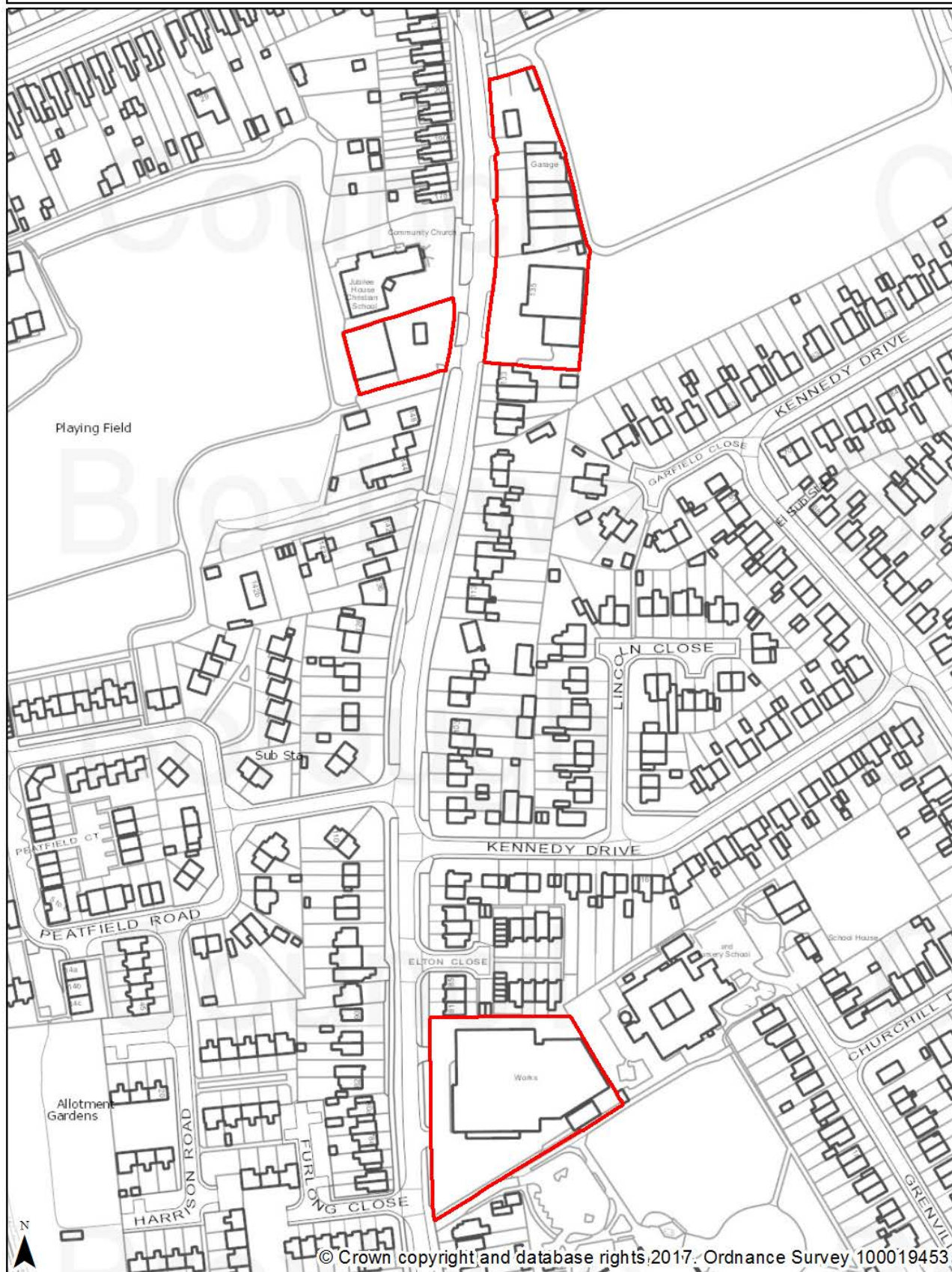
Former Dye Works, West End Street



Policy: 9

1 hectares

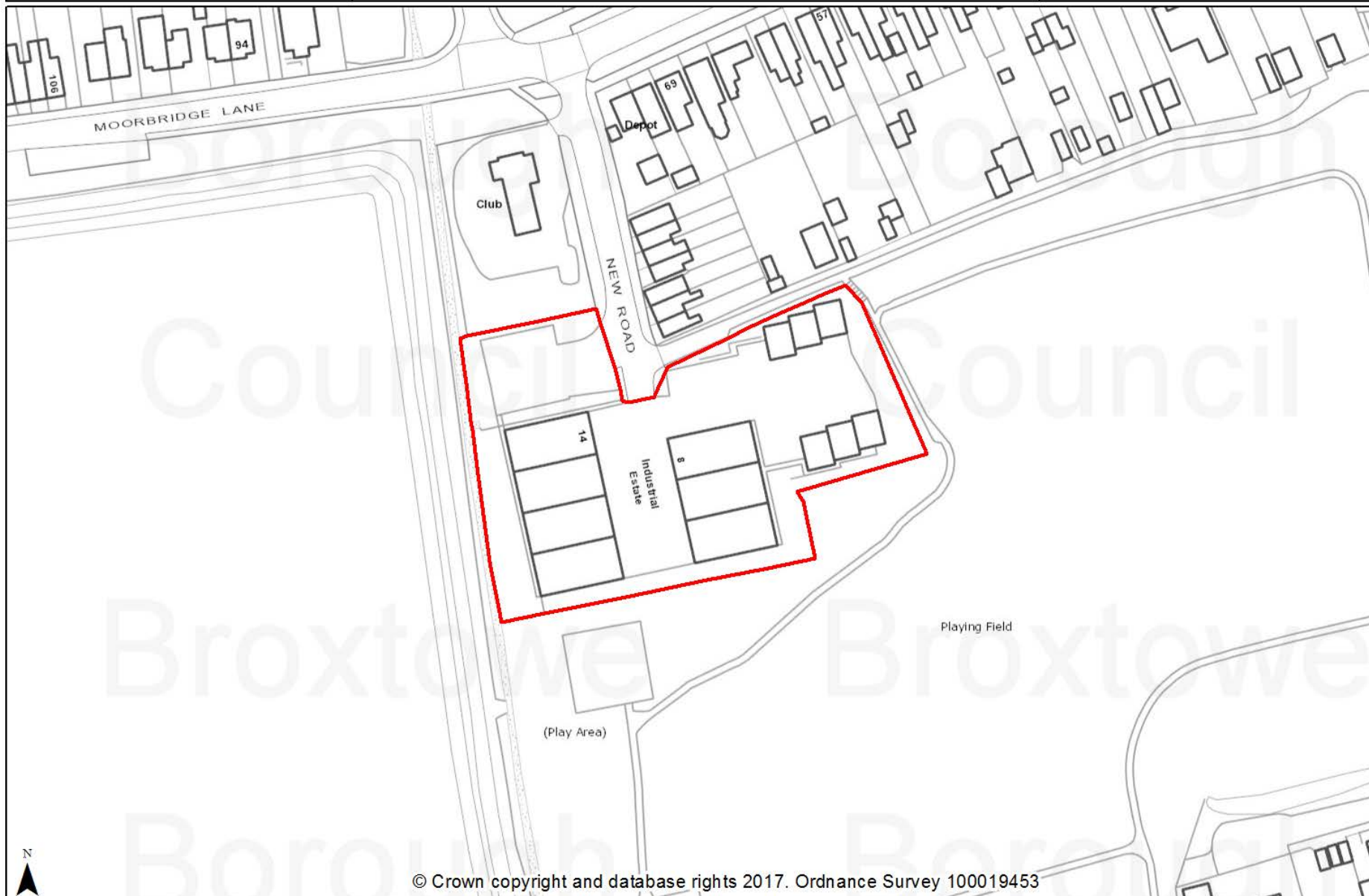
Pasture Road (including Silicone Altimes)



Policy: 9

New Road, Stapleford

0.5 hectares



Policy: 9

Strelley Hall

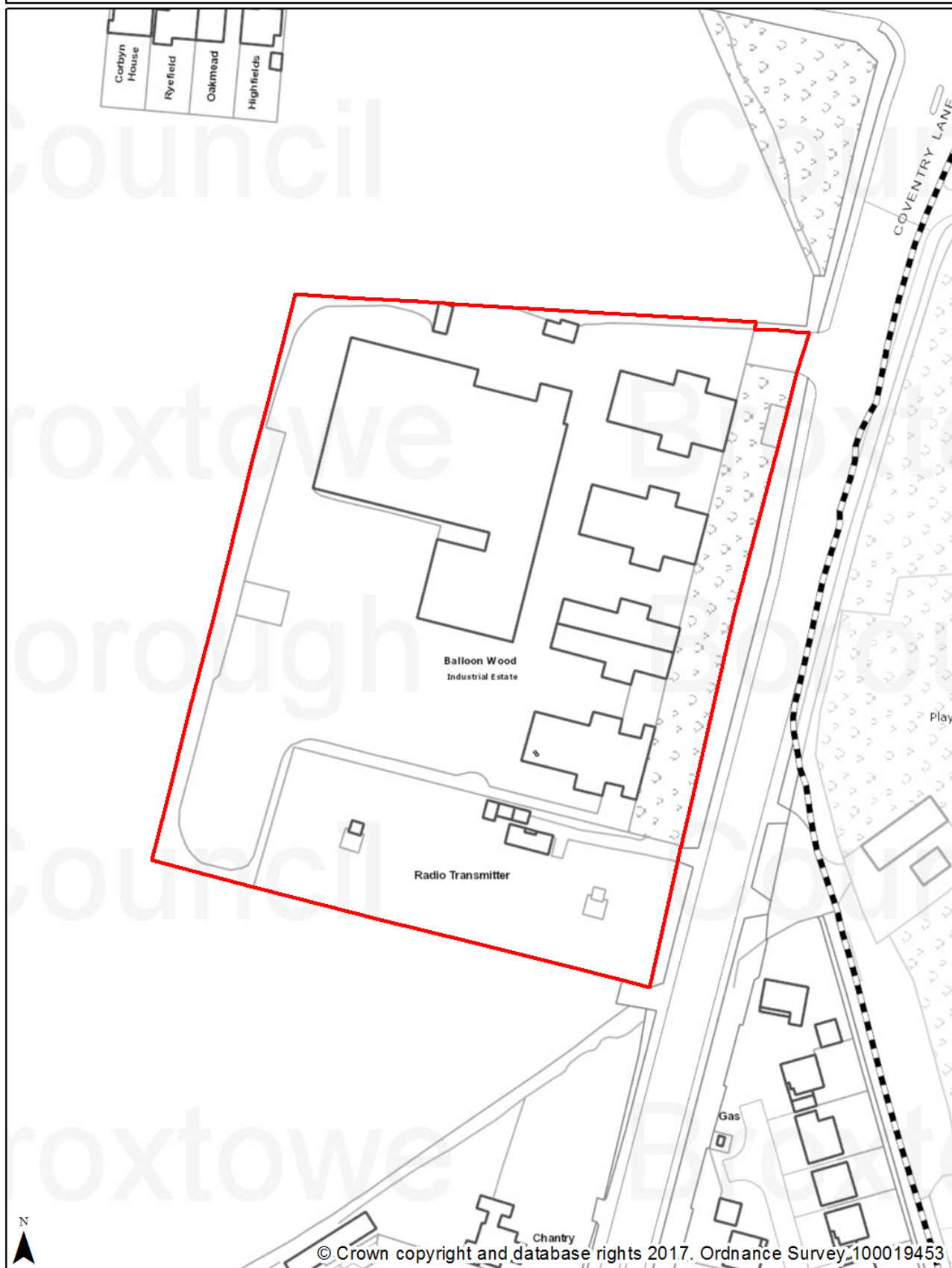
1.5 hectares



Policy: 9

1.8 hectares

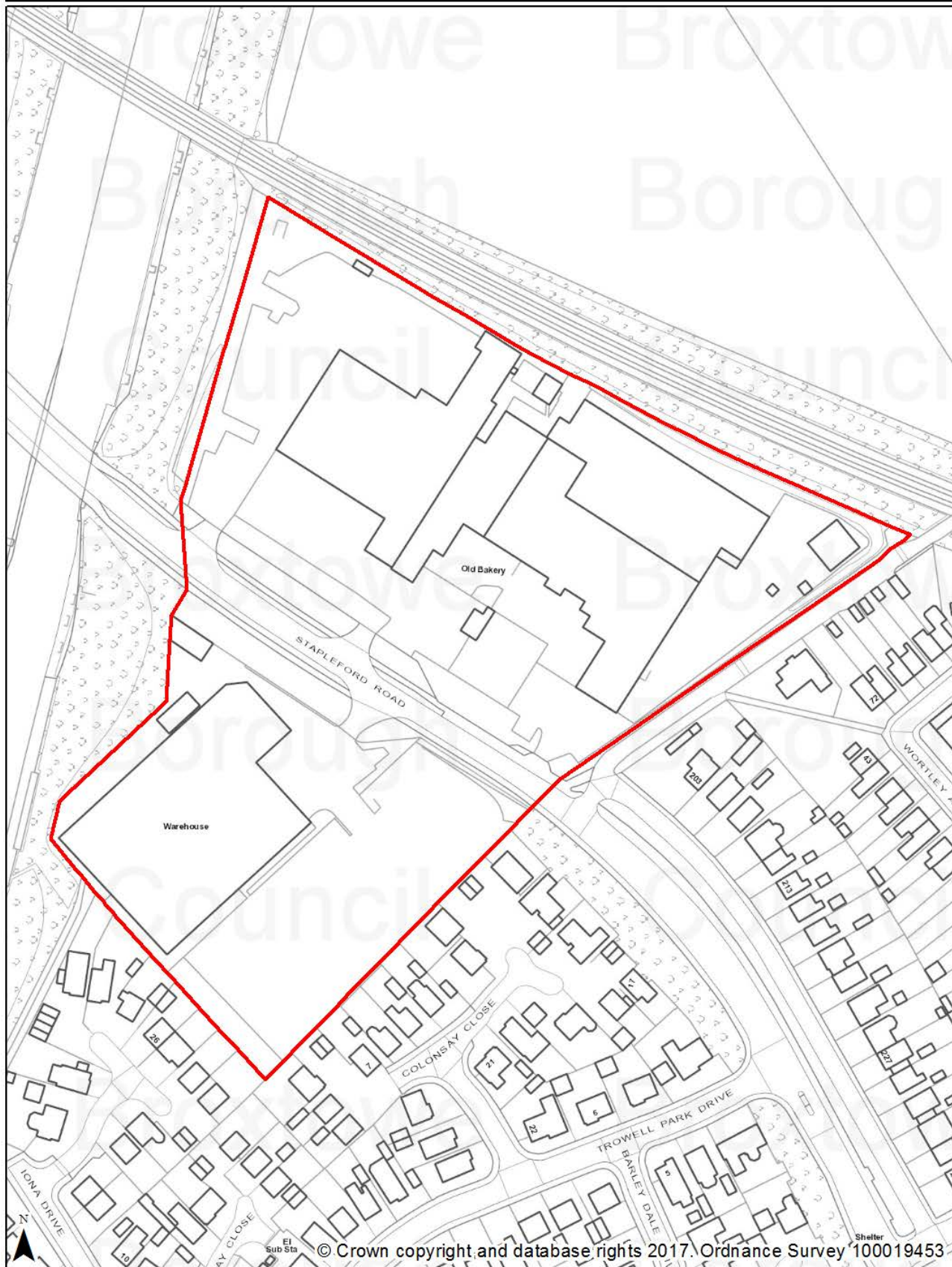
Balloon Woods Industrial Estate



Policy: 9

3.3 hectares

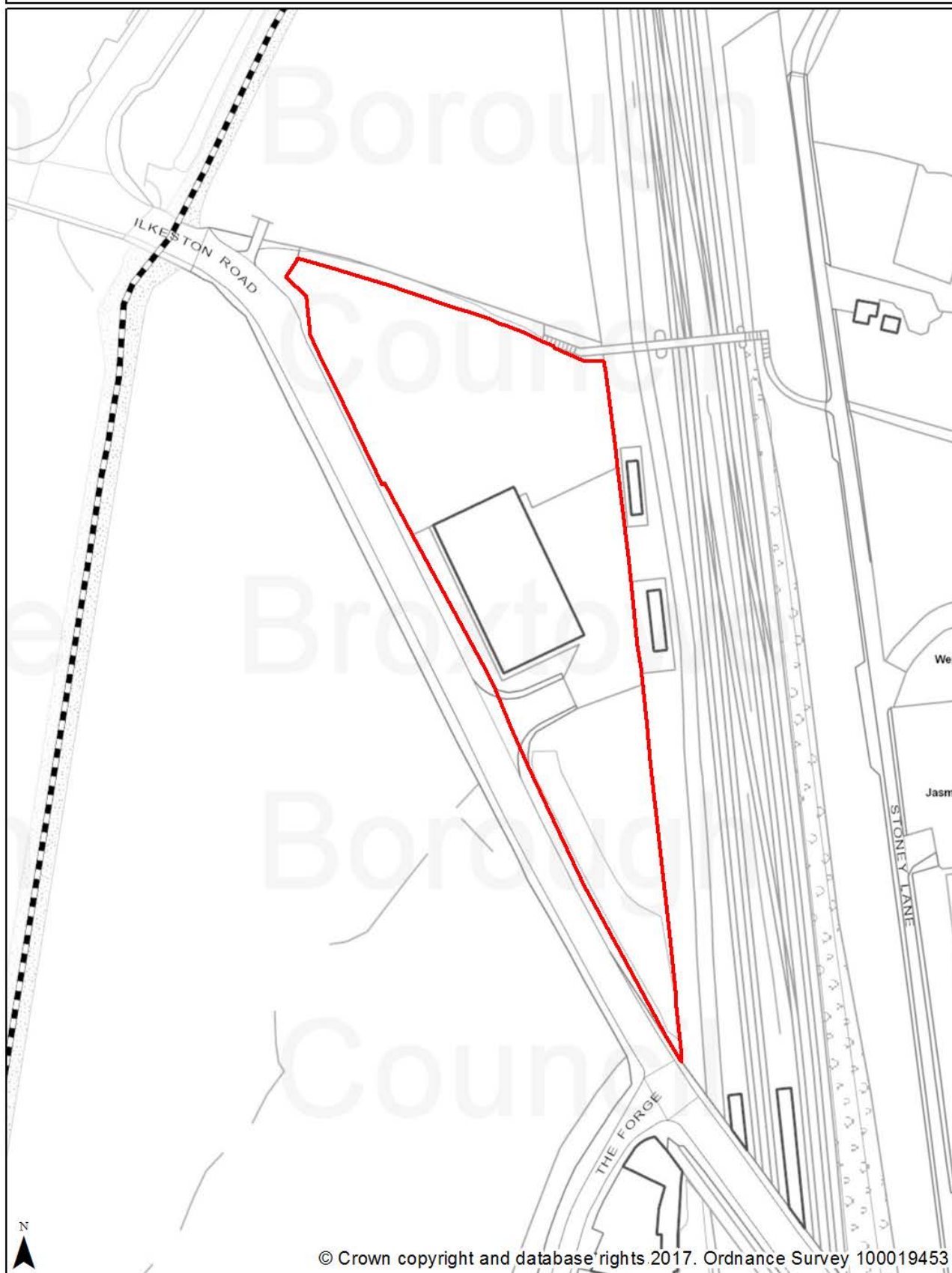
Stapleford Road Trowell

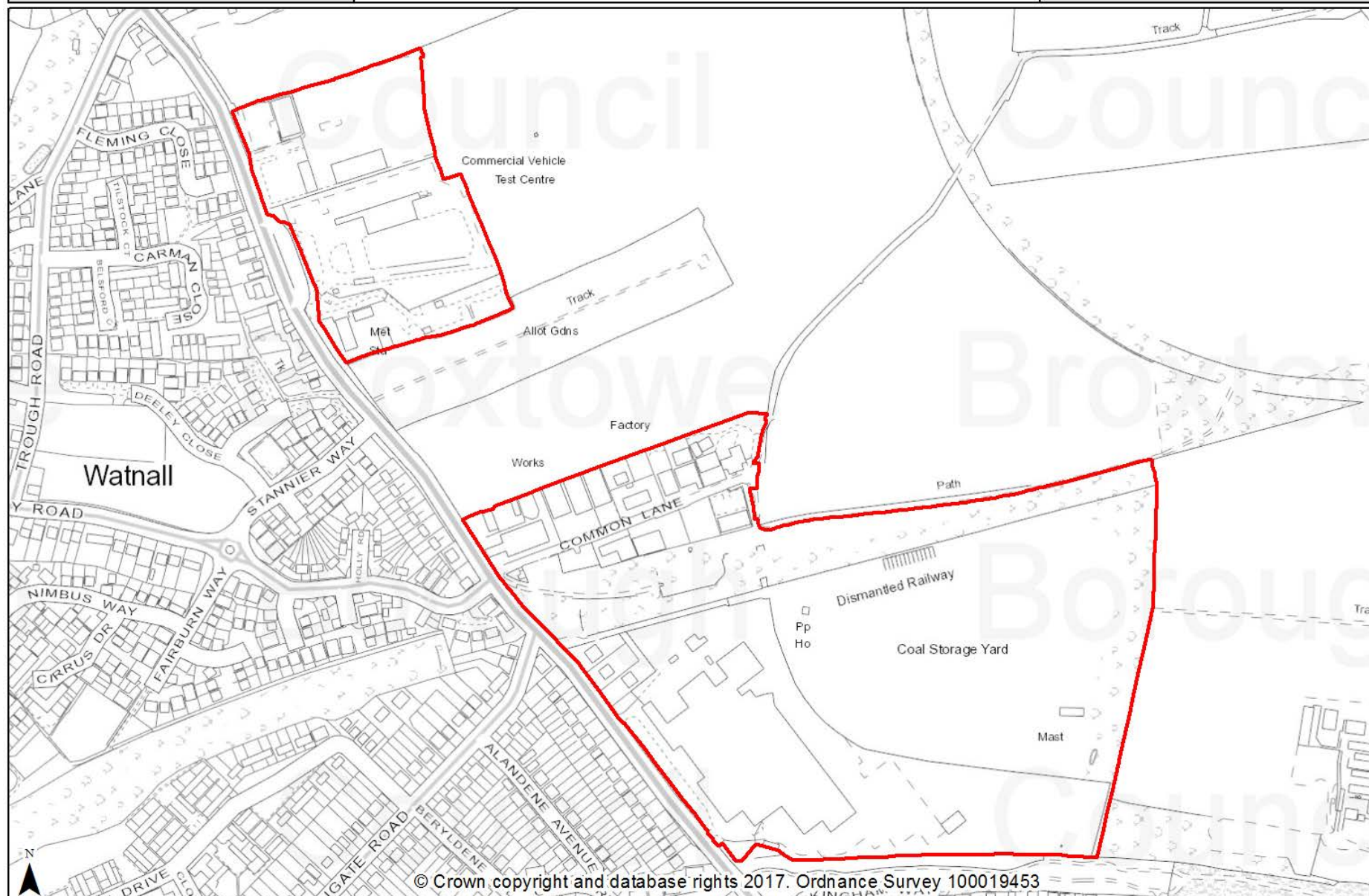


Policy: 9

0.6 hectares

Eagle Mill, Ilkeston Road, Trowell





Retail Provision

The retail need evidence to inform the Core Strategy was reviewed in 2015 by [Carter Jonas](#) which found no need for additional out of town retail or a need to expand town centre boundaries.

The amendments to Town centre boundaries in this Part 2 Local plan follow consideration of this evidence of need and liaison with the Council's town centres Team to establish appropriate boundaries. The policy intention is to have smaller town centres which are more easily walkable with positive policies to encourage more effective use of upper floors



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COUNCIL**

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