

M12A1 Policy 17 (2) (Place-making, Design and Amenity)

- **Provide additional text to explain how the policy will be applied (in respect of Building for Life).**

Additional text:

17.2 Part 1 of the policy is largely based on 'Building for Life' ('BfL12'), a widely-used guide to better design that is aligned to the National Planning Policy Framework and the National Planning Practice Guidance and is endorsed by the Design Council and the Home Builders Federation. Details of BfL12 itself are in Appendix 1 and this should be used as a design tool and a basis for discussion throughout the pre-application and community engagement stages of all major applications. When applying part 3 of the policy, applicants should show evidence of how their development performs against each question, justifying either a green or amber outcome. Any ambers should be those where sub-optimal solutions are unavoidable because of the particular circumstances of the scheme or constraints beyond the control of the applicant (and where there is evidence to support this).

M12A2 Policy 17 (Paragraph 17.6)

- **Consider the clarity of wording in the justification text regarding enforcement.**

Additional text:

17.6 Enforcement action should be proportionate to the breach of planning control to which it relates and taken when it is expedient to do so. This policy will be used to assess whether it is expedient to take enforcement action in relation to breaches of planning control, for example when a breach is clearly contrary to the policy. Further details of the Council's approach will be provided within ~~It will also form the basis of~~ a comprehensive enforcement plan which will be prepared and then reviewed on an annual basis.

M12A3 Policy 20 (Air Quality)

- **Clarify expectations regarding 'reasonable steps' and 'measures'**

To be inserted, after paragraph 20.1 (as a new paragraph):

'The 'reasonable steps' required to be taken, referred to within Policy 20 (part 1), will vary between different types and scale of development. In the case of smaller developments, these might include the provision of secure cycle storage facilities to encourage cycle use. In the case of larger developments, these might include the provision of well-lit connections to existing cycleways and footpaths and integration with public transport'.

M12A4 Policy 20 (Air Quality)

- **Provide additional text to explain how the policy will be applied with regards to electric charging points.**

Additional text to be added within paragraph 20.2 (after the end of the first sentence):

'The exact level of facilities required will vary on a case-by-case basis, taking into account factors such as: sustainability of location; existing infrastructure; amount of car parking to be provided; and existing electric vehicle charging points within the area of the development'.

M12A5 Policy 23

- **Consider adding additional wording within the justification text to recognise the heritage contained within the Chetwynd Barracks site.**

Additional wording to Paragraph 23.1:

Justification

23.1 *This policy applies to all heritage assets, including Listed Buildings, Conservation Areas, Scheduled Monuments and non-designated assets of all kinds. Bennerley Viaduct, Boots and D H Lawrence heritage are of special importance. The proposals for the Awsworth site allocation (Policy 4) are designed to minimise impact on the Viaduct, while proposals at Boots (Core Strategy Policy 2) are being carefully assessed so as to minimise impacts on the listed buildings there. [Proposals for Chetwynd Barracks \(Policy 3.1\)](#) should recognise the importance of designated and non-designated heritage assets within the site.*

M12A6 Policy 26 (Travel Plans)

- **Provide additional text to explain how the policy will be applied**

26.1 The site allocations have been selected in accordance with Policy 2 (the spatial strategy) of the Aligned Core Strategy and therefore are considered to be in the most sustainable locations. For all ~~other~~ large sites that come forward for development it is important that the transport impacts are assessed and where necessary mitigated in order to promote sustainable development. Travel Plans will be expected to include details of how developments will encourage walking, cycling and the use of public transport. [Travel Plans should be proportionate to the size and scope of the proposed development to which they relate and be tailored to particular local circumstances. Guidance regarding the form and scope of the Travel Plan can be provided as part of pre-application advice.](#)

M12A9 Policy 27 (Local Green Space)

- **Consider incorporating land within Chetwynd Barracks as an allocation**

A Masterplan approach is being followed (Policy 3.1) which will set a vision and guiding principles/objectives for development at Chetwynd Barracks. It will be available to the Neighbourhood Forum to designate Local Green Space when the land becomes publically accessible.

M12A10 Policy 28

- **Consider boundaries of Green Infrastructure Assets in relation to Beeston Fields Golf Course.**

For all Green Infrastructure Assets, including Beeston Fields Golf Course, it provides the clearest basis for decision-making (from all parties' points of view) if the Assets are identified clearly and simply so as to include the whole of the site concerned, including any buildings and including any adjacent land (such as the paddock off Beeston Fields Drive), whether or not that land is in separate ownership, if (as in this case) it essentially forms part of a single open area. Inclusion in the policy and designation on the Policies Map does not imply that permission would necessarily be refused. Instead, as indicated in Part 2 of the policy, the benefits of development would be weighed against any harm or loss that might arise.

M12A11 Policy 28

- **Review in line with para 74 of the NPPF with particular reference to replacement facilities.**

In respect of paragraph 74 of the NPPF, it is considered that replacement facilities, or alternative sports and recreational provision, could be a benefit which may outweigh any harm. Additional justification text is proposed:

Add justification text –

In respect of part 2 of the policy, benefits which could outweigh the harm include the replacement of equivalent or better provision in terms of quantity and quality in a suitable location or the development is for an alternative sports and recreational provision, the needs for which clearly outweigh the loss.

M12A12 Matter 12 – Policy 28 Paragraph 28.4

- **Consider supporting text to explain that the recreational routes listed and shown in the plan are long distance strategic routes.**

Insert text:

28.4 Broxtowe contains several *strategic* recreational routes, many of which are shown on page 158 and the Policies Map. These routes may also be used for everyday journeys and for accessing services. The policy will apply to the specified routes and to all routes leading from the built-up areas into the countryside. The policy will apply to the following specified routes;

- the Big Track;*
- the Broxtowe Country Trail;*
- the Erewash Valley Trail;*
- the Great Northern Path;*
- the Monks Way;*
- the National Cycle Route;*
- the Nottingham Canal Towpath/former Cromford Canal; and*
- the Robin Hood Way.*

M12A13 Policy 31

- **'Policy 31 - Provide information regarding the Beeston Fields Golf Course designation'.**

The details of the Beeston Fields Local Wildlife Site (LWS) designation are:

- Reference: 5/2303 – *'A golf course supporting a notable acid grassland'*.

Further information has been supplied by the Nottinghamshire Biological & Geological Records Centre in relation to the Beeston Fields Local Wildlife Site (Reference 5/2303), including the following description:

'The site is notable for supporting small areas of Heather, which is uncommon in Greater Nottingham, areas of acidic grassland, and also supports a population of Spring Crocus'.

The Nottinghamshire Biological & Geological Records Centre notes that the site is scheduled to be surveyed again and that hopefully this will be during the summer of 2019.

A copy of the information recorded during the last survey of the site has been obtained from the Nottinghamshire Biological & Geological Records Centre. This is included as a separate document, for information.