

Action M9A1: Policy 4.1

- **Update details in the policy and supporting text in accordance with the agreed position in the Statement of Common Ground.**

There were no matters in dispute in the Statement of Common Ground.

Action M9A2: Policy 4.1

- **Clarify expectations with regards to the ‘enhancement’ of Bennerley Viaduct**

Justification Text:

Bennerley Viaduct is a Grade II Listed railway viaduct spanning the Erewash Valley. Bringing the viaduct back into use through the provision of public access across the viaduct forms an important part of an aspiration for a network of long-distance walking and cycling routes.*

New residential development should make a proportionate contribution to enable this aspiration to be realised.

Action M9A3: Policy 4.1

- **Clarify expectations with regards to ‘enhance bus route adjacent to the site’.**

Amend Policy Text:

*Enhance bus route adjacent to **or within** the site*

Insert Justification Text:

As part of a planning application it will be expected that the applicant demonstrates the development will assist in securing enhancements to the existing bus route. This could be a financial contribution, improved pedestrian crossing points, the design of the scheme to make the provision of the route more attractive and / or improvements to the existing stop.

Action M9A4: Policy 4.1

- **Review wording of aspiration and ensure consistency with National Policy.**

See response to Action M6A3

Action M9A5: Policy 4.1

- Update position in relation to the vehicular access.

Insert Justification Text:

As a result of discussions involving the Borough Council, Developer and Nottinghamshire County Council there is a position whereby an acceptable access can be achieved from the bypass which will have the additional benefit of providing the most direct route to Bennerley Viaduct.

Action M9A6: Policy 5.1

- Update details in the policy and supporting text in accordance with the agreed position in the Statement of Common Ground.

Trajectory has been updated see Action M4A1

Action M9A7: Policy 5.1

- Clarify expectations with regards to 'traffic calming measures' and link to impact from development.

Delete Policy text

~~Provide Traffic calming measures to reinforce the existing 30mph speed limit on the A608~~

Insert Justification Text:

Whilst it is recognised that there is a pedestrian crossing and bends in the road close to the site entrance which would have the effect of slowing vehicle speeds. As part of a planning application it will be expected that the contributions to sustainable transport measures will assist with this.

Action M9A8: Policy 5.1

- Consider whether the land to the south of the housing allocation should be publically accessible.

Provide SuDS and additional planting to the south of the residential allocation as shown on Map XX and make this area a publically accessible amenity space.

Insert Justification Text:

Additional planting to the south of the residential allocation will act as a screen to the residential development and will help to reinforce the open vista between the headstocks and the Grade II Listed St James the Great Church which is important to retain.*

The map shows the site boundary in red, which is a large rectangular area. To the west of the site is a Recreation Ground containing a Play Area, Bowling Green, and a Pavilion. To the south of the site is a large area of Open Space and Sustainable Drainage Systems, indicated by a green dotted pattern. The map also shows surrounding residential areas with streets such as Church Lane, Cordy Lane, and Moor Road. A legend in the top right corner identifies the red outline as the 'Site' and the green dotted area as 'Open Space and Sustainable Drainage Systems'.

Action M9A9: Policy 5.1

- **Clarify expectations with regard to enhanced bus services**

Amend Policy Text:

*Enhance bus route adjacent to **or within** the site*

Insert Justification Text:

As part of a planning application it will be expected that the applicant demonstrates the development will assist in securing enhancements to the existing bus route. This could be a financial contribution, improved pedestrian crossing points, the design of the scheme to make the provision of the route more attractive and / or improvements to the existing stop on Church Lane.

Action M9A10: Policy 5.1

- **Review wording of aspiration and ensure consistency with National Policy.**

See response to Action M6A3

Action M9A11: Policy 6.1

- **Update details in the policy and supporting text in accordance with the agreed position in the Statement of Common Ground.**

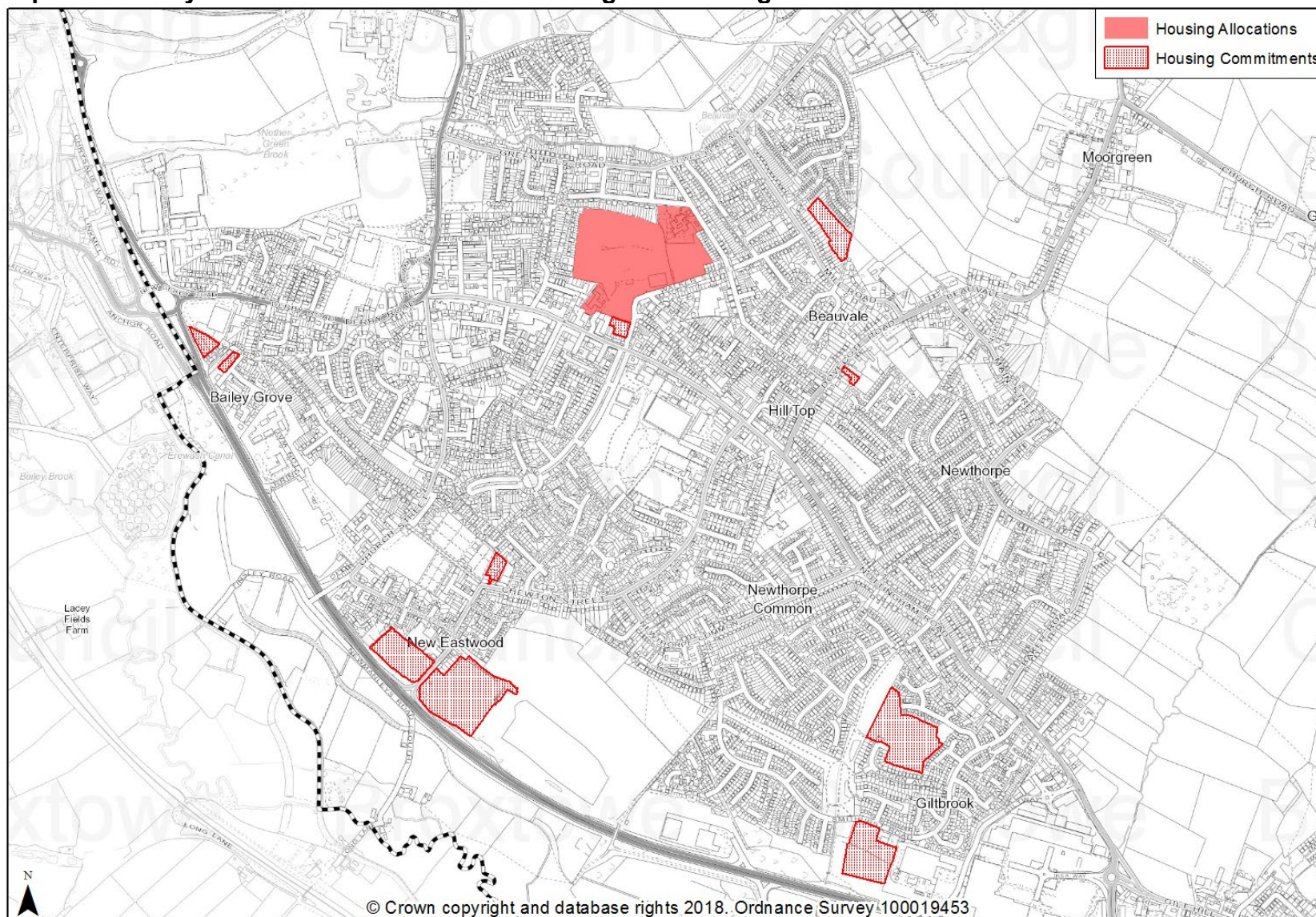
There were no matters in dispute in the Statement of Common Ground.

Action M9A12: Policy 6.1

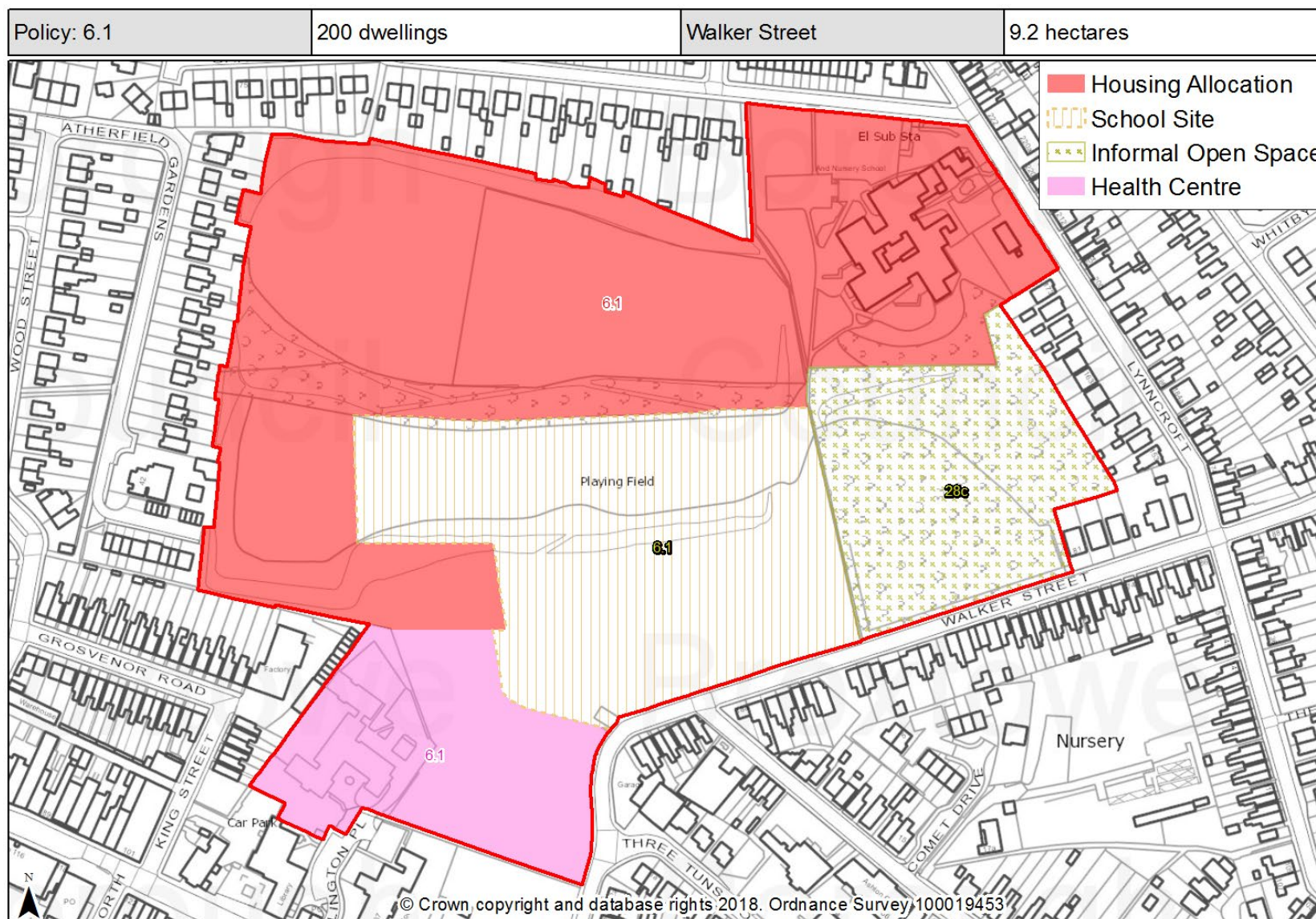
- **Review Maps 21 and 22 to ensure clarity and consistency.**

Map 21 (shown on the following page) has been amended to show the entire allocation outline (and not simply the residential element) therefore Maps 21 and 22 are consistent with each other. An additional indicative Map is being inserted into the Part 2 Local Plan to indicate the location of the different elements of development expected on the site.

Map 21: The Key Settlement of Eastwood including the Housing Allocation and Commitments



Map XX: Indicative Land Use Designations within Walker Street Allocation



Action M9A13: Policy 6.1

- **Review wording of aspiration and ensure consistency with National Policy.**

See response to Action M6A3

Action M9A14: Policy 6.1

- **Consider whether this aspiration should be a Key Development Requirement. Review trajectory taking into account progress made in delivery of the access road(s).**

Insert Justification Text:

The provision of two or more access points on different road frontages is an important principle. This is a matter that can appropriately be addressed as part of a planning application particularly given the £1 million funding secured for the provision of the new access road(s) and the need to ensure that this is spent in a timely manner.

Action M9A15: Policy 7.1

- **Provide a note regarding current progress with the relocation of the depot and the anticipated timeframe and necessary steps for its disposal.**

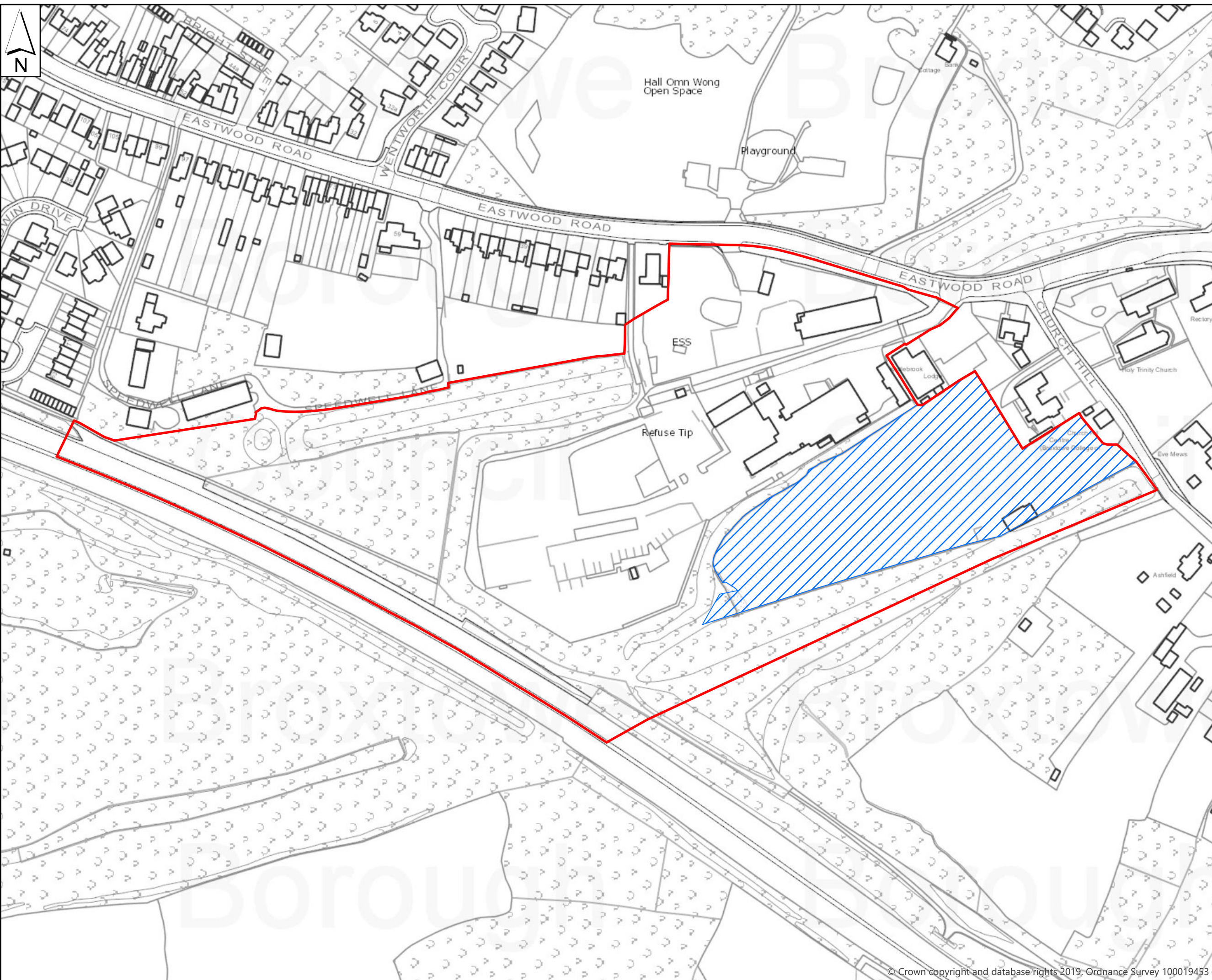
Progress

- The Council has an overarching culture of looking critically at all Council assets with a view to sharing facilities and services where possible and disposing of surplus land.
- There was a briefing in May 2017 from the Head of Neighbourhoods and Prosperity and the Head of Environment to staff at Kimberley Depot regarding the investigations into future Depot relocation.
- Initial work involving the Councils property team has been undertaken to scope out requirements for a new/ shared Depot.
- Meetings have been held with colleagues at Erewash Borough Council to explore the possibility of sharing a facility.

Anticipated timeframe

- Autumn 2019 – report to Jobs and Economy Committee to outline detailed requirements for a Broxtowe Borough Council Depot and options for sharing a facility with a neighbouring Council (most likely Erewash).

- Autumn 2020 – report to Jobs and Economy and Policy and Performance Committee regarding detailed options for disposal including detailed funding options. This would include dialogue with the adjacent landowner to the east who is supportive of the allocation and subject to access arrangements is easier to develop (please see plan on following page), and further grant funding options will be explored for the previously developed parts of the site, the majority of which comprises the Council Depot.
- Spring 2021 – conclude site arrangements for a relocation.
- Autumn 2022 – relocate and conclude sale of existing Depot site.



KIMBERLEY

- 7.1 Land South of Kimberley
- Adjacent Landowner

Action M9A16: Policy 7.1

- **Review wording of aspiration and ensure consistency with National Policy.**

See response to Action M6A3.

Action M9A17: Policy 7.2

- **Review expectations for ‘enhanced bus routes’.**

Amend Policy Text:

*Enhance bus route adjacent to **or within** the site*

Insert Justification Text:

As part of a planning application it will be expected that the applicant demonstrates the development will assist in securing enhancements to the existing bus route. This could be a financial contribution, improved pedestrian crossing points, the design of the scheme to make the provision of the route more attractive and / or improvements to the existing stop on Eastwood Road.

Action M9A18: Policy 7.2

- **Review wording of aspiration and ensure consistency with National Policy.**

See response to Action M6A3

Action M9A19: Policy 7.3

- **Review wording of aspiration and ensure consistency with National Policy.**

See response to Action M6A3

Action M9A20: Policy 7.3

- **Provide a note regarding the ownership of the site.**

The site is within the ownership of two principal landowners, one of whom owns all of the garages (they have not been sold off individually). Delivery of the site is expected later in the plan period in recognition that there is more than one landowner however; there are no impediments to prevent the site coming forward at the envisaged rate.