



Awsworth Parish Council



Awsworth Neighbourhood Plan

2015 – 2030



**REFERENDUM VERSION
MARCH 2021**



**NATIONAL
LOTTERY FUNDED**



Artwork by Sue Campbell – Photos by Michael Smith (unless otherwise attributed)



OUR VISION

'By 2030, Awsworth Parish will be a safer and more attractive area. It will value the local community and their aspirations and provide people with a sense of pride and belonging. It will be a thriving and vibrant place, where everyone can be involved and contribute.'



Donkey Piece, oak tree, sign — Mine tubs

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FOREWORD

'Awsorth Future' – Our Neighbourhood Plan

Change is inevitable. Awsorth Parish has changed and grown over many centuries and will continue to evolve. Moving forward we want good outcomes for our village and the wider parish area.

We want to keep and protect the best of what there is in the parish in terms of the built and natural environment. Good planning looks to make sure that when new development is needed it is of the right type, located in the right place and delivered at the right time.

Our Neighbourhood Plan aims to ensure that where new development must take place in our small parish, it benefits the place and the local community. To do that, all new proposals for building on or making use of land must be carefully located and well designed. In particular, we expect new buildings to respect and reflect the built form of the village and the existing buildings and green spaces within it.

Any new development outside the main built area should also have regard to protecting and where possible enhancing the open countryside and environment within the parish and beyond. We want all new development to be sustainable into the future. We want to respond positively to change. Through our Neighbourhood Plan we want the local community to have more control and influence in shaping Awsorth's future. By 2030 the parish's current population of about 2,250 is likely to grow by at least 600. This figure will be even higher when new homes in neighbouring parishes are included. The overall population of the 'Awsorth Key Settlement' is expected to be around 3,000 by 2030.

The Steering Group would like to thank all the organisations and individuals who have helped to prepare and shape this plan (including those who responded to the Questionnaire and Consultation Draft Plan).

In particular: Andrew Towlerton & Rachel Robson from consultants **Yourlocale** who have guided and supported us; **Awsorth Parish Council** for providing initial 'seedcorn' funding & the **Clerk**, Hayley, for her support; '**Locality**' and '**Awards for All**' for giving us essential grant funding; Kim and Steve at **The Gate Inn** and also the **ABC Youth Club** for providing meeting venues; **Awsorth Primary and Nursery School** for helping to involve the village children; **Sue Campbell** for her artwork; Tom Genway, Steffan Saunders & Amanda Vernon from **Broxtowe Borough Council** for guidance and advice; Kieran Lee (**Friends of Bennerley Viaduct**) & Bill Tomson (**Sustrans / Railway Paths Limited**) for their help and loan of the Bennerley Viaduct exhibition; Stuart Ashton (& Guy Longley) from **Harworth Estates (& Pegasus Planning)** in connection with their land at Bennerley and their scheme at Newtons Lane; local firm **Real Edge** for their kind donation; Patrick at **Moorleys Printers** for all our printing needs; and finally, the **Awsorth** local community. We hope our Plan will help make a real difference to Awsorth.

Awsorth Neighbourhood Plan Steering Group

Core Steering Group Members: Michael Smith (Chair); Stuart Lee (Vice Chair); Lydia Ball; David Bamford;

Don Foster; John Mortimer; Richard Paxton; Carol Sanderson; Dawn Savage; Graham Spencer; James Woodward

1.0 INTRODUCTION

What is the Awwsworth Parish Neighbourhood Plan?

- 1.1 Awwsworth Parish Neighbourhood Plan (the Plan) is a **community led planning document for guiding the sustainable future development of the Parish**. It is part of the Government's new approach to planning, which gives communities the power to better shape the place where they live and work, to inform where development takes place and help influence the type and quality of that development, ensuring that change brings with it local benefit.
- 1.2 Awwsworth Parish Council as the 'responsible body' applied to Broxtowe Borough Council in September 2015 to prepare a neighbourhood plan for Awwsworth Parish. The **Parish was designated as a Neighbourhood Plan Area in December 2015**. However, the Plan is not the Parish Council's plan. It is the local community's plan and as such has to be endorsed by a local **Referendum** which **requires a 'yes' vote of 50% or more** of those who vote.
- 1.3 Before any Referendum is held the draft plan has to be consulted on, amended as necessary, the submitted plan scrutinised by an Independent Examiner and any recommended changes made. A 'yes' vote means the Plan can then be formally 'made' (finalised) by Broxtowe Borough Council, who will be required to have regard to it when making decisions on planning applications that affect our Parish.
- 1.4 The designated **Neighbourhood Plan Area** is defined by the Awwsworth Parish boundary, as outlined in **Figure 1**.
- 1.5 The Plan has been prepared through a volunteer Steering Group (and smaller Working Group) made up of Parish Councillors and local residents. They have been helped by neighbourhood plan consultants Yourlocale. Broxtowe Borough Council provided support and information. Initial 'seedcorn' funding was provided by the Parish Council. Grant funding was obtained from both Locality and the Lottery Awards for All which has been crucial to enable the project.
- 1.6 **The Plan covers the period 2015 to 2030**. This is to generally accord with Broxtowe's Local Plan which will run until 2028.
- 1.7 The Plan is informed by extensive research and influenced by robust community engagement and provides a **Vision for the future of Awwsworth¹ and Objectives** as to how we might achieve this. We want to keep and protect the best of what there is in Awwsworth in terms of the built and natural environment. We want to ensure the best outcome for Awwsworth and its people and that any new development properly respects and reflects local character and distinctiveness.

¹ References to 'Awwsworth' and 'The Parish' in this document denote the Parish of Awwsworth.

- 1.8 The Plan includes appropriate **Planning Policies** to help guide new development. It also includes other **Parish Projects** which the Parish Council will need to consider for action.

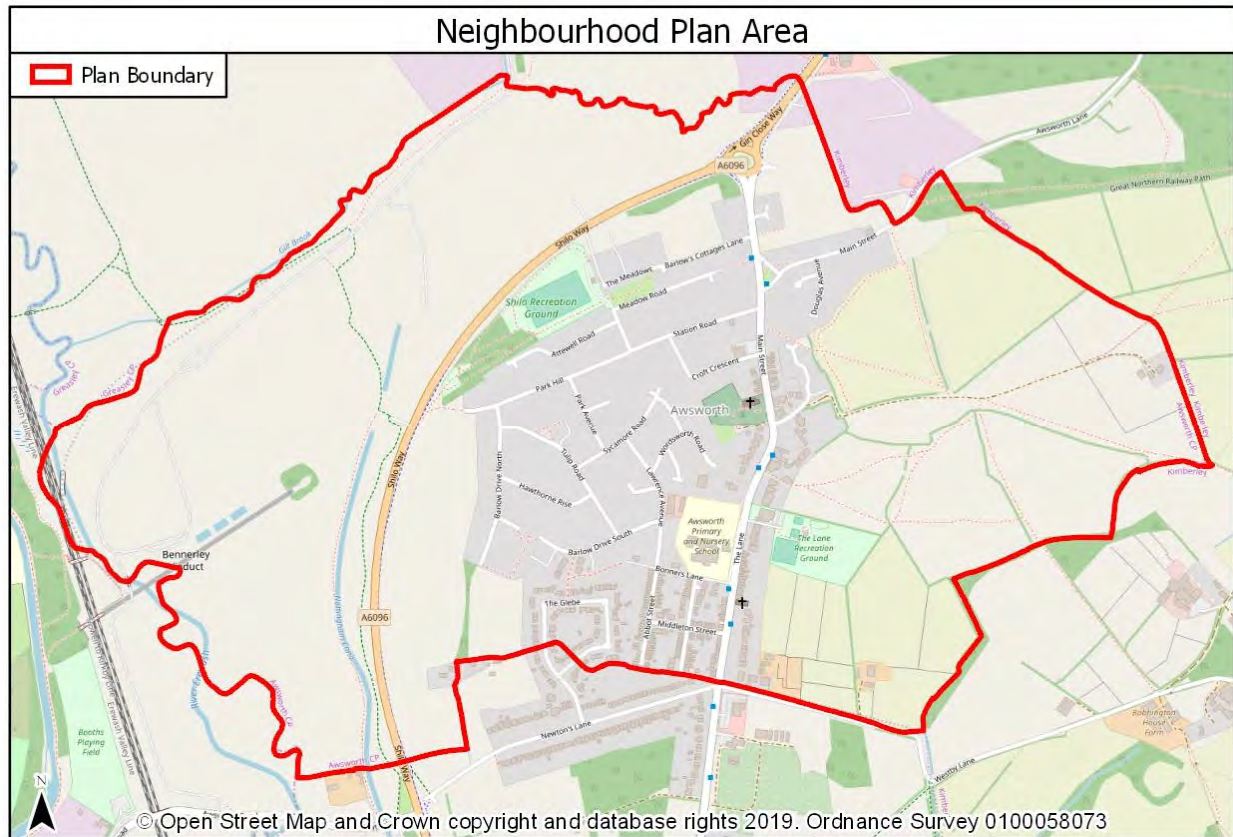


Figure 1 – Neighbourhood Plan Area

Why do we want a Neighbourhood Plan?

- 1.9 A neighbourhood plan enables local communities like ours to have more control over development in their own area by preparing a planning framework against which proposals can be judged. While we are not against growth we want to ensure that Awsworth gets the right type of development in the right place. Rather than having development imposed from above and/or having to react to speculative proposals by developers the Parish Council decided it was preferable to be pro-active.
- 1.10 The **Broxtowe Aligned Core Strategy** (Policy 2: 'The Spatial Strategy') sets a **requirement of up to 350 homes to be built in or adjoining the Key Settlement of Awsworth** between 2011 and 2028. Such provision would be a 34% increase in dwellings in Awsworth village, which is significant for such a small settlement, especially one so tightly constrained by Green Belt. (Note – 'Awsworth Key Settlement' includes adjoining built areas in Kimberley and Cossall Parishes).

- 1.11 Through the consultation for this Plan the community has raised some concerns about the scale of development and want to ensure that the attributes of the area are protected and enhanced, notably the village 'feel' and good quality housing.
- 1.12 A neighbourhood plan provides the opportunity to shape development to ensure that it meets local need and reflects and enhances the distinctive characteristics of the Parish. Not having a plan does not mean that there will be no future development. However, it does mean that residents will have far less influence over what development takes place within the Plan Area.

Planning Context

- 1.13 The right for communities to prepare a “**neighbourhood development plan**” was established through the **Localism Act 2011**. The **Plan sets out policies in relation to the development and use of land** in the whole or any part of the neighbourhood area specified in the Plan. Once ‘made’ (finalised) it will form part of the statutory development framework for the area and will be an important consideration in the determination of planning applications.
- 1.14 The rules governing the preparation of neighbourhood plans are set out in the Neighbourhood Planning Regulations 2012 (as amended). The Plan must have regard to national planning policies, primarily contained in the National Planning Policy Framework (NPPF) and National Planning Practice Guidance (Guidance). The development of the Plan is underpinned by the core planning principles of the NPPF (published July 2018 and updated February 2019).
- 1.15 The Plan must also be in ‘general conformity’ with the strategic policies of the development plan for the area so has been prepared to generally accord with the **Broxtowe Local Plan which comprises 2 parts: (i) Broxtowe Aligned Core Strategy (ACS) Part 1 Local Plan (adopted September 2014)** which sets out the vision, objectives, spatial strategy and strategic policies for the Borough up to 2028 (the **Core Strategy**) and (ii) **Broxtowe Part 2 Local Plan 2018-2028 (P2LP) (adopted October 2019)** which sets out its approach to meeting housing figures and economic aspirations set out in the over-arching Core Strategy. It also details the policies against which planning applications will be assessed. Broxtowe Borough Council has resolved that where possible these will be prepared in the form of Neighbourhood Plans.
- 1.16 In accordance with Government guidelines, the Plan has been informed by evidence and reasoning underpinning the Part 2 Local Plan and there has been consultation with Broxtowe Borough Council in the development of the Plan policies. The aim of the Plan is not to replicate the strategic policies in the Local Plan, but to add local value to them, to better meet the needs and aspirations of the Awsworth community for the future of their parish.
- 1.17 The Plan is required to contribute to the achievement of sustainable development, which is ‘development that meets the needs of the present without compromising the ability of future generations to meet their own needs’ (NPPF para 7). Awsworth’s Neighbourhood Plan seeks to

achieve this by protecting and enhancing the natural and built environment, meeting present and future needs for housing, work and facilities that support the well-being of the community, supporting actions that build prosperity and by ensuring that local people have an opportunity to shape their surroundings.

- 1.18 The neighbourhood plan must be compatible with EU regulations and of relevance is compliance with the Strategic Environmental Assessment (SEA) and Habitats Directives.

The process of developing the Plan

- 1.19 The Plan is a community-led plan, prepared through the **Awsorth Neighbourhood Plan Steering Group (ANPSG)**. The Steering Group is comprised of members of the Parish Council and local residents. A Working Group was established to gather evidence and formulate policies.

Designation and Raising Awareness

- 1.20 Awsorth Parish Council as the 'responsible body' applied to Broxtowe Borough Council in September 2015 and the **Parish was designated as a Neighbourhood Area in December 2015**. The Steering Group's first formal meeting was in March 2016.

Consultation and Evidence Gathering

- 1.21 The Working Group undertook a rigorous examination of **local data to underpin the policies** in the Plan. This included the **evidence base** produced to support the development of the Local Plan, notably the:
- Broxtowe Borough Council Green Infrastructure Strategy 2015 – 2030
 - Green Infrastructure Strategy Volume 6; Strategic Green Infrastructure Network for the Nottingham Principal Urban Area and Sub-Regional Centres
 - Broxtowe Borough Council Green Spaces Strategy 2009 – 2019
- 1.22 The Plan has been produced with strong and meaningful input from the community. In July 2016 a comprehensive **community questionnaire 'Where do we go from here?'** was delivered to all of Awsorth's 1,000 or so homes as well as 120 in neighbouring parts of Cossall and Kimberley Parishes. This was essential to begin to understand the key issues that local people considered to be most important. The 123 responses represented a reasonable 11% rate of return.
- 1.23 To ensure that everyone had an opportunity to contribute to the plan, further, targeted consultation was undertaken. This included local school children and the business community as well as community drop-in events, including one which focused on potential key projects including the housing allocation West of Awsorth at Newtons Lane, land at Bennerley (former Coal Disposal Point) and the Bennerley Viaduct project. Further details regarding community consultation are provided in the **Consultation Statement** that accompanies this Plan.

- 1.24 Not all issues raised by the community fall within the scope of this Plan. Through the process of preparing the Plan many worthwhile ideas have been proposed. These have been listed and members of the community have prioritised them. While these **Parish Projects** are not planning related and, therefore, technically fall outside the scope of a neighbourhood plan, they are included as a focus for community action. It is envisaged that this will be taken forward through the Parish Council working with residents and other agencies as necessary. Where applicable, they have been included in **Appendix 1**.

2.0 AWSWORTH – PLACE, PAST & PRESENT

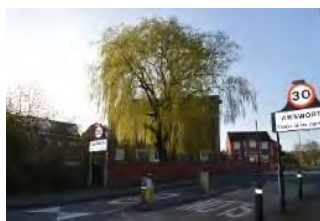
- 2.1 Awsworth is a special place to us. It is the place where we all live, where most of us play and where some of us work. This means we should do all we can to protect and improve it into the future for all our local communities, whether for homes, employment, education, recreation or the environment. While we should welcome change and the new development that this requires, it should also be beneficial for Awsworth and its people. For that it must be of the right type, amount, quality, design, appearance, as well as in the right place.

Place - Location and Geography of Awsworth

- 2.2 Awsworth lies about 7 miles northwest of Nottingham and 13 miles northeast of Derby. It is located between the 2 Nottinghamshire towns of Kimberley (about 1.4 miles to the northeast) and Eastwood (about 2 miles to the northwest) and the town of Ilkeston in Derbyshire (about 1.7 miles to the southwest).
- 2.3 Awsworth is located at the western edge of the administrative areas of Broxtowe Borough and Nottinghamshire County Council. The River Erewash marks the western limit as well as the shared boundary with the neighbouring Borough of Erewash Borough and the County of Derbyshire. Awsworth is only a very small part of Broxtowe Borough (about 2% both by area and in terms of population). With some 2,250 living in the Parish it has a population density of 1,500 per hectare (7% more than Broxtowe's 1,400 per hectare).
- 2.4 The Parish is very small and compact (only 150 hectares or 367 acres in area). It is roughly diamond or lozenge-shaped, elongated from west to east, 2 kilometres (1.25 miles) at its widest point and 1 kilometre (about 0.6 mile) from north to south in its central third. It tapers westwards as far as the Midland Main Railway Line, bounded between the River Erewash to the southwest (the lowest point in the Parish at 50 metres / 165 feet above sea level) and its smaller tributary the Gilt Brook to the northwest and north. It also tapers to the east as far as Whisgills (the highest point in the Parish at about 100 metres / 330 feet).
- 2.5 The village occupies a hilltop position on a promontory or spur of high ground which extends westwards between the River Erewash to the west and the Gilt Brook to the north. The original

settlement was situated at the high point on this spur (about 95 metres or 310 feet) where The Lane becomes Main Street, in the area occupied by the Manor House with the church being built later very close by, a little way down the steep hillside.

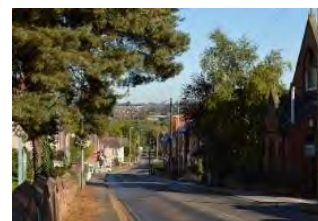
- 2.6 Avoiding low-lying flood-prone marshy ground and yet ensuring a reliable, convenient water supply are both key factors which would help explain Awsworth's location. Where the Erewash Glacier met the Strelley sandstone it was forced to divert. At this point of impact debris (or moraine) was deposited which mainly settled as a clay deposit which was later added to by the alluvium from the River Erewash. Rain seeping down from the Strelley area through the sandstone hits the Awsworth Clays where it can no longer follow its natural downward course causing it to emerge at the surface as an artesian well or spring.
- 2.7 There are several such natural springs at the top of the village, many of which have been piped into the drainage system but in wetter months more can be found around the village and over the years have resulted in the Water Authority inspecting for leaking mains. A high water table means that all the old wells are very shallow and the moisture content of the ground is remarkably high. There are some concerns that the proposed building of the HS2 railway to the west in the area between Strelley and Awsworth could seriously affect the underground water flow, causing the land to dry out, potentially creating major subsidence and damage to properties.
- 2.8 The Parishes of Greasley, Kimberley and Cossall, all in Broxtowe, lie adjacent to Awsworth (to: the north / northwest; northeast / east / southeast, and; south respectively). About 0.5 of a mile to the west, beyond the River Erewash, Ilkeston and its northern extension Cotmanhay are in Erewash Borough, Derbyshire.
- 2.9 Awsworth is separated from the built areas of Giltbrook and Kimberley (close to the north and north east), by the major road embankment which carries the main A610 dual-carriageway from Langley Mill and Eastwood in the west to Junction 26 of the M1 a few miles to the east. The edge of Nottingham City lies a few miles further east of the Motorway.



Gin Close Way



Manor House



Main Street



The Lane



St Peter's Church



Four Lanes End



Figure 2 – Parish Location

Past - History and Development of Awwsworth

- 2.10 The “Great Survey” or Domesday Book commissioned by William the Conqueror mentions our village. Before the Norman Conquest in 1066, 2 manors existed at Eldesworth, owned by Alwin and Ulfketel. The village name has changed many times since its Anglo-Saxon origins.

Early Agricultural Life

- 2.11 For many centuries the village remained tightly focused around its historic core at the top of the hill. Surrounding land would have been farmed using the communal open field system. Almost everyone lived in the village and scattered farms were rare.
- 2.12 There was also a common system of meadow land, usually wet land near a stream and owners in the common fields had smaller strips in the meadows called ‘doles’. At Awwsworth, land next to the Gilt Brook was probably communal meadow. By 1765, rapid enclosure was underway in the surrounding area (open fields replaced by the modern system of private fields). By the time of the 1846 ‘Tithe Map and Award’ very little remained of the original agricultural system other than indications in field names, such as Ginn Close, Straw Close, Crab Tree Close, Noble Close, Tinker Close, Laine Close, Hansack Close, Hansacky, Little Hansacky, The Pringle and Dole Meadow. (Note – ‘Close’ meaning an enclosure).

Industrialisation

- 2.13 Coalmining has been linked to the Awsworth area for many centuries with records of a mine at Cossall in 1283. Early 'bell pit' working was replaced by more extensive 'post and stall' methods. The earliest mention of a pit in Awsworth appears to be 1604. Local pits included 'Hutchby's' (also known locally as 'Bod Tod') and the 'Flying Nancy', both about 60 yards deep. These two linked mines, known as No.1 and No.2 pits, closed in 1899.
- 2.14 By about 1617 there was a glass house (or glass manufactory) founded in the area known as 'Glasshouse Yard' (The Meadows). It supplied a local market with green glass bottles and other glass utility products and seems to have been in production until about 1700.
- 2.15 Framework knitting and lace arrived early in this area after the invention of the stocking frame in 1589. The region became a vitally important producer of hosiery during the second half of the 17th Century. This was a 'cottage' industry and Parish records for the entire area, including Awsworth, contain large numbers of entries for people who earned their living in the trade.
- 2.16 However, it was the arrival of the Industrial Revolution which changed Awsworth and the entire Erewash Valley forever.
- 2.17 By 1777 there was interest in constructing a canal along the Erewash Valley to carry coal from the valley's many mining areas to the River Trent, then by canal (the Loughborough Navigation) to Loughborough and on by road to Leicester. The Erewash Canal, which opened in 1779, follows the natural contours of the River Erewash and runs close to the west of the river and Awsworth. The Nottingham Canal opened in 1796 and provided a short cut from Langley Mill to Nottingham (entering the River Trent at Trent Bridge). Both canals were built by William Jessop. Numerous tramways were built linking the new canal with neighbouring collieries. The northern section followed the higher contours of the valley's eastern side and curved north to south through the whole Parish, just west of the present-day A6096 Shilo Way bypass. Abandoned in 1937, only the southern, reinstated length of the canal survives in Awsworth today between Naptha House and Newtons Lane.
- 2.18 But it was the coming of the railways which accelerated the pace of change for the whole area including Awsworth. The Midland Railway was the first to serve Nottingham and its coalfield. Its main line ran north – south along the Erewash Valley (clipping the western tip of the Parish). But by 1850 the Great Northern Railway (GNR) arrived from the east.
- 2.19 The GNR main line (from Nottingham Victoria Station) and the branch line through Awsworth Junction to Pinxton opened in 1875. The Pinxton branch line passed north of the 'Gate Inn' on embankment, before crossing the Giltbrook Valley on the magnificent Giltbrook Viaduct comprising 43 red brick arches, known locally as 'Forty Bridges'. The original 'Gate Inn' stood further west, a short way north of Main Street and the new railway embankment.

- 2.20 The GNR main line westwards from Awsworth Junction opened in 1878 and ran just south of the present day 'Gate Inn' passing close to the north side of the village, roughly northeast to southwest through the length of the Parish almost cutting it in half. Most of the line ran on embankment but the western section crossed the Erewash Valley on the Ilkeston (Bennerley) Viaduct to Ilkeston and Derby Friargate stations. Awsworth Station was situated along the southern edge of what is now the Shilo Recreation Ground. The former Station House survives as does the adjacent site of one of the level crossing gates.
- 2.21 The Midland's rival Basford - Bennerley route opened in 1879 to link its Erewash Valley line at Bennerley, to the Nottingham – Mansfield line at Basford via Kimberley and Watnall. This ran through the northern edge of the Parish parallel to the Great Northern's main line. A large section of tree-covered embankment still exists (in Kimberley south of the Hogs Head).

Bennerley Iron Works

- 2.22 While no early Awsworth maps show ironstone working at Bennerley there are records of the sale of ironstone mines in 1857 which seem to be located here. By 1869 ironstone proprietors are mentioned and by 1876 the Awsworth Iron Company existed. By 1881 there had already been much industrial activity at the Bennerley site. Maps show an old coal pit together with the newer but by now disused Bennerley Colliery, also a large brick yard and Awsworth Iron Works. By the late 19th Century substantial quantities of ore were being imported from Kettering. In the early 1900s the works consisted of 3 furnaces, 2 of them working with one on standby. Bennerley Iron Furnaces closed in 1931. More recently the land was used for Bennerley Coal Disposal Point screening plant associated with opencast coal extraction.

Brick making

- 2.23 There were a number of local brickyards and clay pits in the village and wider Parish including at the hamlet of Shilo. Towards the end of the 19th Century, brick making was starting to take place on an industrial scale, before which production was very much a local activity.

Chemicals

- 2.24 By 1868, Nottingham Gas Light and Coke Company (established 1818) was supplying a 6 mile radius around Nottingham. Gas by-products included coke and coal tar. From about 1820 there was a strong demand for derivatives such as naphtha and creosote. From about 1860 a wide range of new products were being developed, including drugs, explosives and photographic materials and previously worthless coal tar commanded good prices. Their chemical works was situated at the side of the 'Forty Bridges' viaduct (west of Gin Close Way). Further south along the Nottingham Canal the Naphtha and Ammonia Sulphate works was extended in 1878 to include a branch line and canal loading stage. In 1874 Nottingham Corporation absorbed the Nottingham Gas Light and Coke Company and with it Giltbrook Chemical Works.

Figure 3 – Ordnance Survey extract 1880 showing Nottingham Canal & Railways passing through Awsworth area – By courtesy of John Lee



Awsorth Past – photos courtesy of Bob Gillott & Roger Marsh



'Forty Bridges' 1961 (BG)



Awsorth Station 1909 (RM)



Bennerley Blast Furnaces 1910 (RM)



Jolly Colliers – 'Old Ma Renshaw's' – Shilo (RM)



Erewash Valley in full flood 1961 (BG)



'Bottom Chapel' 1961 (BG) Forty Bridges 'going' 1973 (RM)



Nottingham Canal 1946 (RM)



Before Attewell Road 1961 (BG)



Gate Inn c1965 (RM)



Park Hill 1961 (BG)



Rose Cottage (BG)



To & from Kimberley (RM)



How Awsworth Developed

- 2.25 In medieval times, Awsworth is believed to have extended considerably further than it does today and was probably at least twice its present size. Land once associated with Awsworth reached into Newthorpe, Giltbrook, Gilt Hill, Kimberley, Grasscroft and Babbington.

The Historic Core

- 2.26 The village would typically have been centred on the Manor House at the top of the hill. The present Manor House, rebuilt or refurbished in 1777, is believed to stand close to the site of the original manor. Timbers have been dated to the 1570s although these may have been re-used. A well exists to the rear. However, no other early buildings survive. The parish church was built much later, believed to be on the site of an old tithe barn. The original chapel at Awsworth was built by Richard Smedley in 1746, before which a separate part of St Patrick's Church at Nuthall was allotted to Awsworth parishioners. Smedley also supported the Chapelry School at Awsworth, the school room being added to the rear.
- 2.27 A number of other old buildings are still found in this part of the village. The old vicarage built in 1843 with its impressive tree-lined driveway is now 'The Woodlands'. The new vicarage built in 1953 stands just south of the drive close to The Lane, but no longer houses the parish priest. The first Awsworth Board School, opened in 1878 opposite the church, is now occupied by a business. The old School House to the rear is a private dwelling. The Infant School, opened in 1887 on The Lane, is now a private day nursery. The Mission Hall and Sunday School building erected in 1894 on land just south of the church has been demolished. The Co-operative shop built in 1898 to the north side of the Junior School was replaced in 1903 by a larger building at the corner of The Lane and Main Street, now a convenience store housing the Post Office, which until recently occupied the original Co-op premises.
- 2.28 From its historic core the village expanded along the main road in typical linear, piece-meal fashion, south along The Lane towards Four Lanes End and north down the hill along Main Street. An Ordnance Survey map which shows the new railways (c1875-78) but seemingly not the new station (1879) or Station House (1892) gives a good indication of the village's growth by this time.
- 2.29 At the northern edge of the Parish close to the Gilt Brook was the extra parochial hamlet of Shilo, seemingly incorporated into Awsworth in the mid-19th Century. This comprised a row of about 10 houses and a large villa referred to as 'Shilo Hall'. A Primitive Chapel opened here in 1834. While Shilo may have been associated with Awsworth Colliery nearby, there were clay pits to the immediate west which might also explain the existence of this outlier settlement. Shilo pre-dated the nearby Nottingham Canal because an over-bridge had to be provided when the canal was

built in 1796. The position of the bridge and approach to Shilo is marked by the current access to Bamford's Scrapyard which continues northwards along part of the old road, now Public Footpath 11, although no trace of the hamlet survives following open casting which started in 1972 and continued into the next decade.

- 2.30 By 1871 there were 5 cottages on the marshy area called 'The Blob' lying between the Nottingham Canal and River Erewash. These were also lost to opencast mining in the 1970s. The only surviving building is Bridge Farm, formerly the 'Robin Hood Arms' immediately west of the canal and just south of the Parish.

North down Main Street, east along (Lower) Main St, west along Station Road & Park Hill

- 2.31 The bottom of the village developed more quickly than the top, probably owing to the nearby Awsworth Colliery sited in the Shilo Rec / Glasshouse Yard area and then the coming of the railways. By 1871 there were 6 cottages and 2 pubs in this area: the 'Jolly Colliers' and the 'Cricketers Rest'. The area below the church west of Main Street and south of Station Road expanded rapidly in the 1800s. Many of these buildings still exist, including the Primitive Chapel (1854), several adjoining cottages and a number of detached houses further west. These cottages as well as the row of 3 (now 2) cottages to the south side of Park Hill are probably some of the oldest buildings in the village (pre-1800). Brickyard Street became known as Crown Street when the house built about 1860 was turned into a pub in 1878. Only the 'Crown Inn' and adjacent house built in 1858 still survive on what is now Croft Crescent. This cul-de-sac served one of the many local brickyards which developed in and around the village in the 1800s.
- 2.32 Development at the bottom of the village was spurred by the arrival of 3 new main railway lines, all of which cut through the northern part of the Parish, which heralded major expansion in the late 1800s. The Great Northern's Friargate line in particular, together with the opening of Awsworth's own station in 1879, provided a significant boost to growth. Crab Tree Close was re-named Station Road. Barlow's Cottages were built in 1874 just north of the railway line. It was after 1890 that mostly terraced housing was built westwards, along the south side of Station Road and down the north side of Park Hill, which gave access under the railway and over the canal. 'Rose Cottage' was built in 1904 at the bottom of Park Hill attached to an older cottage. By 1922 a number of terraced houses were built to the north side of Park Hill from its junction with Attewell Road.
- 2.33 Houses along (Lower) Main Street at this time were mostly terraced houses (including Towson's Row also known as 'Music Row' where the Main Street Flats now stand). Most development along the east side of (Upper) Main Street appears to date from about 1890 to 1900, including the first Co-operative building (until it relocated to the top of the hill and the old Co-op became the Post Office). It is at this time that housing also extended eastwards along the south side of

(Lower) Main Street, mostly in the form of terraced houses, some with bay windows, together with a number of semi-detached houses. 'The Laurels' (the large house known locally as 'The White House') stands at the corner of Main Street and Douglas Avenue.

South along The Lane to Four Lanes End

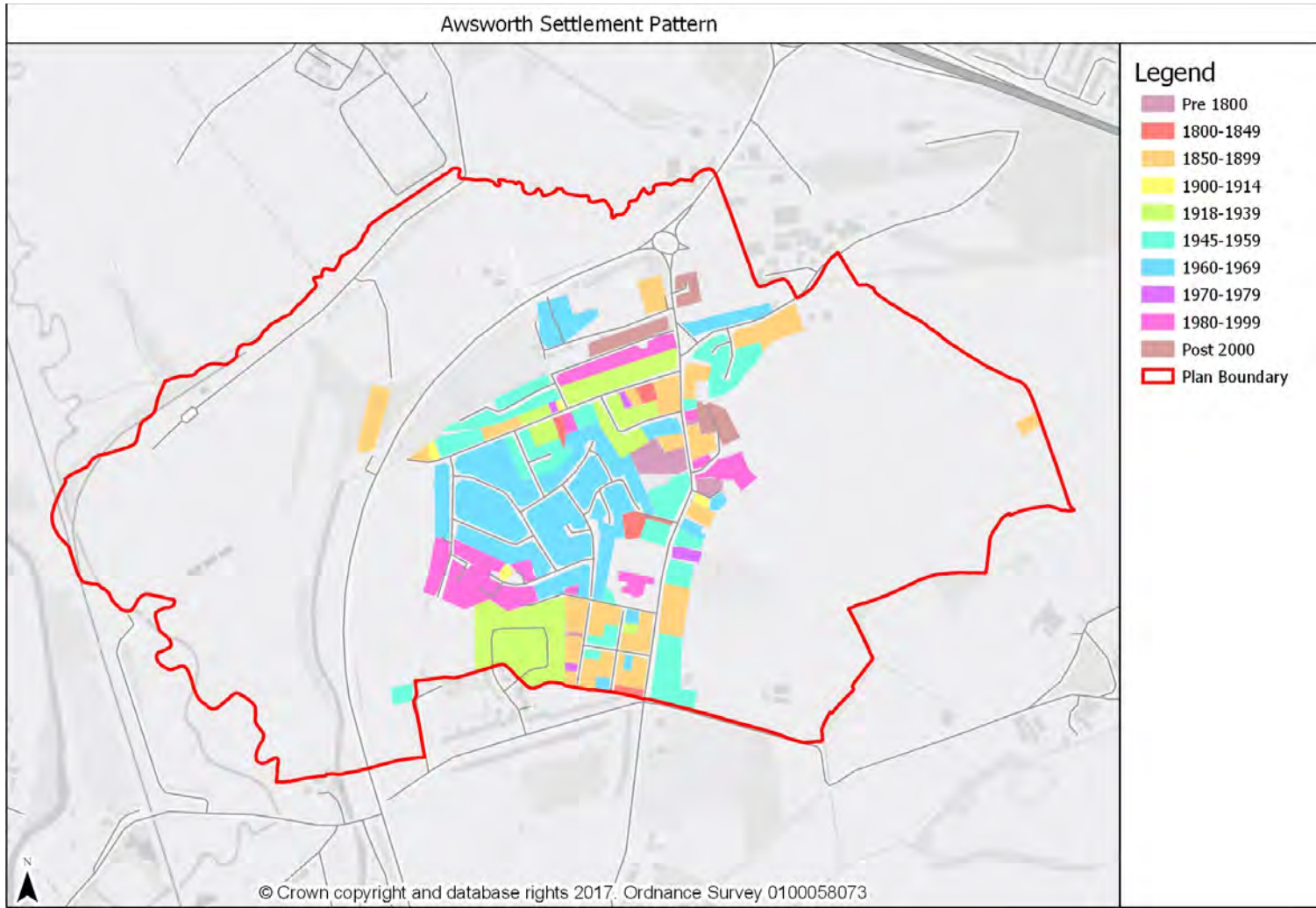
- 2.34 Old maps show buildings close along both sides of The Lane as far south as the crossroads at Four Lanes End. Older (pre-1800) buildings to the east side of The Lane were replaced by inter-war detached and semi-detached houses, though some of the mid-19th Century houses close to the west side of The Lane have survived in the area between Four Lanes End and Bonners Road. A few, probably even older houses still exist towards the south end of Abbot Street and Stamford Street. Glebe Farm dates from at least the mid-1800s. The present Glebe Farmhouse is thought to have been built in the late 1800s.
- 2.35 It was only in the late 1800s that the top of the village started to expand more quickly as Abbot Street / Middleton Street and subsequently Stamford Street were developed. It seems probable that at least some of the bricks used here were made at the adjacent small brickyard situated between Bonners Road and Middleton Street. The brickyard closed by 1915. The United Methodist Free Church (top chapel) opened in 1884 opposite Bonners Road. By 1890 there were still no houses along Newtons Lane (all land in Cossall Parish).
- 2.36 By 1901 houses started to be built along the east side of The Lane north of the Methodist Church opposite the current school. These include a number of terraced and semi-detached properties, several of which were more carefully designed, most notably two pairs of neighbouring semi-detached houses called 'The Limes' and 'The Laurels'. These Edwardian villas and some neighbouring houses incorporate brick detailing including to window surrounds and lintels.
- 2.37 In the late 1930s a small council estate was developed at the southern edge of the Parish ('The Glebe' 64 semi-detached houses - 49 in Awsworth Parish and 15 in Cossall Parish). About the same time similar council properties were also built at Croft Crescent (24 semi-detached houses). Other private semi-detached houses were constructed along the north side of Station Road (36) and along the south side of Park Hill (6).
- 2.38 In the 1950s a field north of (Lower) Main Street next to 'The Laurels' was developed as Douglas Avenue (22 homes – 14 bungalows and 8 semi-detached houses). In the late 1950s Park Avenue was developed (20 semi-detached houses and later 8 detached), west of which, in 1957, 9 bungalows were built down the north side of lower Park Hill. In the 1960s, 9 more bungalows were built to the opposite side of Park Hill. About this time a handful of new homes on large plots were built at The Meadows (6 bungalows and later a detached house).

- 2.39 Also in the 1960s, more council properties were built along the north side of (Lower) Main Street (24 flats for the elderly in blocks of 4 plus 2 semi-detached houses). The late 1960s saw major expansion to the west as 'Glebe Farm Estate' and subsequent development encircled Glebe Farmhouse (334 in total – 184 detached houses, 89 townhouses, 40 detached bungalows, 16 maisonettes, 2 semi-detached houses). Attewell Road was developed in the 1960s (30 semi-detached houses and 9 townhouses) and extended in the 1980s along the south side of Meadow Road (32 semi-detached houses).
- 2.40 The early 2000s saw new housing extended along the south side of the newly named Barlow's Cottages Lane (23 townhouses). The gated development 'Arches Close' was only completed in the last few years (8 detached houses and 6 flats). The most recent new homes are at Old School Lane (18 semi-detached and 2 detached houses).

Summary of Awwsworth's growth

- 2.41 Awwsworth's growth pattern over time has been a typical, mostly gradual expansion, punctuated by bursts of growth, first along the main village road network then at the edges with some even larger areas of infill and consolidation in more recent years. The settlement pattern we see today is one of a compact, densely developed built area with few green spaces within it, which has been consolidated over the years especially to the south and then westwards. There has been some limited more recent infill housing.
- 2.42 The village occupies about 37.6 hectares suggesting a net density of 27 dwellings per hectare. But allowing for land used for roads and local facilities, net density is likely to be more than 30 dwellings per hectare. More than 80% of the village lies west of The Lane / (Upper) Main Street. The c200 new homes proposed in Awwsworth off Newtons Lane and the 65 permitted off Gin Close Way would broadly maintain this west / east split. These areas would require a further 8.2 and 2.7 hectares respectively, increasing the village area to about 48.5 hectares.
- 2.43 Based on the village comprising about 1,016 homes, just over one-third were built before the 1914-18 War. These included close to 200 traditional brick terraced houses. Of course, a number of older dwellings have been demolished and replaced over the years.
- 2.44 About two-thirds (66%) of the village we know today (some 675 homes) has been built since 1918. About 13% of the current housing stock was built between the Wars 1918 - 1945. Almost half (48%) was developed between 1945 and 2000, the majority (33%) in the area of the 'new estate' to the west. Only 6% (60 homes) have been built since 2000.

Figure 4 - Awworth Settlement Pattern



Present - Awsworth Today

- 2.45 The impact of development is more significant because of our Parish's small size.
- 2.46 The village broadly occupies the central third of the Parish (about 50 hectares), most of the built area lying between the old main road to the east (The Lane / Main Street) and the newer A6096 Awsworth and Cossall By-Pass to the west (Shilo Way). The lower-lying western 'third' (some 60 hectares) has seen much change over many years in terms of industrial exploitation from collieries, ironworks, chemical works, glassworks, brickworks, canal, railways and opencast coal extraction. While these uses have all long ceased many of the scars of previous development can still be seen. In marked contrast the eastern 'third' (around 40 hectares) remains relatively unspoilt and still comprises a picturesque patchwork of traditional hay meadows with mature hedgerows and trees and an extensive network of public footpaths.

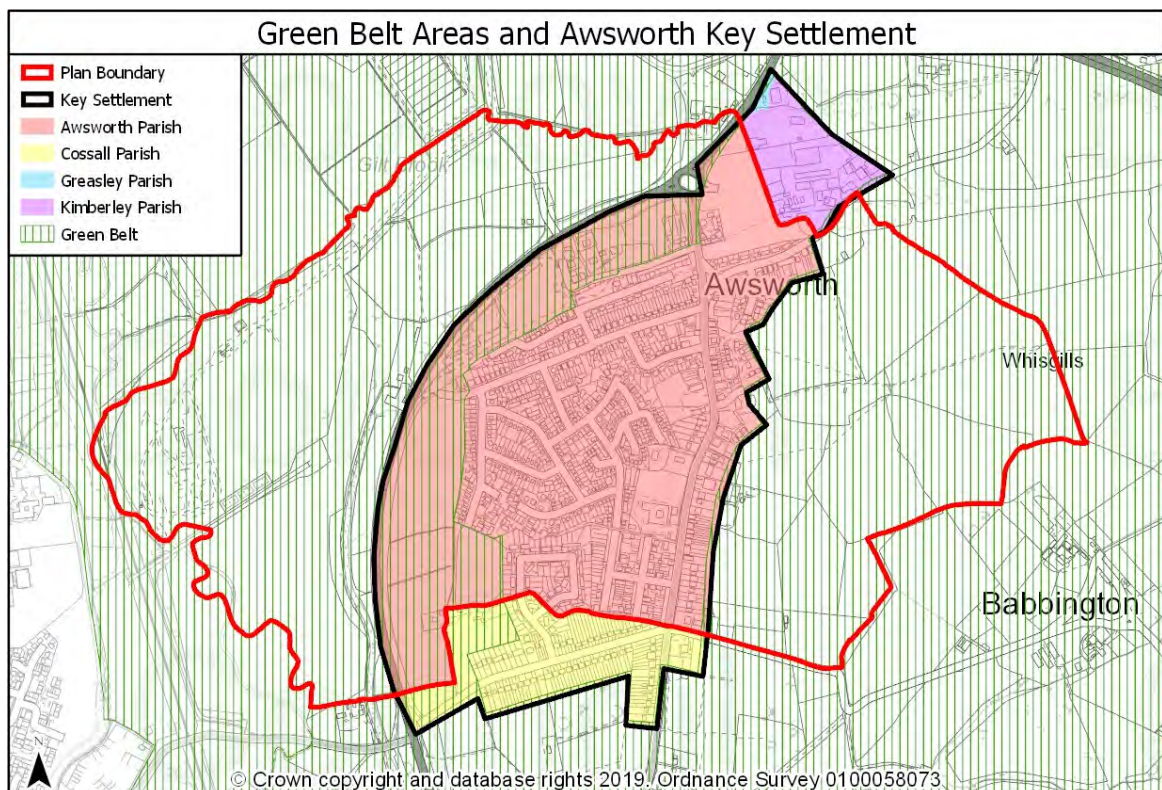
'Awsworth Sunrise' - photo by Paul Atherley



- 2.47 There are wide views over and along the Erewash Valley and the now disused 16-span Bennerley Viaduct, known to D H Lawrence as the 'Black Bridge'. Built in 1876-77 the impressive, lattice, wrought-iron bridge is the single most prominent feature in the Parish. 55% of the main structure stands in Awsworth. At 443 metres (almost ¼ mile) long and 18 metres (60 feet) high this 'Iron Giant' strides south west of the village crossing the floodplain, straddling the River Erewash and Midland Mainline Railway towards the Erewash Canal. Built as part of the Great Northern Railway's 'Derby and Staffordshire Extension', from Nottingham to Derby, it last carried traffic in 1968. Long threatened with demolition, this iconic structure survived a Zeppelin bombing raid in January 1916 and opencast coal extraction which ravaged much of the valley washlands. Its heritage value is now fully recognised and protected as a Grade II* Listed Building, which puts it in the top 8% of listed structures in England. It rightly forms a key part of our plan for Awsworth's future.

- 2.48 The marshy ground of 'The Blob' immediately to the south of the viaduct, part of the Erewash washlands once referred to as 'waste', is an important refuge for over-wintering bird species.
- 2.49 Immediately north of the viaduct is the expanse of the previously developed but long-derelict land formerly occupied by the Bennerley Coal Disposal Point (BCDP). The site lies almost completely within the Parish, as does the southern part of the long access road from the A610 (known locally as the 'concrete road'). There are some challenging and conflicting planning issues concerning the current and potential future use of the site. This includes its location in the Green Belt where national planning guidelines require 'very special circumstances' to be demonstrated for inappropriate development to be allowed. This is also a local wildlife site with ecological value. Increasing use of the land by off-road bikers poses problems of noise for local people and visitors and a threat to the safety of walkers, cyclists and horse-riders alike.

Figure 5 – Green Belt Areas & Awworth Key Settlement (AKS)



- 2.50 Approximately two thirds of the Parish lies within the (Nottingham Derby) Green Belt. The main purpose of the Green Belt in the Parish is to protect the land around the village from development to prevent its coalescence with the larger surrounding settlements of Ilkeston, Eastwood and Kimberley. It has also preserved the setting of Awworth and provides for extensive views over the Erewash Valley, Bennerley Viaduct and now 'Winston', the new wind turbine located close to Newthorpe Sewage Works, north west of the viaduct and our Parish.

Community

- 2.51 According to the Census, the population of Awsworth Parish in 2011 was 2,204. There has been a slight decline in the population (62 or -3% since 2001). The table² below shows a decline in the proportion of both 0-15 year olds and the working age population (16 to 64 year olds). However, note the **current population is estimated to be about 2,250 (Appendix 2)**.

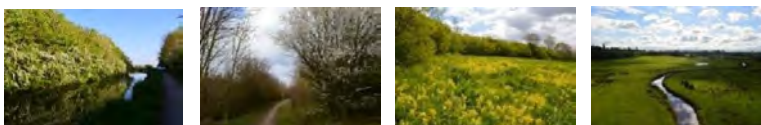
Age group	2001	2011	% change	National average (% change)
0-15 years	472	368	-22%	1%
16 – 64 years	1587	1,512	-5%	9%
65 and above	207	324	57%	11%
Total	2,266	2,204	-3%	8%

Source: Census

- 2.52 This reflects the National trend of **an ageing population**, with a significant increase (57%) in the proportion of 65+ year olds. The mean or average age of the Awsworth population has increased from 36 in 2001 to 40 in 2011.
- 2.53 Analysis of inward and outward migration in the area over a 12-month period³ (this does not include births or deaths) indicates that the **15 to 24 year age-group is more likely to move out of the area**, presumably for work or study.
- 2.54 Housing growth for up to 350 new homes in Awsworth and the surrounding area by 2028 would result in the **local population growing by perhaps 700 people or more**. About 300 homes would be in Awsworth, with the rest mostly in neighbouring Cossall and a few in Kimberley.

Environmental Characteristics

- 2.55 Awsworth does not contain any nationally designated sites of environmental importance. However, despite the relatively small and compact nature of the Parish and its proximity to large urban centres it encompasses a diverse natural environment which includes rivers, brooks, a canal, wetlands, grasslands and woodlands.



² Office for National Statistics; Neighbourhood Statistics. Available at: <https://www.neighbourhood.statistics.gov.uk/dissemination/LeadDomainList.do?a=7&b=11120255&c=awsworth&d=16&g=6456503&i=1001x1003&m=0&r=1&s=1483990988870&enc=1&domainId=58&census=true>. Accessed 9 January 2017.

³ Action with Communities in Rural England (ACRE) Rural evidence project November 2013. Rural Community Profile for Awsworth (Parish).

2.56 It is affected by the River Erewash floodplain to the west and to a lesser degree, Gilt Brook to the north, both of which fall within Flood Zone 3.

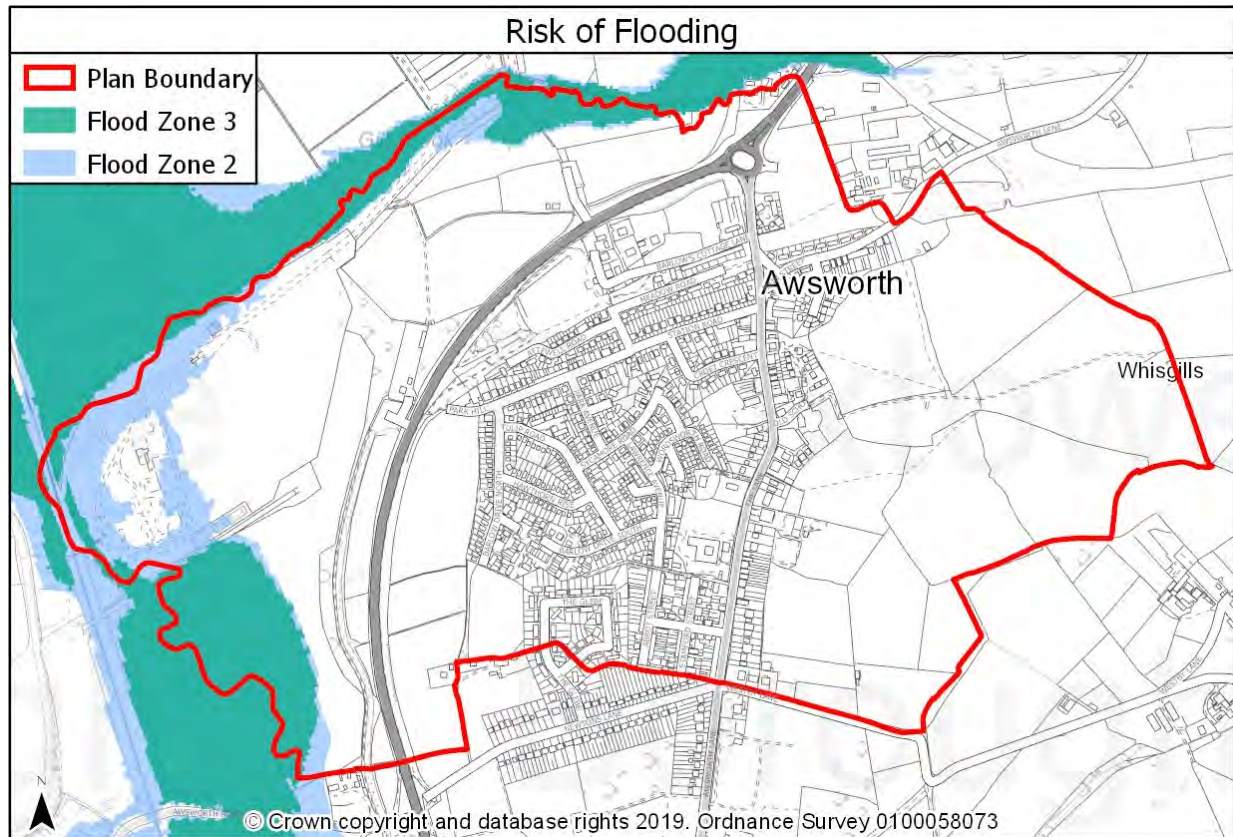


Figure 6 – Risk of Flooding

Built Environment

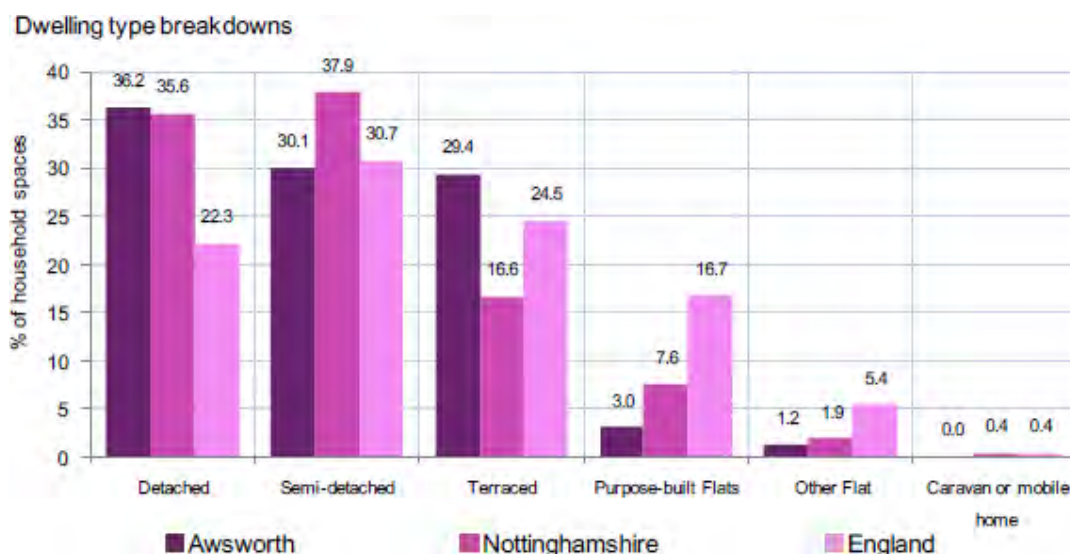
2.57 Awsworth provides for a mix of housing types. According to the 2011 Census, predominantly 'detached' (36.2%), 'semi-detached' (30.1%) and 'terraced' (29.4%). Terraced housing constitutes a significantly higher proportion of the housing mix in comparison to the county (16.6%) and national average (24.5%).⁴

2.58 Housing tenure in Awsworth for the most-part, reflects the Nottinghamshire and national averages. However, more people occupy their own homes (81.6%) when compared to the county (72.1%) and national averages (64.1%). The percentage of socially rented households is comparably lower (5.5%) than Nottinghamshire (13.5%) and England (17.7%).

2.59 The proportion of households that own their accommodation outright is higher in Awsworth (37.5%) than the national average (30.6%).

⁴ Action with Communities in Rural England (ACRE) Rural evidence project November 2013. Rural Community Profile for Awsworth (Parish).

	Awsorth	Broxtowe	England
Households own accommodation outright	37.5%	37.1%	30.6%
Households own accommodation with mortgage or a loan	43.9%	36.1%	32.8%



- 2.60 There are very few surviving historic buildings in Awsorth. The most notable exceptions are the Parish Church of St Peter's, built as a chapel in 1746, and the old 'Manor House', although this was rebuilt or refurbished in 1777 but includes (possibly re-used) timber dated to 1570. There is also the old Vicarage (c1843 now 'The Woodlands'), the former Primitive Methodist Church (1854) and Glebe Farm (c1900), all now private dwellings.
- 2.61 There are four Listed Buildings in Awsorth; Bennerley Viaduct (1876-77), the Infant School (1887), the walls, railings and attached covered playground at the Infant School and Awsorth War Memorial (1920). **(and see paragraphs 7.8 – 7.10 for more details)**



Bennerley Viaduct Grade II*



Infant School Grade II



War Memorial Grade II

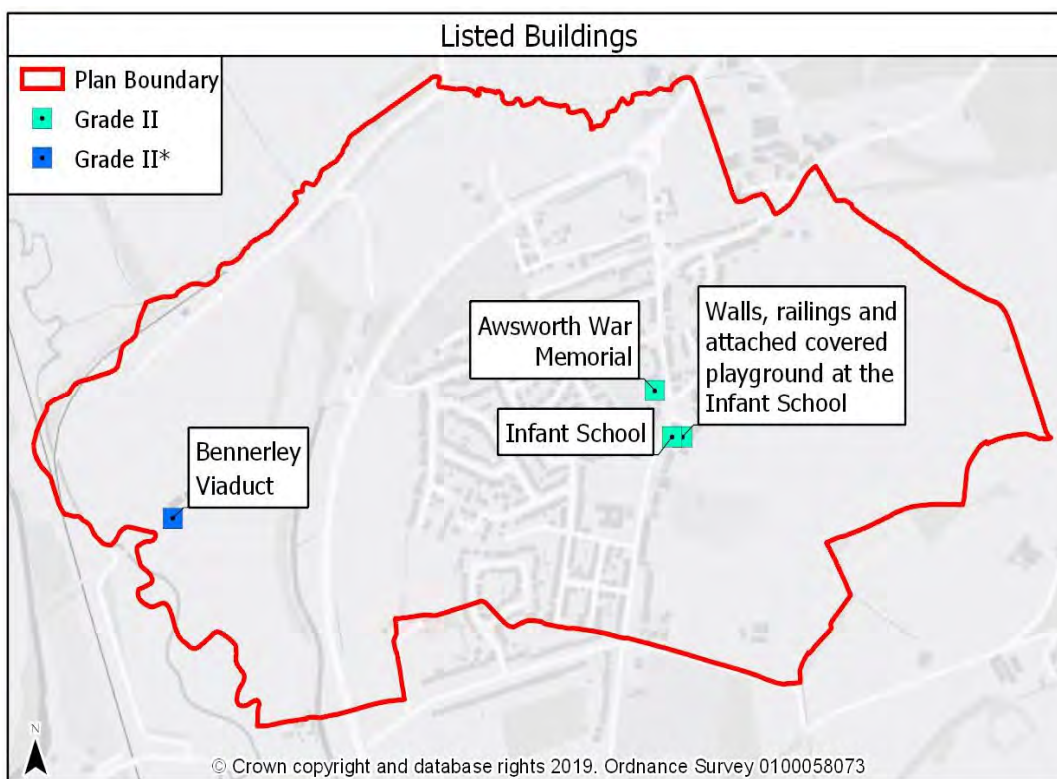


Figure 7 – Listed Buildings

Transport and Movement

- 2.62 Awsworth offers good access via the A610 and M1 (Junction 26) for commuter routes to the nearby cities of Nottingham and Derby and more widely. A new railway station at Ilkeston opened in April 2017 which has the potential to offer a viable alternative, especially to driving a car to work, with direct trains to Chesterfield, Sheffield and Nottingham. In order for Awsworth to receive the full value from this service however, it needs to be integrated with a regular and direct bus service and cycling paths to the railway station. There is a good cycling link to the station via the cycle path along the eastern side of Shilo Way (A6096).
- 2.63 Travel times to key services by public transport/walking highlights the longer travel experienced by residents accessing the nearest employment centre (16 minutes) and hospital (63 minutes) compared to the national average of 10 and 30 minutes respectively. This is further evidenced by the higher proportion of residents with a car/s (13.8% of households in Awsworth do not have access to a car compared to the national average of 25.8%).⁵

Community facilities, shops and services

- 2.64 Awsworth has a number of facilities including (in 2019):

⁵ Action with Communities in Rural England (ACRE) Rural evidence project November 2013. Rural Community Profile for Awsworth (Parish).

- A village hall (and adjacent Youth Centre)
- 2 recreation areas (one of which includes a 'Pocket Park')
- A large convenience store (containing the Post Office)
- A parade of 6 shops (convenience store, chemist, hairdressers, hot food takeaway, fish & chip shop – and 1 vacant unit)
- 3 hot food takeaways
- 1 pub (Crown Inn)
- Primary School and Nursery School
- Elderly residents' 'lodge' / meeting room

2.65 In addition, there are a number of facilities immediately outside the Parish that are well used and highly valued by the Awsworth community. These include a petrol filling station (Shell), 2 pubs (Gate Inn & Gardeners Inn) and a hotel & restaurant (Hogs Head).

Economic Characteristics

2.66 The proportion of the working age population in the Parish that are economically active (71%) is comparative to the national average (70%). The proportion of self-employed (7.6%) is lower than the national average (9.8%). There is a growing number of people working from home, though at 2.2% this is below national average (3.5%).

2.67 Employment opportunities within the Parish are primarily limited to small business and retail. Retail is the largest employment sector (21%), followed by manufacturing (16%) and health and social work (11%). This provides some indication of the opportunities in the local area and within commuting distance.



3.0 ISSUES & OPPORTUNITIES

- 3.1 The Plan seeks to retain and further enhance the qualities most valued by those that live and work in Awsworth and to address, as far as possible, the challenges.
- 3.2 As a result of consultation with the local community, the following general areas emerged as being important.

Attributes

- Access to the open countryside and the rural setting
- Access to good walks
- Relatively peaceful and quiet
- Affordable
- Friendly village atmosphere and strong community spirit
- Proximity to good employment centres such as Nottingham and Derby

Natural Environment

There is strong community sentiment regarding the countryside that surrounds Awsworth and the accessibility to footpaths including alongside the canal for walking. The relative peace and quiet of the area and access to nature were highlighted as key aspects that people appreciate and wish to protect.

Young people in their vision for the future identified the desire for a better environment incorporating more wildlife areas, more ponds, more trees and woodland and more fields.

The review of the Green Belt undertaken by Broxtowe Borough Council and identification of housing allocation site has the potential to significantly change the character of the village and its setting.

Community

One of Awsworth's most valued attributes is the village atmosphere and strong sense of place and community. The community commented on the size of the village, being small enough to know people, fostering a good community spirit and a friendly place to live. Inappropriate development has the potential to compromise the village character and atmosphere. There is an opportunity to guide development to ensure it is of an appropriate scale and is located and designed to enhance the character of the area.

Whilst Awsworth is considered to be a safe area by many, a significant proportion of the community felt that anti-social behaviour and crime was on the rise⁶. Poorly designed developments have the potential to influence safety, whether real or perceived.

The community's aspiration is for a Parish that is thriving, vibrant, with a strong sense of community and pride for where they live.

Built Environment

Whilst there is currently a good range and mix of housing, future housing will need to meet the changing needs of its population, especially its ageing population.

The issue of design was raised through the consultation and in particular the poor quality and out of keeping of some of the design of the newer housing. Further, that some housing and other development had not been well integrated into the village.

Concern was raised regarding the poor appearance and appeal of some aspects of the public realm including the Village Hall, lack of public toilets, the area around the shops and the approach to the village from the A610.

There is an opportunity to strengthen the community's pride of place and perceptions of safety through good design and attractive, useable spaces.

Community Facilities

Community satisfaction with the current provision of community facilities in the Parish is mixed. The Primary School and Nursery School, located in the centre of Awsworth, is highly regarded, others to a lesser extent.

The Village Hall is the main hub for community activities and room hire and encompasses the adjacent Youth Centre. The hall has not been so widely used over recent years, mainly due to its poor presentation and management. However, the recent rejuvenation of the facility and introduction of a new management model is already seeing marked improvement.

There is a strong appreciation of the local public open spaces, most notably the two recreation areas. Consultation with young people highlighted the desire to improve the parks.

There is no GP service in the Parish and the lack of local health facilities generally is a concern for many.

⁶ Recorded crime offences taken for the local area (Indices of Deprivation 2010, CLG) shows that overall crime rates are lower in Broxtowe (28.0 per 1,000 population) compared with Nottinghamshire (30.7) and England (37.6). Action with Communities in Rural England (ACRE) Rural evidence project November 2013. Rural Community Profile for Awsworth (Parish).

The community strongly believe that new housing development will need to be coupled with an enhancement in community facilities, in particular the primary school, health facilities and play areas.

Traffic and Transport

Awsworth is well located in terms of proximity to major centres and the motorway network. However, public transport has been raised as a key issue, in particular, the poor bus service. It is critical therefore that future development in the Plan area supports the viability of public transport.

Traffic and parking is a serious issue for the community. Awsworth experiences a large volume of traffic through the village including HGVs, causing congestion and concerns regarding safety and reduced air quality. Many roads have not been designed to meet modern transport needs. This, coupled with high levels of on-street parking, further complicate traffic flow in some areas.

Consultation with young people identified traffic and transport as their biggest dislike, particularly in respect to moving safely around the village. Young people's aspirations for Awsworth included a future with less cars and pollution and more people riding bikes.

Bennerley Viaduct

Railway Paths Limited and the Friends of Bennerley Viaduct are working to achieve a long-held ambition to restore the protected structure and use it for a cycling and walking route.

It is important that future development protects this important resource, integrates well with it and improves walking and cycling infrastructure that connects with the viaduct and wider area. Bennerley Viaduct is a Grade II* Listed structure at the centre of a proposed cycling and walking route from Nottingham, through Awsworth, to Ilkeston and Derby.

Bennerley Coal Disposal Point

The former Bennerley Coal Disposal Point is a large, long-derelict brownfield site located west of Awsworth village in the Green Belt. There is an opportunity through the neighbourhood planning process to support appropriate re-use of this and adjoining land, subject to stringent environmental safeguards and provision of community benefits.

Any development would have to take careful account of the sensitive location: in the Green Belt, adjacent to Bennerley Viaduct and forming part of a wider Local Wildlife Site designation.

The Steering Group (and Parish Council) have worked closely with Harworth Estates (the landowners) and their consultants (Pegasus Planning) to explore the prospect for the Plan to support their economic aspirations.

4.0 COMMUNITY VISION & OBJECTIVES

- 4.1 The Vision and Objectives are based on issues and opportunities raised by the local community. They have then been refined by the Steering Group and form the framework of the Plan.

Vision

***'By 2030,
Awsorth Parish will be a safer and more attractive area.
It will value the local community and their aspirations
and provide people with a sense of pride and belonging.
It will be a thriving and vibrant place,
where everyone can be involved and contribute.'***

Objectives

In order to achieve our vision for Awsorth we have identified the following objectives for the Awsorth Neighbourhood Plan.

- Promote a level of housing growth to meet identified housing needs, that is proportionate to the size of Awsorth, and retains its essential rural village character.
- Support future housing that is high quality, well designed and enhances the character of Awsorth, ensuring that it is of a size, type and tenure that helps meet the needs of local people.
- Protect environmental assets and where possible enhance the network of green and blue infrastructure.
- Protect and enhance Awsorth's heritage assets, particularly character buildings and structures of local heritage interest and local areas of special character.
- Ensure that Nottingham Canal and Bennerley Viaduct and their settings and connecting walking and cycling infrastructure are maintained and enhanced for the benefit of people and wildlife.
- Protect and enhance Awsorth Parish's remaining local landscape areas, particularly the largely intact traditional field pattern found immediately east of the village.
- Encourage, where both possible and viable, appropriate infrastructure including health and transport to support present demand and future needs.
- Retain and promote existing local community facilities and businesses, considered valuable community assets underpinning the vitality of the Parish.
- Provide an appealing and safe environment that supports people to use and appreciate the local amenities and facilities.

- Encourage traffic calming and control measures which address traffic flow and speed through the Parish and to actively explore and facilitate attractive sustainable means of travel.
- Ensure new housing development integrates well with the existing settlement pattern and community, maintaining and enhancing links to facilities and the surrounding countryside for walking and cycling.
- Ensure that all new developments have high quality walking and cycling accessibility and infrastructure.
- Support measures to mitigate current parking issues and ensure adequate off-road parking for residents and visitors in all future development.
- Ensure a sustainable outcome for the future use of Bennerley Coal Disposal Point and adjoining land.

5.0 NEIGHBOURHOOD PLAN POLICIES

5.1 Neighbourhood Plan policies must relate to development and land use. However, this does not mean that Neighbourhood Plans cannot include other non-planning related policies that the community would like to achieve. It is important that the Neighbourhood Plan makes a clear distinction between planning and non-planning policies. This Plan achieves this by referencing the former as a **‘Policy’** and the latter as an **‘Aim.’** Where relevant, the aims are outlined in greater detail as **Awsorth Parish Projects (Appendix 1)**.

5.2 The policies seek to address the issues and help deliver the community’s **Vision and 14 Objectives**. The **policies are grouped under 8 themes** that are set out below:

- Housing
- Built Environment & Design
- Green & Blue Infrastructure
- Community Facilities & Shops
- Employment
- Traffic & Transport
- Bennerley Viaduct & Nottingham Canal
- Former Bennerley Coal Disposal Point

5.3 Each theme has its own chapter. Each chapter includes relevant Plan **objectives**, supported by **policies** (with explanatory text) and, where appropriate, **aims (Parish Projects at Appendix 1)**.



West from Whisgills



Hay Meadow



East to Whisgills

Objectives

- Promote a level of housing growth to meet identified housing needs, that is proportionate to the size of Awsworth, and retains its essential rural village character.
- Support future housing that is high quality, well designed and enhances the character of Awsworth, ensuring that it is of a size, type and tenure that meets the needs of local people.

6.0 HOUSING

New Homes on Land West of Awsworth (inside the bypass)*

(*previously referred to as Land off Newtons Lane, Awsworth)

- 6.1 Its pleasant built and natural environment, together with its proximity to the road network and the main urban centres of Derby and Nottingham, means that Awsworth is a popular place to live. This has also led to pressure for further development, especially related to new homes.
- 6.2 Awsworth does not wish to stop housing development. In the village survey, 95% of respondents agreed with the question “Should the Plan allocate specific sites for new homes as well as include policies to make sure any development is acceptable by being sustainable and also respects local character & distinctiveness?”.
- 6.3 It is recognised that housing development could help to support and enhance local amenities and contribute towards creating a stable and more sustainable community.
- 6.4 There is a strong desire, however, to ensure that any housing development helps meet local needs of residents, respects the character of the area and will enhance (and certainly not worsen) local facilities and infrastructure, including the road network. It should also contribute to the strong sense of community and identity. A major theme of the consultation was that some recent housing developments have been designed to be isolated from the village rather than being integrated into the village itself (e.g. gated development at ‘Arches Close’). It is considered that the newest housing development of 20 homes at Old School Lane is already causing problems due to narrow road width combined with lack of on-street parking space, resulting in vehicles obstructing pavements. Issues include parking by nearby residents from Main Street and The Lane where on-street parking is prohibited. Ensuring that new development has high quality walking and cycling infrastructure which integrates well with existing walking and cycling infrastructure will help new development to integrate and help sustain existing community facilities.

Broxtowe Context

- 6.5 In determining how much housing development is needed for a particular community, a neighbourhood plan is not working from a 'blank piece of paper'. Rules governing its preparation state that it must be in general conformity with national and district wide (i.e. Broxtowe Borough) planning policies. This means that it needs to take into account and generally work with the grain of local and national policies.
- 6.6 In the case of Awsworth, the key planning document which the Plan must have regard to is the **Broxtowe Local Plan**. In terms of housing provision, this comprises two main elements:
- 6.7 **Part 1 of the Local Plan is the Aligned Core Strategy. Adopted in September 2014**, this, amongst other things, sets out a total housing requirement of 6,150* new homes across the Borough between 2011 and 2028. It also states this housing requirement will be primarily met by focusing development in the 'key settlements' in the Borough. Policy 2: 'The Spatial Strategy' - (c) (i) - requires **up to 350 homes in or adjoining the Key Settlement of Awsworth between 2011 and 2028**. (* increased to 7,512 including 300 'windfall'; 22% more than Core Strategy)
- 6.8 The **Part 2 Local Plan** breaks down the overall Borough wide housing target, as set out in the Core Strategy, into proposed numbers and supporting site allocations for each of the identified key settlements in Broxtowe. The **Part 2 Local Plan was adopted 16th October 2019**.
- 6.9 The **Part 2 Local Plan identifies Awsworth together with adjacent parts of 'Cossall and Kimberley' wards as the 'Awsworth Key Settlement'**. The Key Settlement is effectively defined by the surrounding Green Belt (see Figure 5).

New Homes for Awsworth

- 6.10 While 350 additional homes represent just 4.7% of the Borough total, it equates to a significant 34% increase on the 1,000 or so existing homes in Awsworth.
- 6.11 Since this strategic housing requirement was developed, **space for 105 dwellings (30%) has been found** on sites mostly at the edge of the existing urban area of the Awsworth Key Settlement. This includes 14 new homes at Arches Close, Awsworth, 20 dwellings on the old allotments east of Main Street, Awsworth (Radleigh Homes completed May 2017) and a further 65 [reduced from 71] dwellings on land at Gin Close Way, Awsworth (Langridge Homes site which has sat vacant for many years). **These sites are shown at Figure 8**. This leaves a **residual requirement of 245 dwellings (70%)**, for which housing sites should be found.
- 6.12 While the community understandably has concerns about the potential environmental and social impact that an additional c250 new homes will have on the Parish, it is considered to be broadly acceptable and sufficient to meet existing and future local housing need and ensure that the Parish plays its part in contributing to district and national housing requirements.

- 6.13 In its *Awsorth Site Allocations: Issues and Options Paper (2013)*, Broxtowe Council set out the “most appropriate sites” to meet Awsorth housing development needs up to 2028. Several sites were identified as being potentially suitable for housing both in and adjacent to the Parish.
- 6.14 As part of the parish survey undertaken in 2016, the community was asked for their views on “Where do you think Awsorth’s new homes should be built?”. They were given options based on the potential sites set out in *Awsorth Site Allocations: Issues and Options Paper (2013)*. At 62% “Most of the new homes should be built between Newtons Lane and Park Hill on the fields between the western edge on the village and the By-Pass” was the most popular option by a wide margin. It was nearly double the second most popular choice.
- 6.15 Discussions with Broxtowe Borough Council also confirmed that they considered, in principle, this site (previously known as ‘**Land off Newtons Lane, Awsorth**’ but now called ‘**Land West of Awsorth inside the bypass**’) to be the most appropriate one for housing development at Awsorth. Harworth Estates, who are promoting the development, propose 250 new homes (including about 40 in Cossall) on the 10.1 hectare / 25 acre site at a net density of 26 dwellings per hectare. **(See Figure 8).**
- 6.16 The allocated site, the majority but not all of which is in the Parish, would appear to adequately provide for the housing allocation for the Key Settlement as set out in the Broxtowe Local Plan. On the basis of about 80% of the site being located in Awsorth Parish, it is considered that the part in Awsorth (about 8.2 hectares) could accommodate around 200 new homes (at a net density of about 30 dwellings per hectare) with the balance (around 50 homes) needing to be provided on the southern part of the site in Cossall (about 1.9 hectares). Adding 200 new homes to the c100 built or committed in the Awsorth part of the Key Settlement would provide around 300 new homes in Awsorth Parish (86% of the total strategic requirement).
- 6.17 The site, however, was located in the Green Belt. This is a national designation, which aims to protect land identified as such from inappropriate development, except in very special circumstances. To be considered for housing development this Green Belt designation needed to be removed from the site. This is a complex process and can only be done through the preparation or review of a Local Plan. Broxtowe Borough Council consulted on proposed amendments to the Green Belt as part of the development of Part 2 of the Local Plan. These included removal of this site (and adjoining land extending north along the east side of Shilo Way) from the Green Belt.
- 6.18 The Steering Group considered whether it might be appropriate to delay progress with the Neighbourhood Plan until proposed housing allocations in the, at that time, emerging Local Plan and associated review of the Green Belt were firmed up. The Group, however, considered it expedient to proceed with the Plan during the period of uncertainty whilst the Local Plan

was being finalised. Further, they considered the Plan should proceed on the basis that the 'Land off Newtons Lane' site would go forward as a housing allocation in the Part 2 Local Plan.

- 6.19 Had the Part 2 Local Plan come up with a substantially different housing requirement than that identified in the Neighbourhood Plan, the Plan would have been reviewed. It was envisaged, however, that the final housing allocations for Awsworth Key Settlement would be confirmed by Broxtowe Borough Council during preparation of this Neighbourhood Plan. **(see Policy H 1).**
- 6.20 The community recognises that the 'Land West of Awsworth (inside the bypass)' site will be the biggest development in the Parish for 50 years. It is imperative, therefore, that the views of the community should be a key factor in determining the scope and detail of the proposed major housing allocation of land off Newtons Lane, ensuring that it reflects local needs and priorities as well as providing community benefits. For example, this should include provision for at least 1.85 hectares of open space incorporating amenity greenspace and children's play facilities, the bulk of which should be located centrally within the site.
- 6.21 Consultation shows the community generally understands the concept of the development and the need and requirement for it to be reflected in the Plan. Local people are, however, concerned about its impact on local infrastructure, landscape and wider environment. The development would be in a prominent and sensitive location, on open land at the western edge of the village.
- 6.22 The Borough Council's consultation document on the Green Belt Review ⁷ stated that if a residential allocation is made within the bypass to the west, "it should abut the existing edge of Awsworth, with enhanced planting adjacent to the bypass to minimise the visual impact of any new development. Development should also, if possible, assist in improving Green Infrastructure, walking and cycling links to and across Bennerley viaduct and access to the soon to be built Ilkeston Station." The station opened 2nd April 2017.
- 6.23 There are also the issues of vehicular access and traffic, which are long-standing issues for residents. Initial discussions with the promoters and Broxtowe Borough Council suggest that the main vehicular access should be onto the A6096 Shilo Way. The Plan supports that the access should be onto the A6096, as this will help mitigate any impact the development may have on highway safety and congestion in the Parish especially through the village. Vehicular access is also proposed off Newtons Lane (in Cossall Parish) which would allow access to/from The Lane. It will be imperative that effective traffic-calming measures are put in place as an integral part of any site layout to discourage rat-running through the development. Likewise, this should be complemented by traffic-calming measures along The Lane / Main Street as necessary. This may require similar measures being considered along Newtons Lane east of Shilo Way (all in Cossall).

⁷ Broxtowe Borough Council Preferred Approach to Site Allocations (Green Belt Review) Consultation February 2015.

- 6.24 It will therefore be essential that the site is designed and implemented as a comprehensive scheme for the whole site (land in Awsworth and Cossall). The layout should also respect the boundary between the Parishes which crosses the site from Shilo Way in the west to The Glebe in the east. New buildings should not sit astride the shared boundary.
- 6.25 There is also a need to ensure that any future housing development helps to meet the housing and other development needs of Awsworth as set out in policies contained in this Plan.

POLICY H 1: New Homes on 'Land West of Awsworth (inside the bypass)' [previously called 'Land Off Newtons Lane (in Awsworth)']

The site known as '**Land west of Awsworth (inside the bypass)**', (**approximately 10.1 Hectares as shown at Figure 8**) is allocated through the Broxtowe Part 2 Local Plan for housing development to provide **250 new homes**.

Awsworth Neighbourhood Plan supports development for around 200 homes on that part of the allocation site **within Awsworth Parish (approximately 8.2 Hectares as shown on the Policies Map & Figure 8)** where proposals satisfy the other policies of the Neighbourhood Plan and subject to the following:

- a) In overall terms the development incorporates a 'master plan' approach and high quality design to respect the existing settlement form and character of Awsworth and to ensure that functionally and physically it is well connected to and integrates with Awsworth village;

New Homes

- b) All homes should be built to meet 'Building for Life (BfL) 12' criteria or replacement updated guidance (**see Appendix 3**);
- c) The layout of new homes and gardens should not significantly adversely impact on the amenity of neighbouring properties by way of privacy, daylight, noise and visual intrusion;

Traffic & Transport

- d) A **Transport Plan** should be submitted addressing the need to:
- (i) ensure the proposal does not result in an unacceptable adverse direct or residual cumulative impact on congestion or road and pedestrian safety. Primary vehicular access to the site via the A6096 Shilo Way to the north west and secondary more limited vehicular access

leading to the secondary vehicular access point to the south (providing a link to Awsworth village via The Lane) is supported. There should be no vehicular access via Park Hill or Barlow Drive North;

- (ii) where feasible, provide for the integration of adequate but sympathetically designed traffic-calming measures into any through-route provided between Shilo Way and Newtons Lane to deter 'rat-running';
- (iii) incorporate adequate measures to mitigate any adverse effects caused by any increase in traffic through Awsworth village and along the A6096 Shilo Way;
- (iv) the relationship between the proposed road layout and existing or new homes should ensure that the impact of new roads on both new and existing homes is acceptable;
- (v) provide for adequate parking that is well designed and integrated into the development;
- (vi) enable bus access through the site, to facilitate provision of conveniently accessible public transport services, (which can provide links to the main nearby urban centres, as well as Ilkeston Station); and
- (vii) ensure safe, convenient and integrated, high quality walking and cycling routes through the site and enhance links that ultimately connect to Awsworth village and to important community facilities, (especially Awsworth School, Bennerley Viaduct and Ilkeston Station) to support their patronage and facilitate active means of transport;

Community Facilities & Assets

- e) Provide for an appropriate range of recreational and community facilities to meet existing needs, either on-site or by means of contributions to allow provision elsewhere in Awsworth Parish;
- f) Incorporate appropriate (based on Broxtowe Borough Council standards) on-site open space to provide at least 1.85 hectares of additional amenity green space and children's play facilities for the new homes and existing homes nearby, and which links to the wider green network;
- g) Provide a landscaped buffer, including tree planting with a particular emphasis on native species, of at least 25 metres depth between the A6096 Shilo Way and the new housing, to provide a soft landscaped edge to the development and opportunities for informal and formal recreation, as well as minimising noise and other disturbance from traffic movements on the A6096 Shilo Way for occupiers of the dwellings;
- h) Incorporate sustainable urban drainage, where possible, including balancing ponds within the landscaped buffer designed to encourage wildlife and biodiversity;
- i) Retain, and where possible, improve existing important boundaries and features such as trees and hedgerows of good amenity or arboricultural / biodiversity value. Where features are unavoidably lost they will be replaced by suitable new planting;
- j) Incorporate design features, which will increase biodiversity and encourage wildlife to live within and easily pass through the development, including: green corridors; porous boundaries; bat and bird boxes; and native plant species;

- k) Ensure that development protects and mitigates any negative impact on Common Toads or other protected species should they be found on site;
- l) Ensure that development maintains or enhances the setting of heritage assets including the Grade II* Listed Bennerley Viaduct and where possible contributes towards its conservation or enhancement;
- m) Provide a locally themed piece of public artwork to add lasting value to the development; and,
- n) Provision of a neighbourhood shop would be supported (small local convenience store with floorspace of 100 - 150 square metres, excluding any form of hot food takeaway, provision subject to viability).

(see Policy DC1 'Developer Contributions from New Development in Awsworth' which may apply to some of the above criteria)

- 6.26 As regards criterion (a) 'master plan' - Harworth as promoters of the scheme refer to preparing a master plan. Our Plan seeks a 'master plan' approach by the promoters / developers. In planning, a master plan is a plan illustrating the vision, policies, and framework which will guide the design of the whole site / area. It is a dynamic long-term planning document that provides a conceptual layout to guide future growth and development. Master planning is about ensuring the connection between buildings, social settings and their surrounding environments. The Plan aims to ensure a master plan approach is used to ensure high quality new development which is well connected to and integrated with the village. This should also involve local community engagement and involvement where possible.
- 6.27 In relation to criterion (c) Building for Life (BfL) 12 criteria **see Appendix 3**. As regards criterion (f) Transport Plan - Any planning application will be expected to be accompanied by a comprehensive Transport Plan, necessary to ensure that account is taken of traffic impacts at the development site and on local roads and that these are appropriately mitigated. As regards criterion f(i) saying 'There should be no vehicular access via Park Hill or Barlow Drive North' - Note Harworth have previously confirmed they no longer intend to provide vehicular access via Barlow Drive North in response to local community concerns.
- 6.28 In relation to criterion (f)(ii) - As regards traffic-calming measures, the Plan does not favour the use of traditional 'sleeping policemen' or similar short/steep ramps, which are considered outdated, inappropriate and potentially damaging to vehicles and people, especially where buses have to use local roads. More innovative solutions should be considered, including a combination of measures such as more extensive raised platforms, the use of different road surfacing textures and colours and 'gateway' schemes incorporating priority traffic flows, road narrowing and on-road parking where appropriate. Any solution should enable easy bus access to and through the new housing development and along the main village street.

- 6.29 As regards criterion f(vii) – walking and cycling links, we acknowledge these would largely be restricted to the site or close to it. Note as part of providing new access from A6096 Shilo Way, Harworth's stated intention is to also provide a new light-controlled crossing of the bypass at Naptha House to provide a safer more convenient road crossing and link to Bennerley Viaduct.

Housing Mix

- 6.30 It is important that any new homes are of the right type to support Awsworth's changing needs and requirements, especially its ageing population, and ensure that it is a demographically mixed and balanced community. **Appendix 2** shows the current number and types of housing.
- 6.31 As part of the Plan's development, **Assessment of Housing Needs & Characteristics** in the Parish was undertaken (**Background Report 1 – contained in the accompanying Background Document & updated**). This identified need for affordable housing and housing designed to meet the population's changing needs, especially its growing, older population.
- 6.32 The findings from this study are supported by the outcomes from the consultation. Residents are also concerned about the range of housing types available, and that many new developments are not aimed at the meeting the needs of the community. Smaller homes (especially 2 or 3 bedrooms) are priorities for the community. (**see Policy H 2**)
- 6.33 The findings from consultation and statistical analysis reinforce the need and support for a housing stock that supports diverse and sustainable communities and meets the changing needs of the Parish now and in the future - in particular, the need for smaller homes (3 bedrooms or less) for young people, young families and older people, especially those wishing to downsize and remain in the Parish (thereby freeing up larger housing for families).
- 6.34 Sites/schemes that afford access to existing public transport facilities should be given priority for development. Awsworth's hilly terrain poses a particular issue in terms of accessibility, especially for older residents, underlining the importance of locating new homes close to public transport and local services where possible or providing new services to less easily accessible areas.



Land off Park Hill



New Housing



Newly Completed

POLICY H 2: Housing Mix

To be supported, housing development proposals must provide for a mix of housing types, sizes and tenures specifically to meet identified local need.

New housing development must demonstrate how it reflects:

- a) the priority need identified in **Background Report 1** for smaller homes (less than 3 bedrooms), suitable for those entering the housing market (such as young people and small families), and older people who wish to downsize; or,
- b) the needs identified in more up-to-date published evidence of housing need at a local or borough level.

Affordable Housing

- 6.35 House prices are a problem for many people wanting to buy and rent in Awsworth. The average house price in the Parish at £113,000 (2016) is well beyond the means of many people. Further, at 52 dwellings or 5.5%, the proportion of the housing stock which is 'Socially Rented' is half that of the Broxtowe Average (11.2%) and well below the national average (10.2%), according to the 2011 Census.
- 6.36 Therefore, many people, particularly young people and families, who wish to live in Awsworth, including those with a connection to the Parish, are unable to do so as they cannot find suitable accommodation either to buy or rent.
- 6.37 Indeed, a major theme of consultation was that sustainability and balance of the community is threatened because young people brought up in Awsworth are forced to move away because the Parish struggles to meet their housing needs in the open market.
- 6.38 Broxtowe Borough Council sets out the detailed policy concerning the provision of affordable housing. **Part 2 Local Plan (Policy 15 – Housing Size, Mix and Choice)** sets out that affordable housing provision should be at a proportion of 30% or more on the newly-allocated Green Belt sites [i.e. including 'Land to the west of Awsworth (inside the bypass)' which would require at least 75 of the 250 total units being affordable] and for any other sites within the Green Belt comprising 10 or more residential units, and at a proportion of 20% or more on other sites comprising more than 10 residential units within the Kimberley Submarket (this includes the urban area of Awsworth village, i.e. land not designated as Green Belt). A policy position this Plan supports.

- 6.39 At this time, there is only one proposed housing site of sufficient size that would trigger the requirement for affordable housing to be provided. This is the Land West of Awsworth (inside the bypass). This could provide some 60 affordable homes on the Awsworth part of the site.
- 6.40 In addition to the amount of affordable housing, careful consideration needs to be given to the tenure and the mix of any affordable housing provision. As previously considered, statistical evidence and findings from consultation indicate there is a need for smaller homes (less than 3 bedrooms).
- 6.41 It is also important that the needs of Awsworth residents are prioritised in the allocation of affordable housing. **(see Policy H 3).**

POLICY H 3: Affordable Housing & Local Needs

The Plan supports provision of affordable housing that clearly reflects and meets a local housing need and which is in line with local and national affordable housing policies. In legal and other agreements connected to planning consents that deliver affordable housing, nomination rights will normally be expected to give priority to applicants with a local connection to Awsworth Parish.

New Homes from Unallocated (or Windfall) Development

- 6.42 It is possible that other planning applications will be submitted for new homes which are not currently planned or required. It is important that any such speculative proposals are considered against local policy to ensure that new development is acceptable in planning terms. **Policy H 4** sets out a framework in relation to what would normally be expected as regards a range of factors including: scale; design; access to public transport; protection and enhancement of habitat and wildlife; impact on local amenity and possible mitigation.

POLICY H 4: New Homes from Unallocated (or Windfall) Development

Small-scale residential windfall development proposals (for one or two dwellings) on land within the Key Settlement Boundary identified on the Policies Map will be supported subject to the following:

- a) Convenient access to public transport;
- b) Protection of habitat and, where possible, incorporation of features to encourage wildlife and biodiversity (such as porous boundaries, bat and bird boxes, native plant species) and sustainable urban drainage systems; and,
- (c) Any local amenity considerations and mitigation in relation to existing and future residents.

Building for Life (BfL) 12

- 6.43 **Building for Life 12 (BfL12)** – referred to at **Policy H 1 (c)** - is the government-endorsed industry standard for well-designed homes and neighbourhoods created in 2012 to support Government's commitment to: Building more homes; Building better designed homes and neighbourhoods; Creating a more creative and collaborative planning system; Involving local communities in shaping development proposals. Our Plan fully supports these important aims.
- 6.44 It is managed by 3 partners: CABA (Commission for Architecture and the Built Environment) at the Design Council, Design for Homes and the Home Builders Federation, supported by Nottingham Trent University. BfL12 (2018 Edition) points out that local community groups are welcome to use BfL and that many are already referring to it in Neighbourhood Plans.
- 6.45 BfL12 is a design tool which local communities, local authorities and developers are encouraged to use to guide discussions about creating good places to live. It is used to help identify what issues really matter to local communities and how development proposals can respond positively to these. Criteria (**see Appendix 3**) reflect the importance of functionality, attractiveness and sustainability. There are 3 broad themes (Integrating into the neighbourhood, Creating a place, Street & home). Each assessment should be based on location and what can be expected of it. Based on BfL's 'traffic light' system, the aim is to achieve at least 9 'greens', challenge 'ambers' and avoid 'reds'. Developments that achieve 9 'greens' are eligible for 'Built for Life' accreditation.
- 6.46 Good local design quality should endure, which is the Plan's aim for new development (**Policy BED 3: 'Design Principles'**) and should be demonstrated by any planning application. For major development such as land inside the bypass the 'master plan' approach provides an opportunity to consider how successful designs could be beneficially used in Awsworth.



Main Street Flats



Traditional Terraced



'New Estate'



Conversion



Gin Close Way



Gated

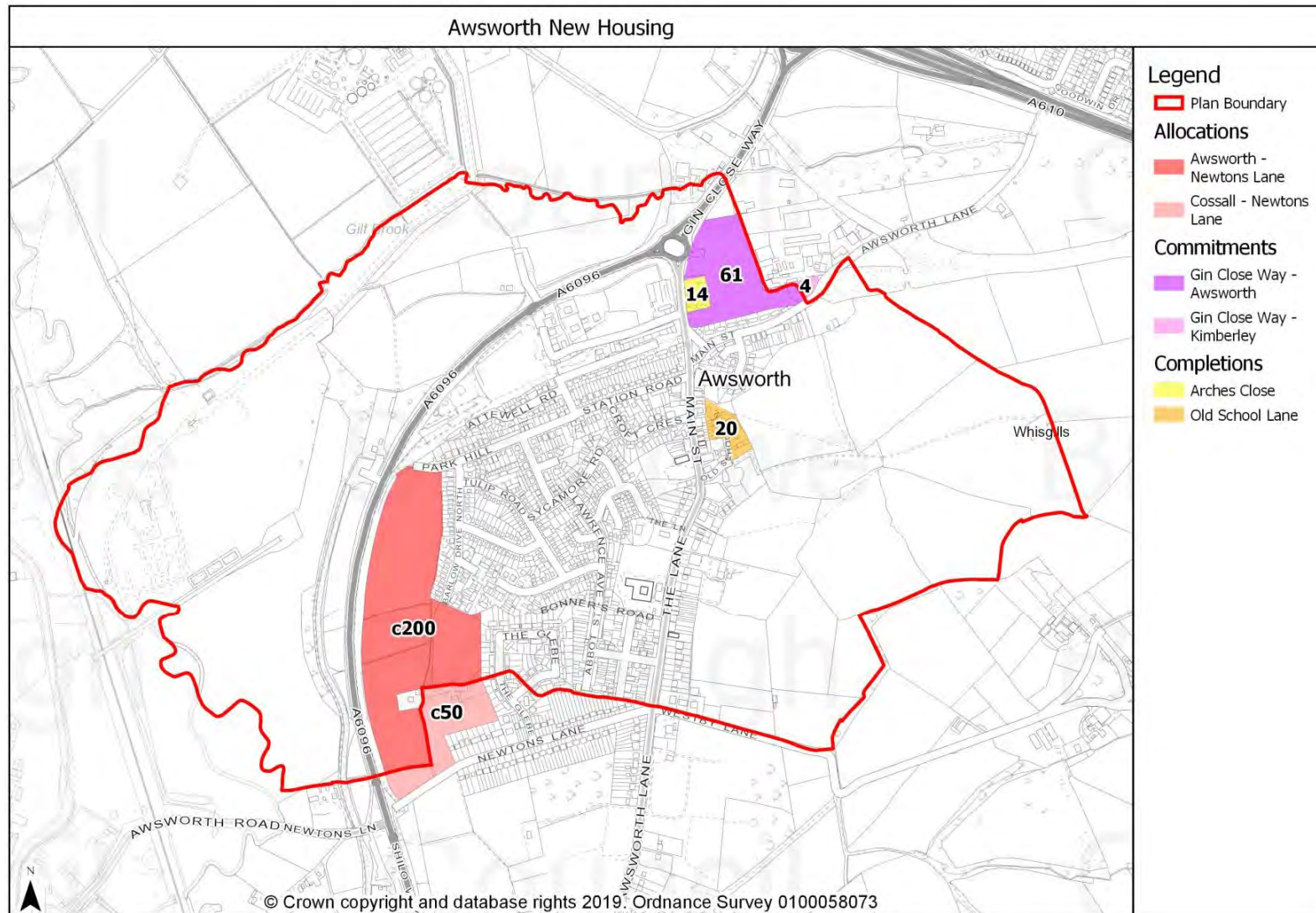
Ground Instability - risks from former coal workings

- 6.47 The Parish lies within the current defined coalfield. The Coal Authority Development High Risk Area Plans confirm that there are recorded risks from past coal mining, potential risks to surface stability and a need to consider the impacts of mineral sterilisation. Recent ground investigation works (at the approved Gin Close Way housing site and proposed housing site west of Awsworth inside the bypass) have revealed old mineshafts requiring remedial treatment to allow development to safely take place. This will also have a strong bearing on exactly where new buildings can be located. Part 2 Local Plan Policy 19 provides policy advice on Ground Conditions while Policy 21 covers Unstable Land.

Education provision – potential impact of new homes

- 6.48 The Awsworth School has seen rising numbers over the last few years which led to a temporary increase of the Published Admission Number (PAN) from 40 to 50 in 2015, 2016 and 2017. This meant being able to have up to 50 children in the younger year groups rather than the 40 over the previous 30+ years. Due to actual and further anticipated increasing demand for places locally, the Local Education Authority (LEA) recently asked the school to permanently increase the PAN to 50, which was accommodated through planned re-organisation. This required creating a new classroom for September 2019, which the LEA funded. This is an internal conversion of existing rooms rather than an extension. In 1986 there were 7 classrooms in use. Over time, due to a falling roll, the number of classrooms fell to 5, with one of the classrooms being converted into a Children's SureStart Centre and another into an IT suite. From September 2019 the school increased to 6 classes but with the Children's SureStart Centre now used as the staff room this meant converting existing space to create the additional classroom.
- 6.49 In discussions with the LEA, they believe that the school will be able to accommodate any additional children from the new housing development due to the fact that approximately 35% of pupils currently live outside the catchment area. They therefore expect that as the children from the new development start with the school, any squeeze will be on children who are coming over the border from Derbyshire in particular; children who live in the catchment area will be given priority. The LEA have said that they believe the developers were not obliged to contribute towards the building of a new school as the size of the development itself did not warrant this. Therefore, a possible solution, should the need for expansion arise, is for the school to be built upwards - something that is feasible and far less costly than a new build. It is difficult to predict how many children will actually need to be accommodated. Following increasing demand for places for younger children over the past 3 years, the school has experienced a slowdown from September 2018, with the number of children in Nursery and Reception falling quite a bit below capacity. Demand for Nursery places is expected to fall by about a third for 2019-20.

Figure 8 – Awsworth Housing - Allocations, Commitments & Recent Completions



7.0 BUILT ENVIRONMENT & DESIGN

Objectives

- Protect and enhance Awsworth's heritage assets, particularly character buildings and structures of local heritage interest and local areas of special character.
- Support future housing that is high quality, well designed and enhances the character of Awsworth, ensuring that it is of a size, type and tenure that meets the needs of local people.
- Ensure new housing development integrates well with the existing settlement pattern and community, maintaining and enhancing links to facilities and the surrounding countryside for walking and cycling.

Broxtowe Context

- 7.1 Broxtowe Local Plan Core Strategy Policy 11 supports development that has regard to local context including valued landscape/townscape characteristics and that conserves locally and nationally important heritage assets. Part 2 Local Plan Policy 23 provides further policy advice about proposals affecting designated and non-designated heritage assets.

Heritage

- 7.2 Awsworth has a long and rich history. Its origins can be traced back to Saxon times. This long history is a source of pride in the local community and makes an important contribution to its distinct character and identity.
- 7.3 One of the obvious manifestations of its history are the houses and other buildings and structures to be found in Awsworth. While no significant ones remain from its pre-industrial revolution era, there are many fine buildings and structures from after this period, some of which have been identified as being of national historic or architectural interest. There are 38 heritage assets listed in the Nottinghamshire Historic Environment Record, reflecting the area's rich industrial past, including disused mine shafts, coal mines, quarries and iron works.
- 7.4 There are several styles of architecture within the Parish, which reflect its historical evolution. The most common combination is red brick with red clay or more often slate roofing tiles.
- 7.5 Awsworth contains numerous, and an above average number, of terraced properties. These are predominately of late 19th and early 20th Century origin - up to the 1930s this was the typical building form in the Parish. Several of these terraces have retained their original traditional character, features and building lines.

- 7.6 The majority of the surviving historic buildings are to be found in the older parts ('original historic core' and other historic areas) of the Parish. These are notably along The Lane, Main Street and Station Road. In addition, the impressive Bennerley Viaduct (a Grade II* Listed Building) is located at the western edge of the Parish. This provides extensive unrivalled views up and down the Erewash Valley and beyond, into the edge of Leicestershire to the south (including Ratcliffe on Soar Power Station) and far into Derbyshire to the northwest (including Crich Stand).
- 7.7 Outside the older parts of Awsworth, there are a wide variety of building forms. This includes typical Inter-War, 1960s and 1970s semi and detached housing developments as well as new housing estates of modern design including many townhouses, bungalows and some flats. There is little scope for new infill homes.

Nationally Important Buildings

- 7.8 Some of Awsworth's buildings are recognised as being of national importance.
- 7.9 A 'Listed Building' is one that has been placed on the Government's list of buildings of Special Architectural or Historic Interest. There are **4 Listed Buildings (in 2016) within the Parish that have been identified as being of national significance and importance.** These are listed below and their location shown in **Figure 7** above:
- Bennerley Viaduct (Northeast end) off Park Hill (West side), Grade II* [No. 1140437];
 - Infant School, The Lane, Grade II [No. 1278010];
 - Walls, railings and attached covered playground at the Infant School, The Lane, Grade II [No. 1248409]; and
 - Awsworth War Memorial, Churchyard of the Church of St Peter, Grade II [No. 1443591].
- 7.10 Designation of these buildings as a Listed Building gives them special statutory protection beyond that which can be provided through a neighbourhood plan. It is important, however, that the Plan highlights the community's appreciation of them and the important role and contribution they make to the distinctive identity and character of the Parish.

Awsworth Character Buildings and Structures of Local Heritage Interest

- 7.11 Throughout the Parish there are buildings and structures that, while not of sufficient special historic or architectural interest to warrant designation as Listed Buildings, the community holds dear and which make a valuable contribution to a local sense of history, place and identity.
- 7.12 National and local planning policy enables a neighbourhood plan to offer them some level of protection by identifying them as **non-designated heritage assets.**
- 7.13 Their identification as non-designated heritage assets will not change any of the planning controls affecting alteration or demolition, as many buildings have permitted development rights

which allow some minor building operations and in some cases demolition to be carried out without recourse to planning or other permissions. However, where a planning application is needed, then its identification as a non-designated heritage asset will be a “material consideration” i.e. the assets local heritage significance will be taken into account when making a decision on the development proposals.

- 7.14 Through the plan process several buildings and structures of local architectural and historic importance were identified. These have been investigated further to see if they meet the criteria sufficiently to warrant formal designation as a non-designated heritage asset. This has included taking advice from Broxtowe’s Conservation Officer. National and local planning policy requires that an asset must have a significant heritage interest for it to be identified as such. Those identified below in **Policy BED 1** are considered to meet the criteria and the Plan supports their inclusion on a Local List. They are explained more fully in **Background Report 3 – Local Heritage Assets (contained in the accompanying Background Document)**.

POLICY BED 1: Awsworth Character Buildings & Structures of Local Heritage Interest

The Plan identifies the buildings and structures listed below as Awsworth Character Buildings and Structures of Local Heritage Interest.

Development proposals that harm the historic significance and/or setting of Awsworth Character Buildings and Structures of Local Heritage Interest, **as identified in the Schedule (Table 1) & shown on the Policies Map & Figure 9 (& see Background Report 3)**, will be assessed having regard to the scale of harm and the significance of the heritage asset.

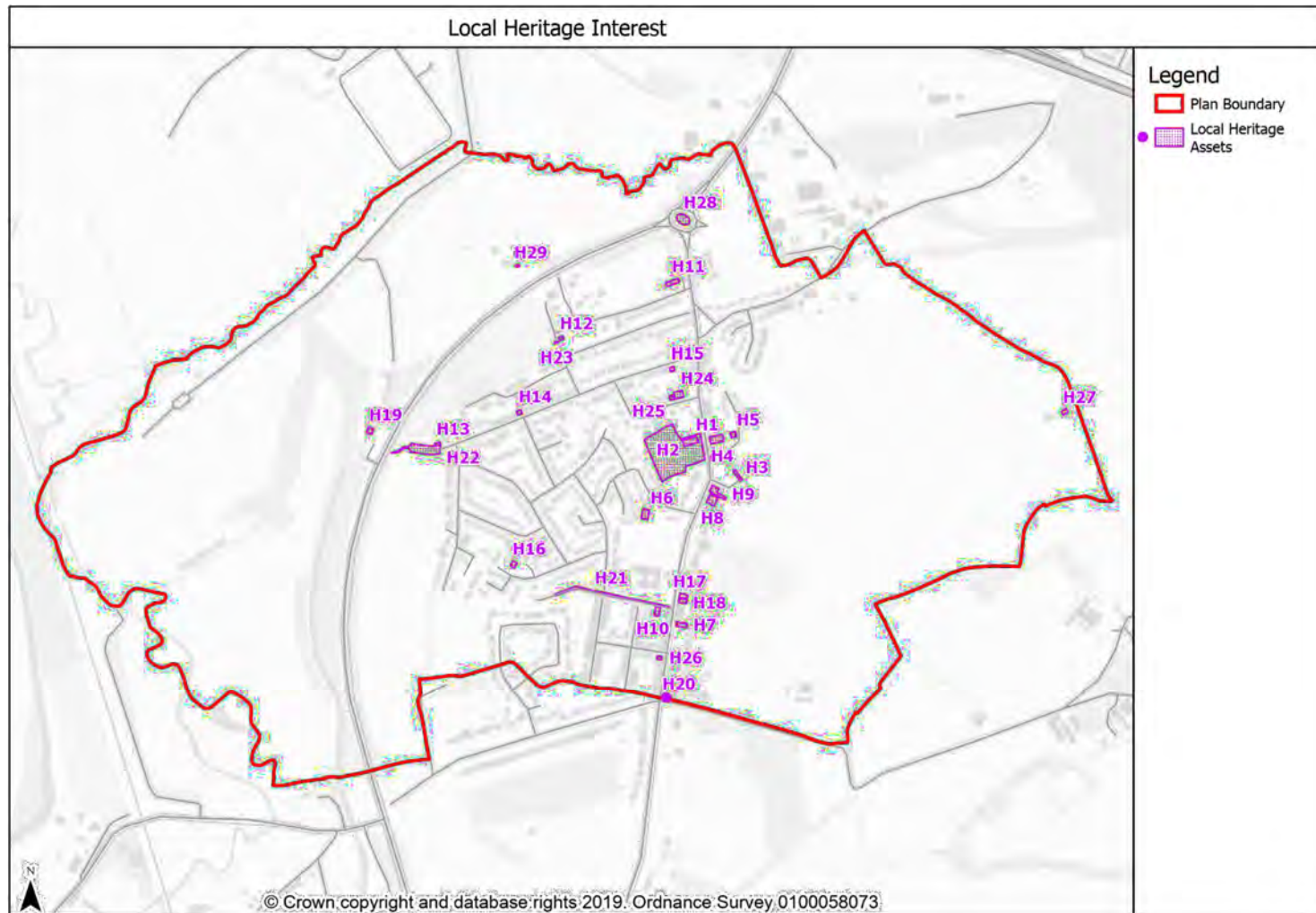
To be supported, development proposals will be required to take into account the character, context and setting of these locally important assets including important views towards and from them.

Table 1: Awsworth Character Buildings & Structures of Local Heritage Interest

Ref	Item	Comments
H1 & H2	St Peter’s Church & Churchyard, Main Street	c1746 (with later additions) including churchyard and boundary walls - Note – Churchyard also contains Grade II Listed War Memorial (erected 1920)
H3	Manor House, The Lane	c1777 former manor house/farm (private house). Note - Nottinghamshire Historic Environment Record HER (M9959)
H4	Old Junior School, Main Street	c1878 [date stone] former Awsworth Board School
H5	Old School House, 3 Old School Lane	Former schoolhouse to rear of the old Junior School (former Board School) (private house)

H6	'Woodlands', The Lane	1843 former vicarage with Tree Preservation Orders covering trees within large grounds & tree-lined driveway (private house). Note - Nottinghamshire Historic Environment Record HER (M11652)
H7	Old Methodist Church, 81A The Lane	1884 [date and name stone] former United Methodist Free Church. Known as 'Top Chapel' closed 2015 (converted to a private house). Note - Nottinghamshire Historic Environment Record HER (MN11)
H8	Nisa Convenience Store & Post Office, 51/52 The Lane	c1903 Originally Aldercar & Langley Mill Co-operative Society building (now includes Awsworth Post Office)
H9	50 The Lane	c1903 Private house adjoining Nisa store to the north. Seen as an integral part of the adjacent former Co-op.
H10	27 The Lane	Believed to be former brickyard manager's house & later used as a police station (private house)
H11	2,3,4,5 'Barlow's Cottages', Barlows Cottages Lane	1874 [date stone] Row of 5 'railway workers' cottages (now contains 4 private dwellings).
H12	'Station House', The Meadows	1892 former Awsworth Station House (private house)
H13	'Rose Cottage', 50 Park Hill	1904 [date stone] (private house)
H14	'Vine House', 22 Park Hill	c1900 (private house)
H15	1 Station Road	1854 [date stone] former Primitive Methodist Chapel (private house)
H16	'Glebe Farm House', Barlow Drive South	c1900 former farmhouse (after which Glebe Farm Estate c1967-69 was named) (private house)
H17	'The Limes' 71 / 72 The Lane	Late 19 th Century semi-detached private houses in local building style with good brickwork detailing
H18	'The Laurels' 73 / 74 The Lane	Late 19 th Century semi-detached private houses in local building style with good brickwork detailing
H19	'Naptha House', Shilo Way	c1860-70 Located west of Shilo Way formerly associated with Naptha & Ammonia Sulphate works (private house)
H20	Four Lanes End crossroads fingerpost waymark sign	Located at the southern limit of the parish at northeast corner junction of The Lane / Newtons Lane / Awsworth Lane / Westby Lane.
H21	'Bonner's Road' (also known as Bonner's Lane)	From junction with The Lane former access road to Glebe Farm runs west. Now Public Bridleway No7, much-used pedestrian / cycle route from The Glebe & Glebe Farm Estate. Remnant verge and hedgerow at western end.
H22	Link from Park Hill to Shilo Way	From bottom end of Park Hill former access road to Naptha House. Now a much-used pedestrian / cycle access to By-Pass and Canal beyond.
H23	Crossing Gate site, Shilo	Adjacent to Station House (marked by field gate). Northern-most of former Awsworth Station's level-crossing gates.
H24	'Crown Inn', 8 Croft Crescent	c1860 (Public House since 1878)
H25	10 Croft Crescent	1858 [date etched on brickwork] detached red brick (private house)
H26	Old Off-Licence, 16 The Lane	c1880 with unusual cast-iron lintels and sills known as 'Keeling's Corner' possibly built as separate adjoining properties (private house)
H27	Whisgills Farm	Located at eastern limit of Parish. Prominently located at the highest eastern end of the Plan area and a long-established agricultural worker's dwelling shown on a map dating from 1690 so one of the oldest surviving buildings in the Parish
H28	Old Mine Tubs	Located on roundabout, north end of Shilo Way. Prominent valuable feature at main 'gateway' to the village and an important link to the area's coal mining heritage. Used for floral displays.
H29	Rail bridge brick support pillar, former 'Bod Tod' pit tip	c1887. Located in scrap yard north of Shilo Way. Industrial remnant and important link to the area's coal mining heritage. Note - Nottinghamshire Historic Environment Record HER (M18347)

Figure 9 – Local Heritage Interest – Non-Designated Assets



Local Areas of Special Character

- 7.15 The consultation and analysis showed that there are parts of Awsworth, which are especially important for the contribution they make to local character and identity.
- 7.16 It highlighted two areas in particular, each of which has its own distinct and special character. This character is derived not only because of historically and architecturally important buildings and structures, but also because of their history, layout and open spaces within them.

Awsworth Historic Core Local Area of Special Character

- 7.17 This area shown at **Figure 10** is focused on the acknowledged historic core of the village located towards and at the top of the hill, both sides of (Upper) Main Street and The Lane. This also contains several of the oldest surviving buildings. It also extends to the south, to include areas both west and east of The Lane.
- 7.18 It includes the old Manor House to the east of Main Street and parish church of Saint Peter's to the west. Both curtilages contain significant numbers of mature trees. Opposite the church and north of the Manor House, the area includes the old Junior School, close along Main Street, and former school house to its rear. South west of the Manor House, close along The Lane, is the former Co-operative building and adjacent Grade II listed former Infant School.
- 7.19 Set back to the west of The Lane, the area also contains the old Vicarage and its impressive tree-lined driveway. Extending south the area includes the open, tree-fringed area of the school playing field (formerly part of the area known as Tinkers Close). This also includes the tree-lined highway verge along the west side of The Lane between the access to the old Vicarage and Bonners Lane (Bonners Road). It also includes a second row of trees set back from the highway close along the school's frontage.
- 7.20 Opposite the school and close to the east of The Lane, the area includes a line of buildings, mostly comprising terraced and semi-detached dwellings. These include some of the more notable examples of local vernacular, particularly the semi-detached houses called The Laurels and The Limes. The southern end of this row is punctuated by the former Methodist Church (Top Chapel), which is being converted to a dwelling.
- 7.21 A small area is also included opposite the chapel, west of The Lane and south of Bonners Lane (Road). This contains a detached house set back from the road, known locally as Haddon's House, south of which is a pair of semi-detached houses and a small detached cottage.



Some of Awsworth's oldest buildings – St Peter's Church, Old Junior School & Schoolhouse, Old Co-operative, Old Infant School and Manor House – Aerial Photos by Paul Atherley



Old Junior School

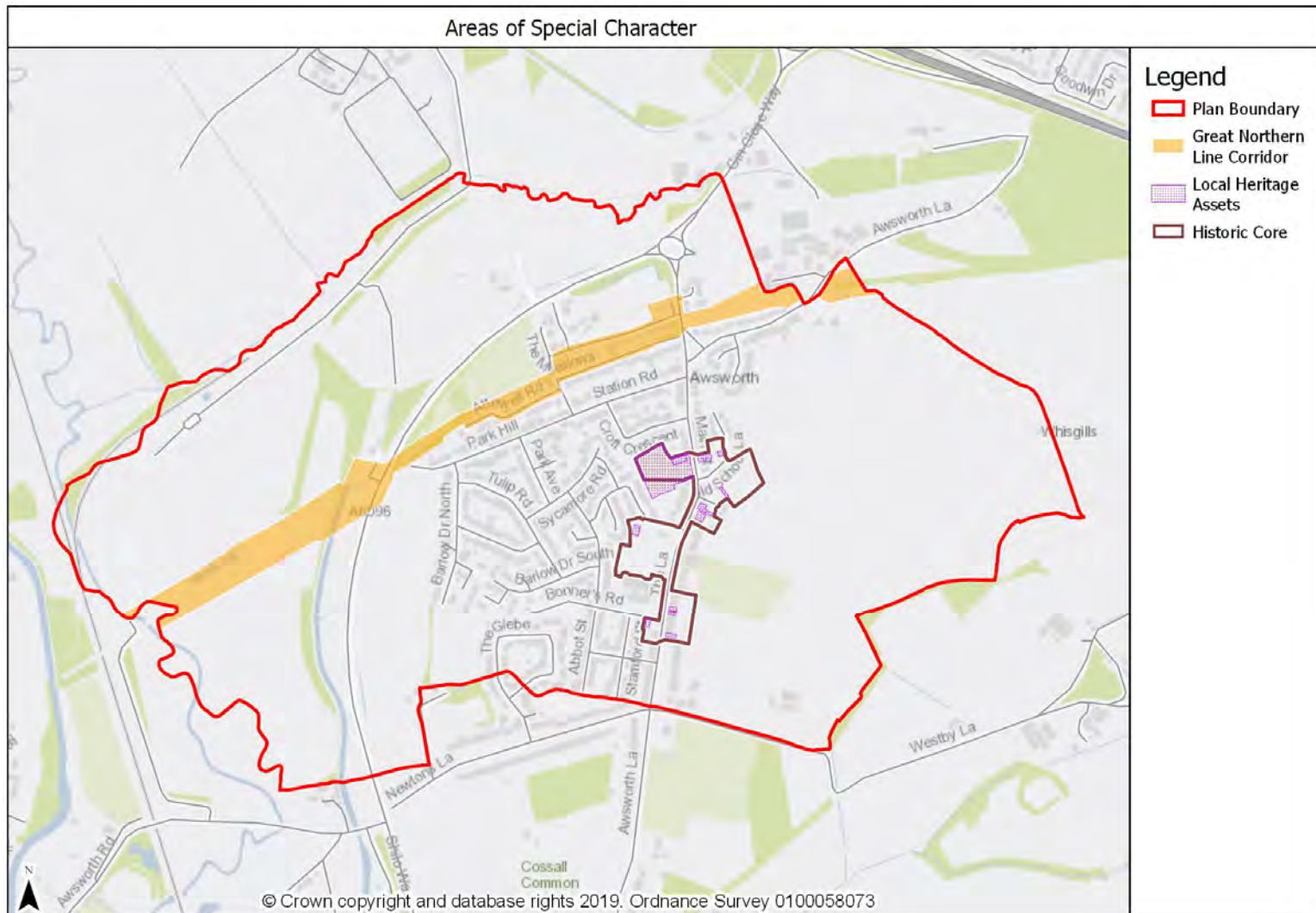


Old School House



'Top Chapel'

Figure 10 – Local Areas of Special Character

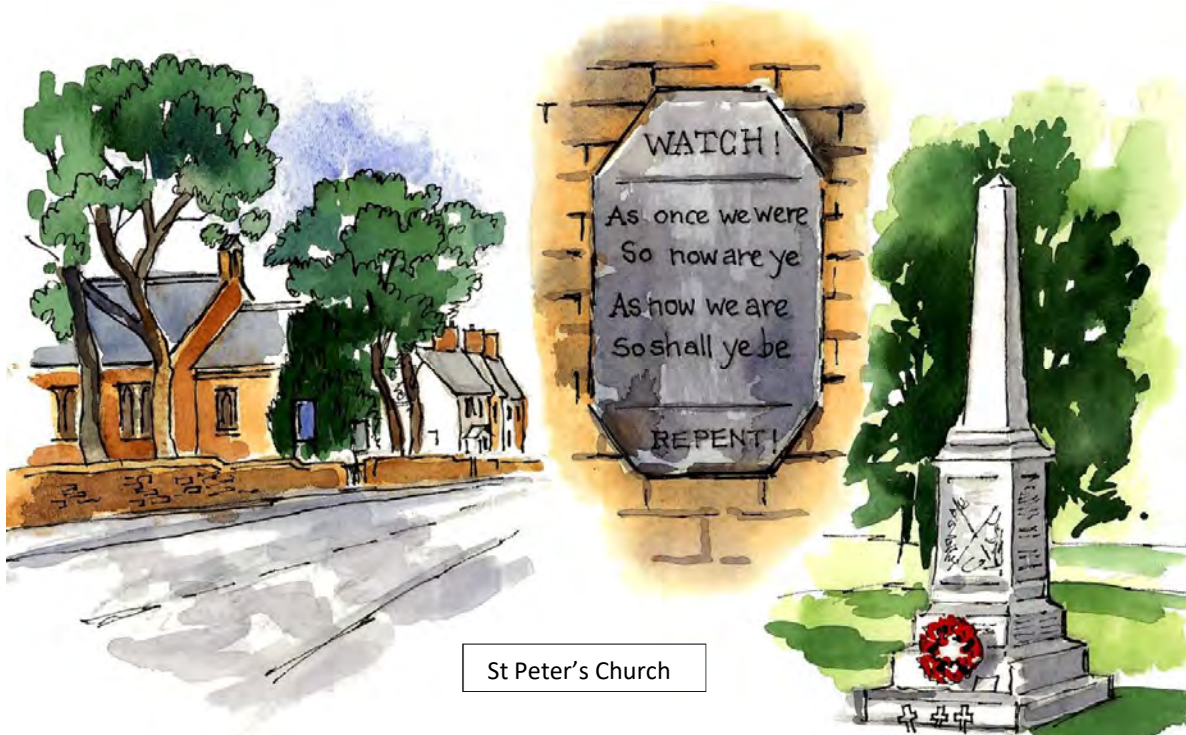




Historic Core looking West - Photo Paul Atherley



Historic Core looking East - Photo Paul Atherley



St Peter's Church

Great Northern Line Local Area of Special Character

- 7.22 The area shown at **Figure 10** defines the 1.5km long corridor marking the old line of the Great Northern Railway which passed through the full width of the Parish. The new line had a massive physical, economic and social impact on both the village and the Parish.
- 7.23 The corridor itself is quite tightly constrained. A significant amount of physical evidence can still be seen. The most obvious is Bennerley Viaduct which marks the route's western extent. The eastern limit is marked by the embankment near the Gate Inn. Much of the central section can still be found or traced between the Bypass and Gin Close Way, including the site of the old station near Shilo Recreation Ground (Rec). Other surviving elements include the old Station House (1892), the adjacent site of the level crossing gate, Barlow's Cottages (1874) and Naptha House (c1878).

Great Northern Line Local Area of Special Character – from east to west



Great Northern Path near Gate Inn



Former GNR line to Kimberley



Gate Inn from GNR embankment



Line of GNR east towards Gate Inn



Embankment at Gin Close Way



Barlow's Cottages



Glass House Yard



Awsworth Station House



Site of level crossing at station



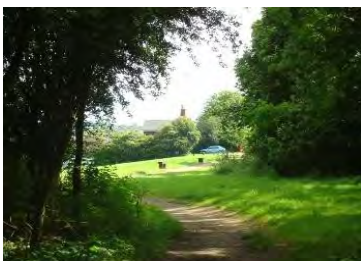
Track east out of Awsworth Station



History of Shilo Rec explained



Site of Awsworth Station



Track from west onto Shilo Rec



Shilo Pocket Park



Naptha House



Bennerley Viaduct west to Ilkeston



Bennerley Viaduct east to Awsworth



Midland Line passing below viaduct

- 7.24 Most of the corridor has existing or planned provision for cycling and walking. West of the Bypass, plans for Bennerley Viaduct will reinstate the line in the form of a new cycling / walking route to Cotmanhay as part of the Great Northern Path / Great Northern Greenway. The middle section between the Bypass and Gin Close Way has paths along much of its length. Between Gin Close Way and Awsworth Lane, Public Footpath 14 runs along the north side of the corridor which forms the southern part of a permitted housing site. East of Awsworth Lane the Great Northern Railway Path climbs the end of the old embankment to Kimberley. Opportunities to create, maintain or enhance high quality walking and cycling routes along this corridor will be supported.
- 7.25 It is important that the special character of these two areas is recognised and conserved, especially because of their intrinsic quality and the contribution they make to local distinctiveness and sense of place and identity. **(see Policy BED 2).**
- 7.26 The Plan proposes that they be designated as **Local Areas of Special Character**. This will then give them formal recognition in the planning system. A key consideration of any development proposal will be to ensure that it respects and, where possible, enhances the character and qualities of the Local Areas of Special Character. **Note – 2 separate SUPPORTING EVIDENCE REPORTS more fully explain the proposed designations.**

POLICY BED 2: Local Areas of Special Character

Within the **Awsworth Historic Core and Great Northern Line Local Areas of Special Character**, as shown on the Policies Map & Figure 10, development proposals should be of high quality and must be designed to respect and enhance the specific characteristics of the Character Area.

The creation or enhancement of high-quality walking and cycling routes, and installation of associated directional signage, along the Great Northern Line corridor will be supported.

Potential Conservation Area

- 7.27 The analysis and consultation undertaken during the development of the Plan considered that the quality and interest of the proposed Awsworth Historic Core Local Area of Character was so significant that it is considered potentially worthy of designation as a Conservation Area.
- 7.28 A Conservation Area is an area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. Within a Conservation Area, there are additional controls (beyond that within a Local Area of Character) over development that may affect the area. Within conservation areas, applications for planning permission are required for certain types of work such as demolition or works to trees that would not normally need consent.

- 7.29 The consultation shows support for designation, which would provide protection for one of the most special and valuable areas of architectural and historic interest in the Parish. However, the legislation does not allow a neighbourhood plan to designate a Conservation Area. This would need to be made by the Borough Council. The Plan can, however, highlight the need, case and local importance for such a designation.

Aim BED 1 Conservation Area and 'Local List': Awnsworth Parish Council will actively pursue with Broxtowe Borough Council and other stakeholders the designation of a Conservation Area based on the historic core of Awnsworth. Development will be required to be designed appropriately, taking account of local styles, materials and detail. **(See Figure 10).**

The designation of the buildings and structures of local heritage interest within a 'Local List' by Broxtowe Borough Council will be strongly supported.

Aim BED 2 Local Tourism: Awnsworth Parish Council, working in partnership with others as appropriate, will support appropriate proposals for tourism linked to the history, culture and environment of the Parish and wider area.

Design Principles

- 7.30 Outside the proposed Special Character Areas, there is no dominant style of design in the Parish. A wide and diverse range of building styles is to be found, which reflect its historical evolution. This includes 18th Century and 19th Century buildings, former and existing farm houses, former industrial related housing estates, inter-war house building as well as developments of more modern design, including some limited infill.
- 7.31 A variety of materials have been used over the years, the most common being red brick with some blue brick detail. There are many good and varied examples of decorative moulded brick detailing used to add interest to frontages. Most buildings are two storeys, and roofs are typically pitched, traditionally in slate.
- 7.32 Overall, the design of new buildings in Awnsworth is considered to be variable, with the best examples being outweighed by some poorer developments of indifferent or unsympathetic design. It is very strongly felt by the community that some recent housing developments are out of character with the rest of the Parish. They consist of standard, 'identikit' developments that looks the same as developments elsewhere, could be anywhere in the country and do not respect local character. Further, rather than looking towards, and integrating with, the Parish they are designed to be isolated from it (e.g. by high gates); this is sometimes characterised by high surrounding walls.
- 7.33 There are also many examples of poorly designed and executed alterations to existing house frontages, including inappropriate doors and windows, removal of established boundary hedges and their replacement by often over-bearing walls and fences, and conversion of front garden areas to hardstanding to provide vehicle parking. Incrementally, this has a damaging and eroding effect on the village's overall appearance. This underlines the importance of ensuring that the

best of what we have is protected and enhanced and also that new development is carefully planned and controlled. We need to ensure good local design quality that also endures in the future.

- 7.34 The Plan is not seeking to dictate a particular style or design to be used. Instead, it encourages developers to design new development so that it respects and reinforces the character of Awsworth and contributes to its sense of identity and community. Developers will be asked to demonstrate, through their Design and Access Statements, how they have done this. Just because poor or indifferent design has been allowed in the past does not mean that it should be allowed to continue. Successful designs from elsewhere could be used in Awsworth.
- 7.35 Consultation also highlighted a strong desire that design proposals should more closely reflect the changing needs and characteristics, especially the ageing population and relatively high levels of disability. Also, development proposals should feature designs that minimise crime, fear of crime and anti-social behaviour. While levels of crime and anti-social behavior are relatively low, they remain a top improvement priority of the community and it is considered that ‘designing out crime’ in new development can make an important contribution here. **(see Policy BED 3).**

POLICY BED 3: Design Principles

Development proposals should respect the local character of Awsworth, having regard to scale, density, massing, height, layout, materials, architectural detailing and any access and landscaping components.

The layout, building form and design of proposals must not significantly adversely affect the visual or residential amenity of any existing dwelling.

All proposed public and private spaces must be attractive, safe and accessible for all users.



Newer Infill



Brick Detailing



Old & New



Conversion



Objectives

- Protect Awsworth's environmental assets and where possible enhance the Parish network of green and blue infrastructure.
- Ensure that the Nottingham Canal and Bennerley Viaduct are maintained and enhanced for the benefit of people and wildlife.
- Protect and enhance Awsworth Parish's remaining local landscape areas, particularly the largely intact traditional field pattern found immediately east of the village.

8.0 GREEN & BLUE INFRASTRUCTURE

Broxtowe Context

- 8.1 Broxtowe's Core Strategy supports the protection and enhancement of existing and potential Green Infrastructure corridors and assets. Policy 16 of the Core Strategy identifies locations for major development, the Strategic River Corridors of the Trent, Erewash and Leen rivers, canal corridors, Greenwood Community Forest and Urban Fringe areas as priorities for the location of new or enhanced strategic Green Infrastructure. Policy 17 provides policy on Biodiversity.

Green and Blue Infrastructure

- 8.2 Natural England defines green infrastructure as, "...a strategically planned and delivered network comprising the broadest range of high quality green spaces and other environmental features. It should be designated and managed as a multi-functional resource capable of delivering those ecological services and quality of life benefits required by the communities it serves and needed to underpin sustainability." "Green infrastructure includes green spaces and new sites and should thread through and surround the built environment and connect the urban area to its wider rural hinterland. Consequently, it needs to be delivered at all spatial scales from sub-regional to local neighbourhood level, accommodating both accessible natural green spaces within local communities and often much larger sites in the urban fringe and wider countryside."⁸
- 8.3 Blue infrastructure refers to all water related features in the environment. In Awsworth the most notable features are Nottingham Canal, Bennerley wetlands, River Erewash and Gilt Brook. There are also a number of ponds within the Parish, some of which are significant.

⁸ Green Infrastructure Guidelines. Natural England.

- 8.4 Awsorth sits within the Nottinghamshire, Derbyshire and Yorkshire Coalfield National Landscape Character Area. The landscape is described as being ‘dotted with pockets of habitat, often land that was worked for minerals’⁹. Over half of the National Character Area is currently designated as Green Belt land, but very little is nationally designated for geology or nature conservation. Broxtowe Borough Council reviewed the Green Belt boundaries in conjunction with the production of the Broxtowe Part 2 Local Plan.
- 8.5 NPPF (para 133) confirms that the government attaches great importance to Green Belts. Also, that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence. Green Belt around Awsorth serves 3 of the 5 purposes set out in NPPF (para 134); to check the unrestricted sprawl of large built-up areas, to prevent neighbouring towns merging into one another and to assist in safeguarding the countryside from encroachment.
- 8.6 NPPF (para 141) states that once Green Belts have been defined, local planning authorities should plan positively to enhance the beneficial use of the Green Belt, such as looking for opportunities to provide access; to provide opportunities for outdoor sport and recreation; to retain and enhance landscapes, visual amenity and biodiversity; or to improve damaged and derelict land. The Plan supports these aims through its approach to Green and Blue Infrastructure in the Parish.
- 8.7 The characteristics described above are inherent in Awsorth, where the built-up area is tightly framed by Green Belt and whilst there are no nationally designated sites, there are pockets of habitat and green infrastructure corridors associated with the River Erewash and its tributaries, including the Gilt Brook, that have been identified as locally important.
- 8.8 Land previously used in connection with mineral extraction such as the coal processing plant at Bennerley have naturally regenerated and together with adjacent areas now provide a wide range of habitats of botanical and zoological importance, as do former railway embankments and the old Nottingham Canal which run through the Parish.
- 8.9 These assets are important areas for local wildlife but also provide important opportunities for outdoor recreation. The community attach great value to the local natural environment, notably accessibility to the countryside on their doorstep ¹⁰ including footpaths, multi-user trails (particularly the key route of the Erewash Valley Trail), the old canal and watercourses.
- 8.10 Opportunities exist to maintain and enhance green and blue infrastructure in Awsorth and where possible link fragmented habitats to the district and sub-regional network for the benefit

⁹ Nottinghamshire, Derbyshire and Yorkshire Coalfield National Character Area Profile. Natural England.

¹⁰ 57% of respondents to the questionnaire identified ‘accessible countryside’, followed by ‘Green Belt’ (56%) as key considerations for living in Awsorth

of the environment, the health and well-being of people and to further enrich the Parish's landscape character.

- 8.11 Green and blue networks, corridors and linkages are widely seen as a key mechanism for reversing the effects of fragmentation on biodiversity. They also deliver a range of other social and environmental benefits, including enhancement of local landscape character, and greater opportunities for public access and recreational use.

Green and Blue Infrastructure Network

- 8.12 National Planning Practice Guidance (para 8-028) highlights the importance of Green Infrastructure to the delivery of high-quality sustainable development. Further, that an authority-wide assessment of current green infrastructure that identifies gaps in the network and opportunities for improvement might be used to inform the role of green infrastructure in neighbourhood plans (para 0-029).
- 8.13 The built area of Awsworth is generally surrounded by Green Belt, which has not only helped retain the character of the area but also contains many key Green Infrastructure Assets including biodiverse brownfield land and Local Wildlife Sites.
- 8.14 The National Character Area Profile for Nottinghamshire, Derbyshire and Yorkshire Coalfield identifies a number of environmental opportunities for the area, of relevance to Awsworth. These particularly include;
- To restore and enhance existing areas and create new landscapes through the inclusion of woodland and networks of green infrastructure to raise the overall quality of design and location of new developments;
 - To conserve, enhance and expand areas and corridors of semi-natural habitat such as grasslands and woodlands to create a functioning ecological network that links the fragmented patches of habitat and;
 - To manage, enhance and extend wetland habitats associated with the rivers including the Erewash and their tributaries.
- 8.15 The Greenwood Community Forest, which incorporates Awsworth Parish, was identified in the Green Infrastructure Strategy as one of six Sub-Regional Green Infrastructure Corridors that have an important role to play in maintaining the overall Network in the long-term.¹¹ At the Borough level, the Broxtowe Borough Council Green Infrastructure Strategy 2015-2030 identifies Primary and Secondary green infrastructure corridors.

¹¹ Green Infrastructure Strategy Vol 6 – Strategic GI Network for the Nottingham Principle Urban Areas and Sub-Regional Centres 2010

- 8.16 Erewash Valley has been identified as a Primary Corridor (1.2) and Nuthall Cutting and Kimberley Railway (2.7), Kimberley Cutting (2.8) and Nottingham Canal (2.9) as Secondary Corridors. All 4 are represented in Awsworth Parish. The strategy identifies gaps and states that the greatest opportunities for increasing infrastructure size and connectivity will come through the opportunities presented by any development sites.
- 8.17 The Broxtowe Core Strategy seeks to deliver these aims through planning policy which prioritises new or enhanced strategic Green Infrastructure for major residential development in a number of areas including canal corridors and the Greenwood Community Forest.
- 8.18 The Plan seeks to protect, promote and manage the extent and quality of, and access to, Awsworth's network of green and blue infrastructure. In addition to contributing to the broader strategic sub-regional network, the policy and associated community projects aim to enhance habitats, encourage sustainable transport and healthy living, sustainable flood management and ultimately provide an attractive place to live. **(see Policy GI 1 below).**
- 8.19 In particular, the Plan supports and seeks to contribute to maintaining and enhancing the 4 green infrastructure corridors identified within the Parish and where possible, creating links to other green infrastructure in the Parish. Corridor 2.7 also coincides with the Great Northern Line route.

POLICY GI 1: Green & Blue Infrastructure Network

Development proposals should ensure that existing Green Infrastructure is protected and, where appropriate, enhanced to provide a high quality and accessible network of well-connected multi-functional spaces for the benefit of wildlife, residents and visitors.

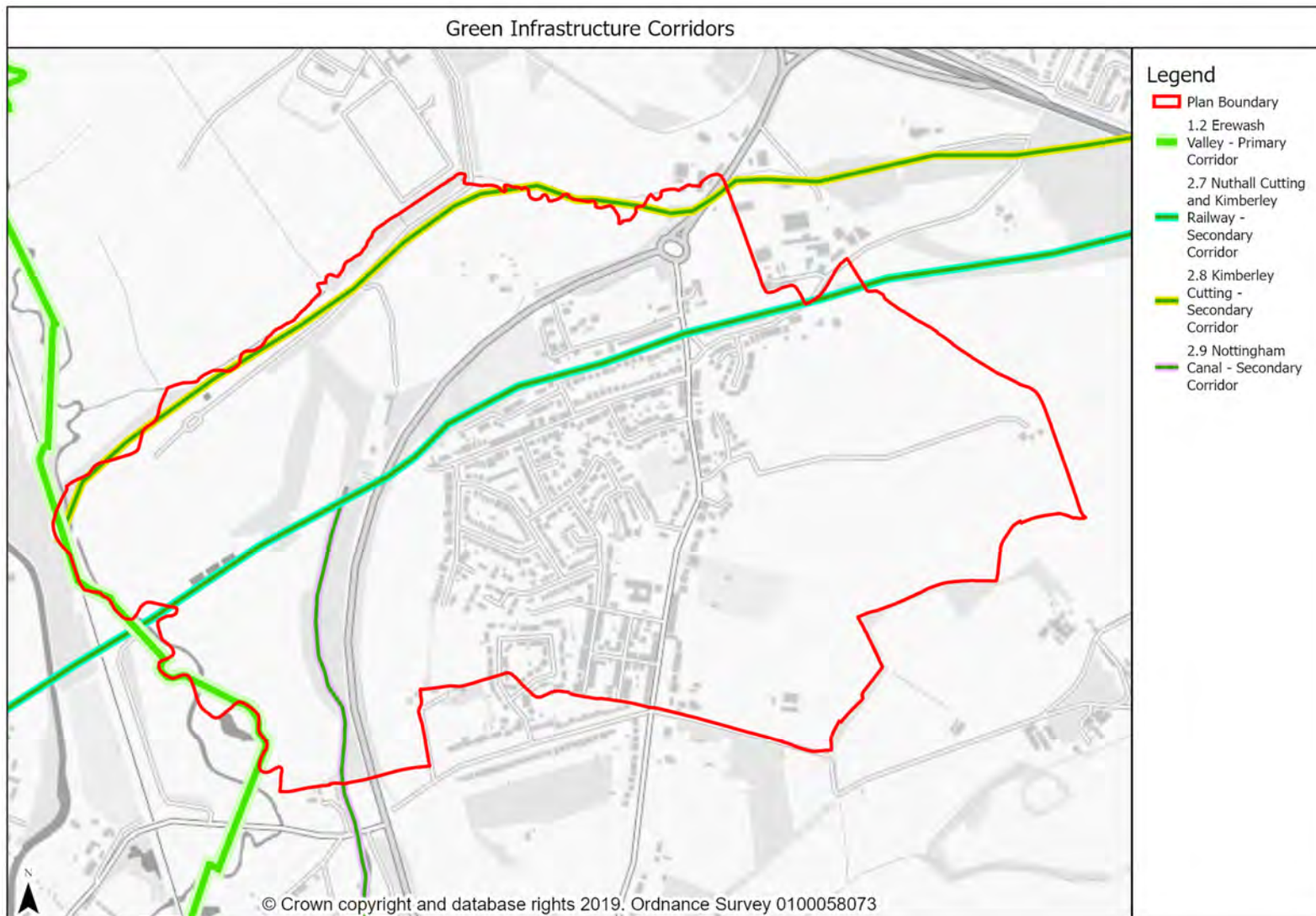
Development proposals will be supported where it can be demonstrated that they maintain the integrity of the Green and Blue Infrastructure network, and where appropriate, enhance, restore or create areas that contribute to the network. Where appropriate, this includes the creation of buffer zones, to protect existing habitats on or near the site.

Where new Green Infrastructure is proposed, the design should reflect and enhance the area's local character, including landscapes, habitats and the use of local plant species.

Development proposals within or adjacent to the 4 **Green Infrastructure Corridors**; Erewash Valley; Nottingham Canal; Nuthall Cutting & Kimberley Railway; Kimberley Cutting **(shown on the Policies Map & Figure 11)** must maintain and enhance functionality and connectivity of the corridor.



Figure 11 – Green Infrastructure Corridors



Local Landscape Character Areas

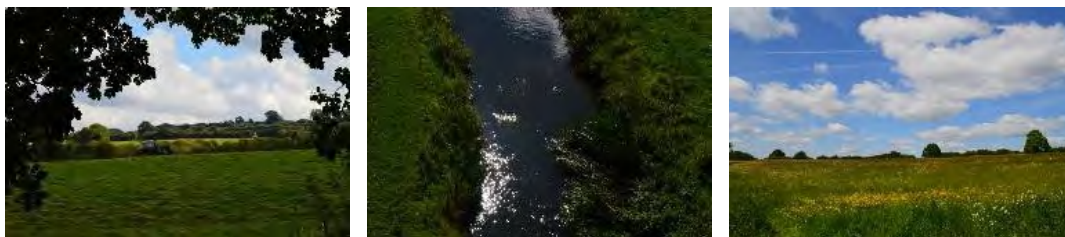
- 8.20 Protecting and enhancing the local landscape in Awsworth Parish is seen as an important issue. This recognises both the intrinsic value of the open land around the village and increasing development pressures on what is a valuable but diminishing local resource. **(See Policy GI 2 below).**

Broxtowe Context

- 8.21 Broxtowe Part 2 Local Plan **Policy 30: Landscape** provides that all developments within, or affecting the setting of, the local landscape character areas should make a positive contribution to the quality and local distinctiveness of the landscape. They should therefore be consistent with the 'landscape actions' for the area concerned, set out in the Greater Nottingham Landscape Character Assessment (GNLCA) and Appendix 7 of the Part 2 Local Plan. The GNLCA (2009) preceded the NPPF and NPPG but is consistent with both: NPPF (paragraph 109) encourages protection and enhancement of valued landscapes, which is a key theme of the GNLCA, and NPPG (paragraph 8-001) confirms that where appropriate, landscape character assessments should be prepared and can help to inform, plan and manage change and may be undertaken at a scale appropriate to local and neighbourhood plan-making. For each of these areas, the GNLCA describes characteristic features, assesses the 'quality' of the area by a combination of 'condition' and 'strength' of the landscape and proposes corresponding 'strategies' by setting out area-specific 'landscape actions'.

Awsworth's Landscape East and West

- 8.22 GNLCA identifies 9 local landscape character areas in Broxtowe, partly derived from national and regional areas and grouped under the relevant regional character area, in Awsworth's case **Nottinghamshire Coalfield (NC)**. Local areas in Broxtowe include two which are represented in Awsworth Parish: '**Erewash River Corridor**' (**NC01**) – in the western part of the Parish, the floodplain and fringes along the east side of the River Erewash - and '**Babbington Rolling Farmlands**' (**NC02**) – mostly comprising open farmland in the eastern part of the Parish but also some land west of Shilo Way, including Nottingham Canal, Naptha Wood and open farmland northwards towards the A610.
- 8.23 Areas NC01 and NC02 are assessed as 'moderate-good' quality with a strategy of 'conserve and enhance'. The Part 2 Local Plan confirms Broxtowe does not have areas requiring 'additional protection' in Core Strategy terms. However, it confirms that all Broxtowe's landscapes are of value and all need to be protected and enhanced, in accordance with the NPPF and GNLCA. The Neighbourhood Plan seeks to ensure that this is recognised and expressed at local Parish level.



POLICY GI 2: Local Landscape Character Areas

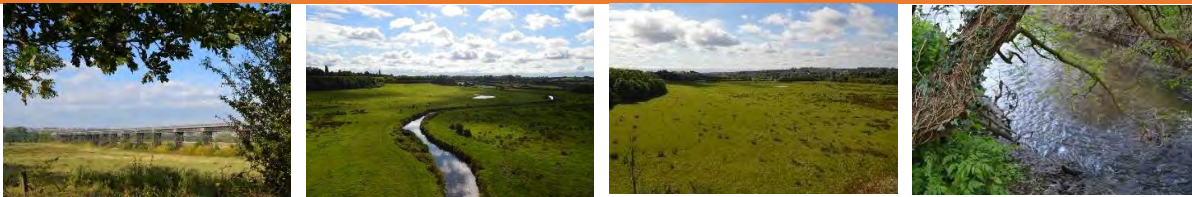
All development proposals within or affecting the setting of the Parish's local landscape character areas **listed below (and shown on the Policies Map & Figure 12)** should make a positive contribution to the quality and local distinctiveness of the landscape **(to accord with Broxtowe Part 2 Local Plan - Policy 30: Landscape)**:

1. 'Erewash River Corridor' (NC01) – the floodplain and fringe areas in the western part of the Parish along the east side of the River Erewash and south of the Gilt Brook; and,

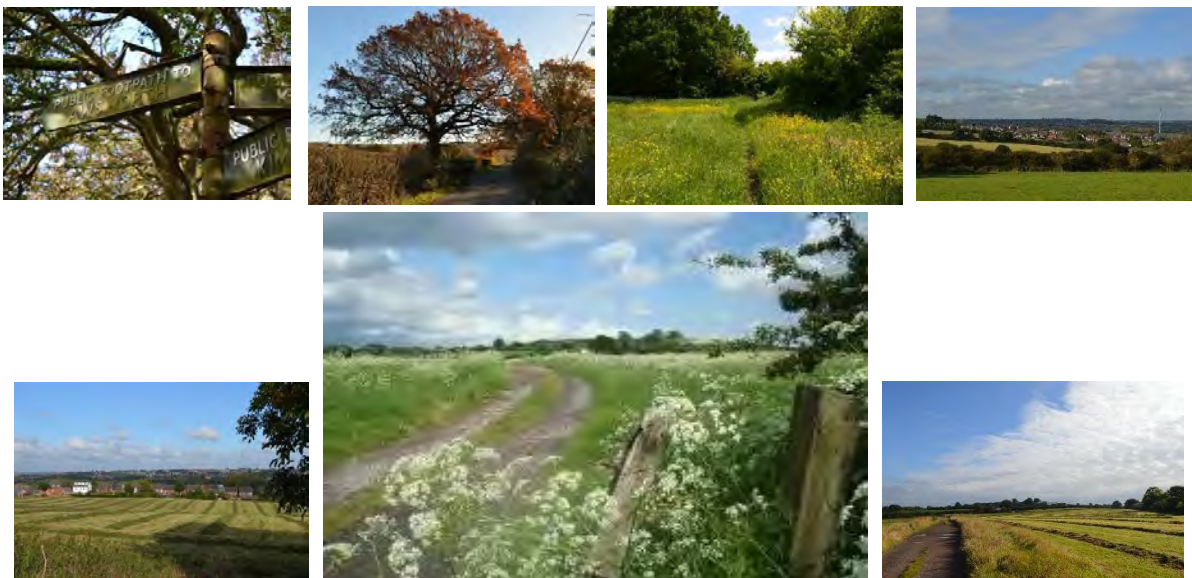
2. 'Babbington Rolling Farmlands' (NC02) – 2 areas **(a)** mostly comprising open farmland in the eastern part of the Parish but also **(b)** land west of A6096 Shilo Way, including Nottingham Canal, Naptha Wood and open land northwards towards the A610.

Development proposals should therefore be consistent with the 'landscape actions' for the area concerned (NC01 and NC02), as set out in the Greater Nottingham Landscape Character Assessment (GNLCA) and in Appendix 7 of the Broxtowe Part 2 Local Plan.

Development proposals on existing employment use sites identified on the Policies Map may only offer limited potential to contribute to the quality and local distinctiveness of the landscape.

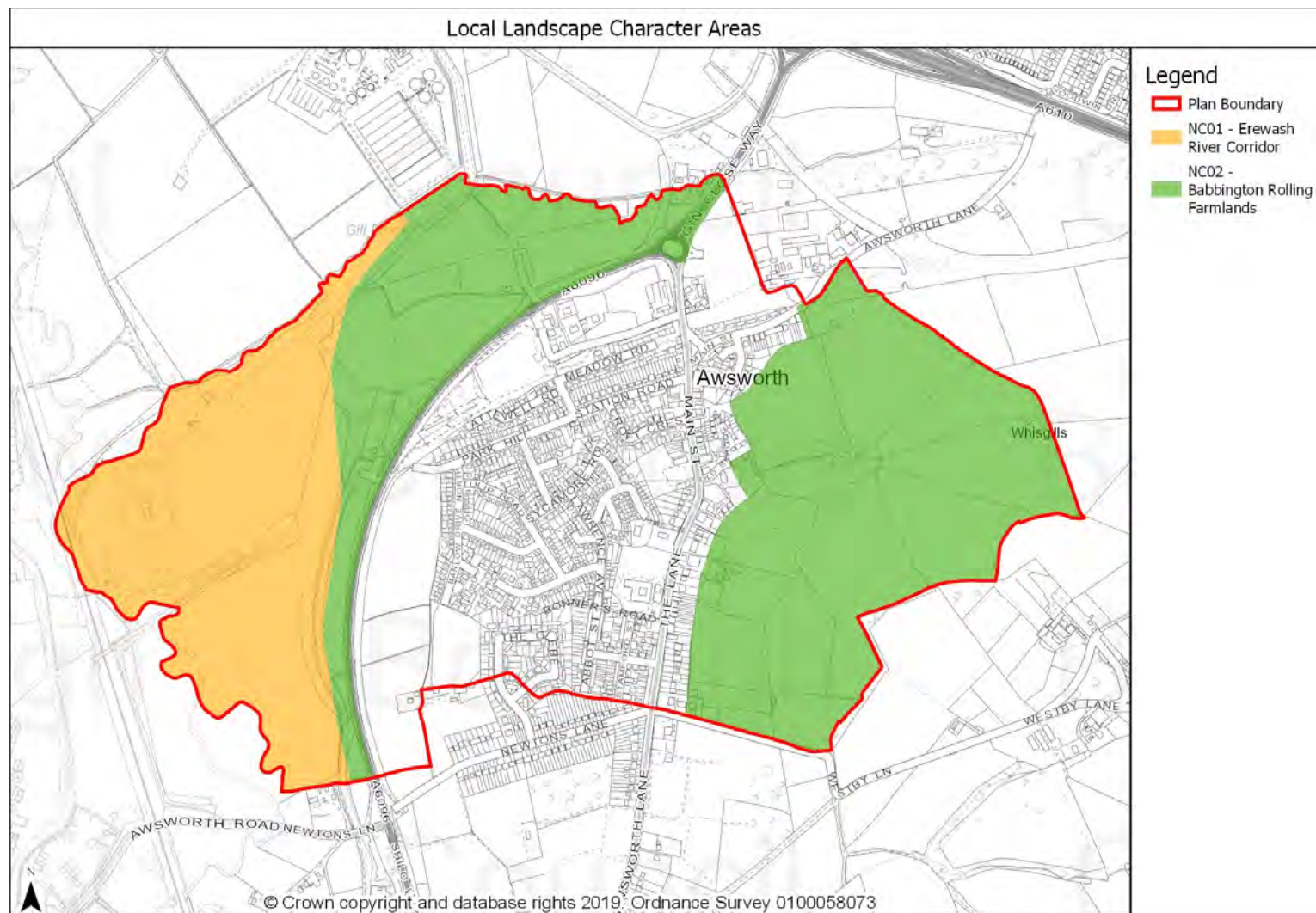


'Erewash Valley River Corridor'



'Babbington Rolling Farmlands'

Figure 12 – Local Landscape Character Areas



Biodiversity

- 8.24 There are a number of LBAP¹² (Nottinghamshire Local Biodiversity Action Plan) Priority Habitats present in Awsworth, including; canal, eutrophic and mesotrophic standing waters, hedgerows, lowland wet grassland, lowland neutral grassland, wet broadleaved woodland and urban and post-industrial habitats.
- 8.25 LBAP Priority species that occur in Awsworth include bats, white-clawed crayfish and the water vole. The Nottinghamshire Local Biodiversity Action Plan states that nine of the bat species found in the UK have been recorded in Nottinghamshire. All are insectivorous, requiring insect-rich habitats such as wetlands, deciduous woodland and unimproved pasture in which to feed.
- 8.26 The wetland, grassland and woodland habitats associated with Broxtowe support a wide variety of plant life. The Erewash Valley, once a wide tract of land of natural floodplain, now exhibits a more fragmented pattern of remnant grasslands and pockets of marshland associated with the River Erewash and the Nottingham Canal. The area between the canal and the adjacent trail are meadows, good for wildflowers and managed as a Blue Butterfly site.¹³ The open space within the Erewash Valley surrounding the canal provides direct routes along which terrestrial species can commute and fauna and flora species re-distribute.¹⁴
- 8.27 Nottingham Canal is a Local Nature Reserve, approximately 10km / 6 miles in length, the northern section of which (0.6km / 0.4 mile) enters the Parish at Bridge Farm and ends at Naptha House. In Awsworth this is a wetland habitat with open water and reed beds, with fragments of woodland and wet grassland. Notable species include the water vole and grass snake and a high toad population. North of Newtons Lane the canal is also used as a coarse fishery by Awsworth & Cossall Angling Club. This can cause conflict with nature conservation aims.
- 8.28 There are 6 Local Wildlife Sites in the Parish including Nottingham Canal. Monitoring of the management of Local Wildlife Sites across the country by Defra since 2008-09 shows that 76% of the sites in Broxtowe are 'unfavourable/unknown management'.¹⁵

Aim GB 1 Ponds: Awsworth Parish Council, working in partnership with others as appropriate, will support appropriate proposals for improving or reinstating existing and creating new ponds in the Parish.

¹² Local Biodiversity Action Plans aim to focus resources to conserve and enhance biodiversity by means of local partnerships, taking into account both national and local priorities.

¹³ Erewash Valley Trail, Newtons Lane, Awsworth - leaflet - Broxtowe Borough Council / Erewash Borough Council.

¹⁴ The Nottingham Canal Local Nature Reserve Management Plan – Third Edition 2012 – 2016.

¹⁵ Figures based on 2014-15 results. Local Wildlife Sites in Nottinghamshire – what they are and why they matter.

- 8.29 Bennerley Coal Processing Plant and Grassland Local Wildlife Site is a former mine site supporting a wide range of habitats considered of botanical and zoological importance. Shallow ponds formed by the settlement of mine workings, most notably near the viaduct, attracts wetland birds including Common and Jack Snipe, Golden Plover, Redshank, Wigeon and Lapwing during the winter months. In the summer, dragonflies and damselflies such as Black Tailed Skimmers, Broad-bodied Chaser and Red-eyed Damselflies are present.¹⁶ These are associated with both the canal and the 3 lagoons alongside Bennerley Viaduct.
- 8.30 The Bennerley Wet Grassland Local Wildlife Site is a wet grassland pasture adjacent to the River Erewash, mainly south of the viaduct. Glasshouse Yard Local Wildlife Site, west of Barlow's Cottages, is identified as having a 'notable herb-rich community' and Kimberley Dismantled Railway (which partially sits within the Parish near the Gate Inn) as 'a good habitat containing a number of notable species and also a Nottinghamshire County Council Green Estate site (Great Northern Railway Path)'.

Marsh fragrant-orchid



Conservation Grasslands



Heron



Broad-bodied Chaser



Mallard



Meadow Brown



Swan



Cowslip



Hedgehog



¹⁶ Nature Conservation Strategy, Broxtowe Borough Council 2009-2014

Figure 13 – Designations & Habitats

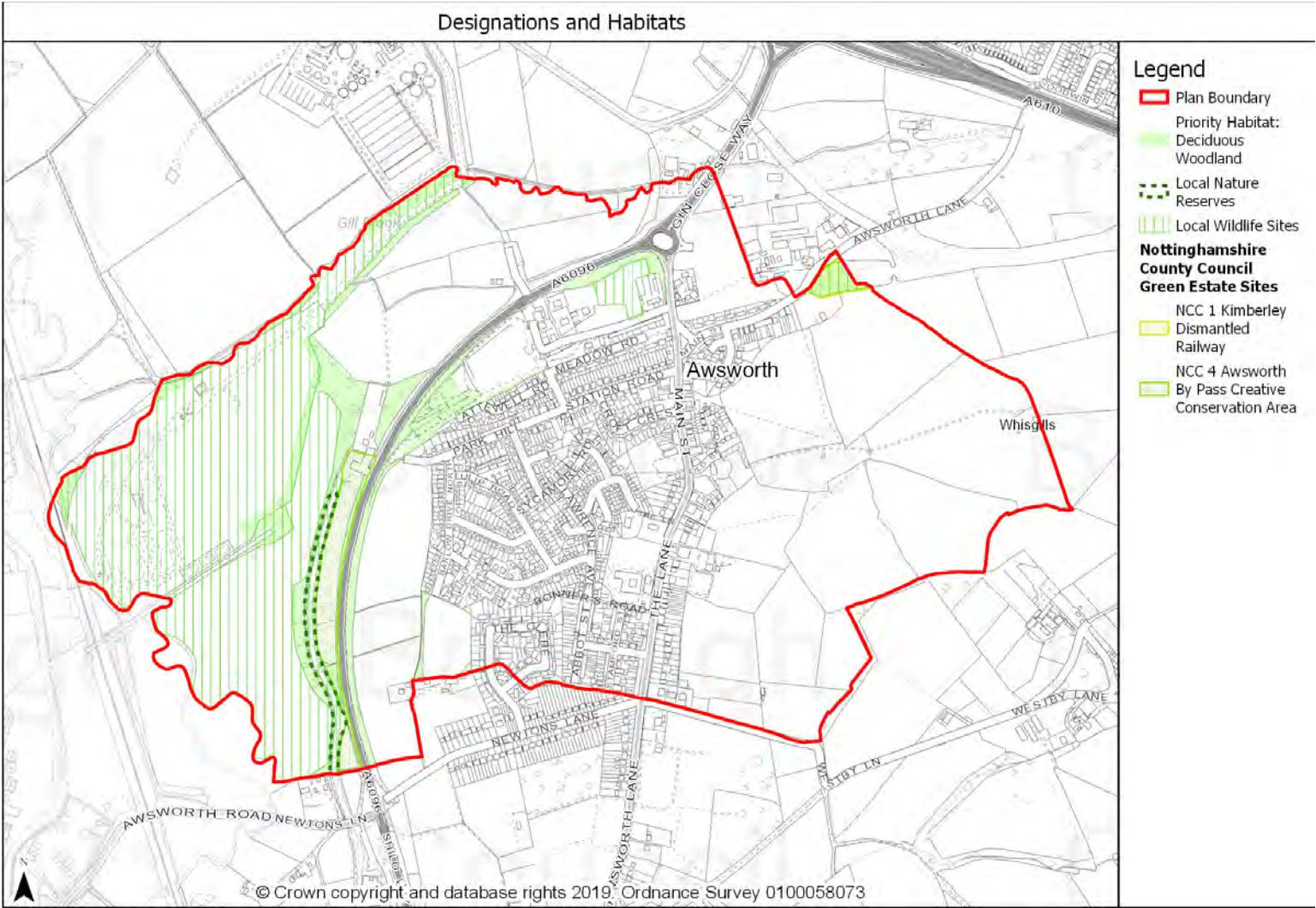
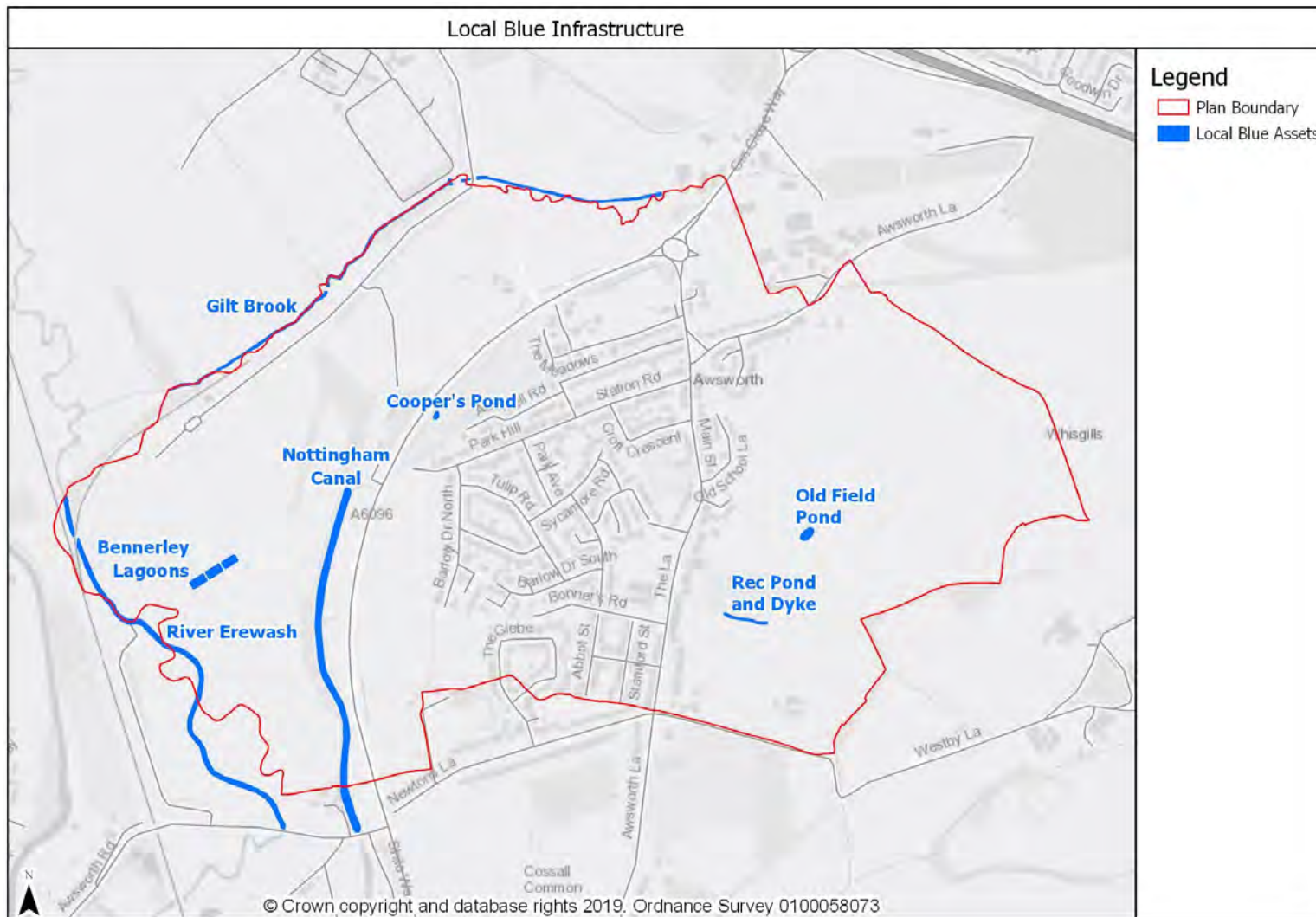
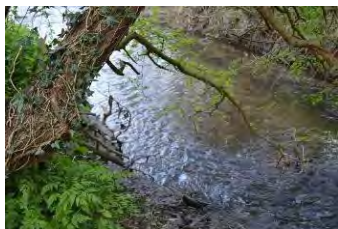


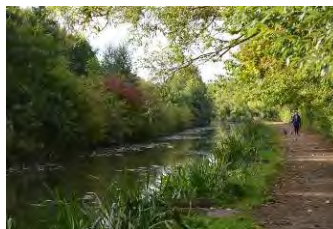
Figure 14 – Local Blue Infrastructure



- 8.31 'Awsorth By Pass Creative Conservation Area' is a Nottinghamshire County Council Green Estate Site. This species-rich wet grassland was created in 1997 as part of Awsorth and Cossall Bypass work. Shilo Pocket Park was also developed as part of the bypass scheme and forms an extension to the Parish Council's Shilo Rec, which was awarded Queen Elizabeth II Playing Fields protected status in 2012.
- 8.32 In 2014 a Biodiversity Opportunity mapping exercise was undertaken by the Nottinghamshire Biodiversity Action Group¹⁷ which identified several areas where existing habitats and associated opportunities were concentrated. These 'Focal Areas' included the Erewash Valley (along its whole length) and its main tributaries (including Gilt Brook) and canals (including the Nottingham Canal). The exercise concluded there to be significant opportunities for enhancement and enlargement and creation and reconnection of wetland habitats in the Erewash Valley, including the canals. A specific opportunity was wetland creation on the Bennerley Coal Disposal Point Site.
- 8.33 NPPF (para 170(d)) states that planning policies and decisions should contribute to and enhance the natural and local environment by "minimising impacts and providing net gains in biodiversity." Priority is thus given to the protection, enhancement and management of these areas, 'ensuring their integrity and increasing their ecological resilience in order to enhance landscape character, protect and increase biodiversity, and establish a coherent ecological network resilient to current and future pressures.'¹⁸
- 8.34 **Policy GI 3** below seeks to ensure a net gain for biodiversity. It may be possible to secure this onsite by planting trees and hedges and creating areas of wetland or species-rich grassland. Where this is not possible onsite, offsite enhancements may be secured, ideally focused on the areas of high ecological value including the Green Infrastructure Corridors (**see Figure 11**), Local Wildlife Sites and other Priority Habitat (**see Figure 13**). Species planting lists for local character areas (**see Policy GI 2**) are published on Nottinghamshire County Council's website at <http://cms.nottinghamshire.gov.uk/home/environment/landimprovements/landscapecharacter.htm>



Gilt Brook



Nottingham Canal



River Erewash & Washlands

¹⁷ Nottinghamshire Biodiversity Action Group. The Broxtowe Biodiversity Opportunity Mapping Report (1st Draft). March 2014.

¹⁸ Planning for a healthy environment – good practice guidance for green infrastructure and biodiversity. Town and Country Planning Association The Wildlife Trusts 2012

POLICY GI 3: Biodiversity

Development proposals should promote preservation and restoration of important wildlife sites (**shown on the Policies Map & Figure 13**) including local and national priority habitats and local wildlife sites and the protection and recovery of priority species populations where applicable.

Development proposals that cannot avoid (through, for example, locating to an alternative site with less harmful impacts), adequately mitigate, or as a last resort, compensate for the loss of a locally or nationally identified site or priority species, will not be supported .

Proposals for enhancement, enlargement, creation and reconnection of wetland habitats in the Erewash Valley will be supported.

Designated Local Green Spaces

- 8.35 To promote healthy and safe communities NPPF 2019 (paras 99, 100 (a)-(d) and 101) supports, through the neighbourhood planning process, the designation of land as **Local Green Spaces** and identification and protection of local green spaces of particular importance to the community.
- 8.36 Awsworth has two large and well utilised recreation areas adjacent to the built-up area, used for both sport and passive recreation. An audit of green spaces across the Borough in 2008¹⁹ identified that Awsworth Ward was below the Borough average in terms of level of unrestricted access to Green Spaces (2.82 Ha per 1,000 population compared to the Borough average of 3.17). Unrestricted green spaces included natural and semi-natural green spaces, parks and gardens and amenity green space. This was reiterated in the Broxtowe Green Infrastructure Strategy which stated that there is 'a lack in provision of outdoor greenspaces, parks and gardens, amenity and a slight gap in provision of natural greenspace.'²⁰
- 8.37 It is therefore important that future development in Awsworth does not lead to further loss of green space and where possible adds to local provision. Community consultation and research

¹⁹ Broxtowe Green Spaces Audit June 2008

²⁰ Broxtowe Borough Council Green Infrastructure Strategy 2015-2030

undertaken by the Neighbourhood Plan Steering Group identified a number of green spaces that are of importance to the community for their recreational, amenity, wildlife or historical value. The Plan is supportive of improvements to Local Green Space when it does not harm the openness and special character and enhances its core functions.

- 8.38 The spaces identified in **Policy GI 4** and described more fully in **Background Report 2 – Local Green Spaces (in the accompanying Background Document)** meet the criteria for designation outlined in paragraph 100 of the NPPF. The designation provides protection of the Local Green Spaces from inappropriate development, other than in very special circumstances. Plans showing the boundaries of each of the Local Green Space designations are shown in **Appendix 4**.

POLICY GI 4: Designated Local Green Spaces

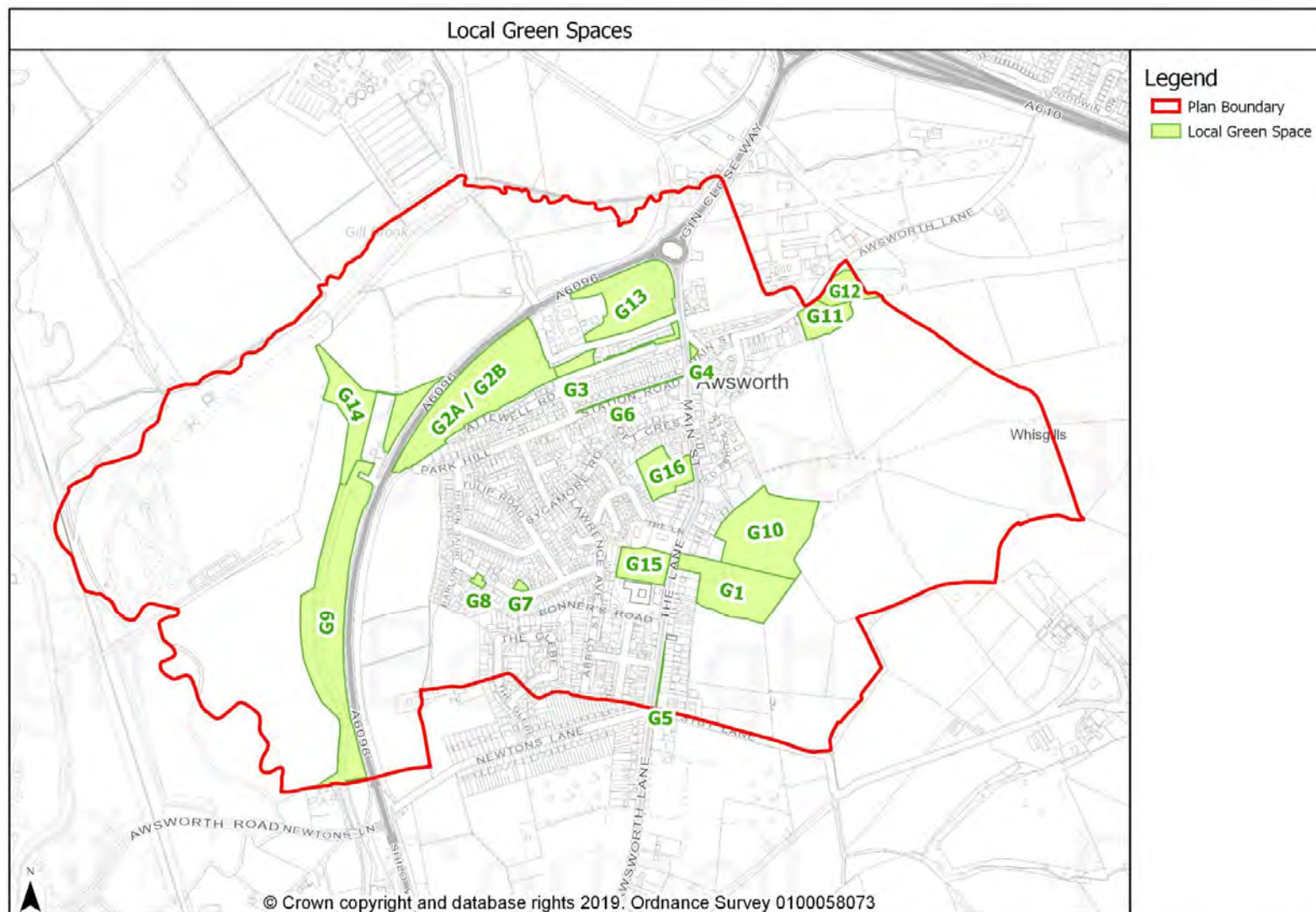
The following areas **shown on the Policies Map & Figure 15 (& see Background Report 2)** are designated as Local Green Spaces.

- G1** The Lane Recreation Ground (The Rec)
- G2** Shilo Recreation Ground and Shilo Pocket Park
- G3** Former GNR embankment north side of Meadow Road
- G4** The 'Donkey Piece' – junction of Main Street/ Gin Close Way
- G5** Highway verge at Four Lanes End & east of The Lane
- G6** Highway verge along north side of Station Road
- G7** Amenity area to east of Glebe Farm House
- G8** 'Curly Wurly' link – Chesterman Close and Barlow Drive South
- G9** Linear area between Naptha House and Newtons Lane
- G10** Grass field to north side of The Lane Recreation Ground
- G11** Haddon's Field south of ('Lower') Main Street
- G12** End of former GNR embankment near Gate Inn
- G13** Glasshouse Yard Grassland
- G14** 'Naptha Wood'
- G15** Awsworth Primary and Nursery School playing field area
- G16** St Peter's Churchyard and adjacent site of old Mission Room



Proposals to improve walking and cycling access routes to a designated Local Green Space will be supported.

Figure 15 – Designated Local Green Spaces (See also Appendix 4)



Woodland, Trees and Hedgerows

- 8.39 Awsworth sits within the Coalfield Village Farmlands Landscape Character Area; the typology of which includes thinly scattered small woodlands and thinly scattered hedgerows and some watercourse trees. The associated management guidelines encourage small scale woodland planting, enhanced physical links between existing isolated woodland and hedgerows and the management of scrub and secondary woodland to link with existing habitats and woodland.
- 8.40 Awsworth lies within the Greenwood Community Forest. Community Forests were created by a national programme, which aimed to deliver long-term improvements to urban fringe environments. Greenwood is Nottinghamshire's Community Forest. One of its main goals is to encourage further tree planting to increase woodland cover, with a long-term aspiration of raising this to 30% cover over the Forest area. This is partly in response to England's relatively low levels of woodland cover but also a recognition of the multiple benefits of trees, e.g. to biodiversity, improved human health and well-being and enjoyment.
- 8.41 There are several areas of UK Priority Habitat - Deciduous Woodland, notably in the west of the Parish adjacent to Nottingham Canal, west of Naptha House, along the Gilt Brook and at Shilo Recreation Ground and Pocket Park. There are no known areas of ancient woodland.

Trees and woodland in and around the village

- 8.42 Woodland covers 3% of the Parish (approximately 4.6ha). There is a small area of 'wet woodland' west of Naptha House (about 1.14ha) augmented by planting between Naptha House and Shilo Way (about 0.53ha) together referred to in this Plan as 'Naptha Wood' (approx. 1.67ha). A small strip of 'wet woodland' runs along the northern side of Bennerley Viaduct at its eastern end. There is a small wooded area at Shilo Pocket Park including the adjacent former railway embankment (about 2.42ha) and a small amount of scrub woodland at the western end of the Great Northern Railway embankment (about 0.5ha).
- 8.43 Tree belts provide significant additional 'woodland' west of the village, including landscaping associated with the A6096 bypass and on the Bennerley Coal Disposal Point area and also along the Gilt Brook (approx. 6km total length amounting to 4.32ha). This effectively doubles tree cover to about 8.9ha or 5.9%.
- 8.44 There are relatively few trees within the built area of the village, particularly groups of trees. The main exceptions are: around St Peter's churchyard; in front of the Manor House; at 'The Woodlands' (the old Vicarage – protected by a Group Tree Preservation Order - the only one wholly in Awsworth); on the former railway embankment along the north side of Meadow Road; on The Donkey Piece and east along the north side of 'Lower' Main Street; along the grass verge north of Four Lanes End east of The Lane; along the grass verge north side of Station Road in the grass verge; and east of Glebe Farm House.

- 8.45 Garden trees within the village have been diminishing over recent years, notably in the ‘new estate’, especially in front gardens as people increasingly create hard-standings for parking. This further underlines the importance of the remaining trees within the built-up area, those at the settlement edge and in the wider Parish. Two other Group Tree Preservation Orders (TPOs) are located along the Parish’s south-eastern boundary: one a strip of woodland along the small watercourse which runs south to Westby Lane; the other covers two small woodland areas at the edge of the Parish a short way north of Babbington Hall. Both of these are in Cossall Parish.
- 8.46 The Plan supports the aim to increase tree cover as part of the Greenwood Community Forest Partnership. This will need the support of landowners and other agencies. Tree planting should only be undertaken on appropriate sites, in consultation with relevant local wildlife groups.

Hedgerows and hedgerow trees

- 8.47 Hedgerows are a LBAP Priority Habitat. The Action Plan is somewhat dated, but the broad targets are still relevant. The Neighbourhood Plan seeks to support the broader aims of the LBAP; namely to increase the net length of native, species rich hedgerows and at least, maintain overall numbers of hedgerow trees.
- 8.48 Hedgerows have suffered a large decline over recent decades, but there are still a number of mature/species rich examples. Within Awsworth there are about 6.2km of free-standing hedgerows. Most of the mature/species rich hedgerows are found in the pastoral farmland east of the village (76%). Here, traditional field hedgerows still survive remarkably unscathed owing to land ownership and management practice. They contain numerous valuable plant species and many have been allowed to grow to a mature height, typically between 3 and 5 metres, which means they are more scenic and produce fruit in the form of Sloes, Blackberries, Hips and Haws. They also include a reasonable number of mature trees, particularly oak and to a lesser extent ash. Aged or veteran trees are especially valuable for landscape and wildlife qualities.
- 8.49 West and north of the village, hedgerows are scarce (24%). A few remnant sections of closely trimmed field hedgerow run across the Newtons Lane development site with taller hedges around the perimeter. Hedgerows north of Bamford’s Scrapyard, planted as restoration after opencast coal extraction, are now well developed and contain significant numbers of trees. In addition, there are a considerable number of tree belts, mostly provided as landscaping in connection with the former Bennerley Coal Disposal Point, Nottingham Canal and Shilo Way, which are also valuable in terms of the Parish’s biodiversity. Those along Shilo Way incorporate more informal hedging at their edges.
- 8.50 Hedgerows support a diverse range of flora and fauna and provide important corridors within which species, such as bats can move. The loss of tree-lines and hedgerows is identified as a

threat to bats in Nottinghamshire, depriving them of commuting roosts and feeding areas.²¹ The Plan seeks to ensure no further loss of species rich hedgerow habitat and support opportunities to enhance existing areas and create new areas.

- 8.51 Opportunities exist in the Plan area to replace and/or enhance hedgerows. In particular, north of Naptha House as far as Bamford's Scrapyard, which would usefully link Naptha Wood and the previously restored hedgerows further north, potentially in support of the Greenwood Community Forest initiative. Restoring land at the former Bennerley Coal Disposal Point (**Policy BCDP 1**) is a significant opportunity. Also, in the east, particularly around the 3 perimeter hedges to The Lane Recreation Ground, where there is scope to plant more individual trees, and possibly extending south to Westby Lane. There may be potential to replace hedgerow to the north side of Bridleway No 5, along the line of retained but currently isolated mature trees. There may well be other opportunities which will require working with and obtaining the support of landowners if these are to be realised. Countryside Stewardship / Forestry Commission schemes are supported by the government.

<https://www.gov.uk/government/collections/countryside-stewardship-woodland-support>

- 8.52 The Plan seeks to protect and enhance ancient hedgerows and deciduous woodlands whilst also ensuring more provision where possible. It is also important that there is enough accessible open space in our local community. Natural England and Forestry Commission standards can be set out for developers. The **Woodland Access Standard** aspires to ensure that:

- no person should live more than 500m from at least one area of accessible woodland of no less than 2ha in size.
- there should also be at least one area of accessible woodland of no less than 20ha within 4km (8km round trip) of people's homes.

- 8.53 Trees and woodlands can deliver a major contribution to resolving a range of water management issues, particularly those resulting from climate change, like flooding and the water quality implications caused by extreme weather events. This is important in the area covered by our Plan because trees offer opportunities to make positive water use change, whilst also contributing to other objectives, such as biodiversity, green infrastructure and timber production - see the Woodland Trust publication *Stemming the flow* – the role of trees and woods in flood protection – <https://www.woodlandtrust.org.uk/publications/2014/05/stepping-the-flow/>

- 8.54 **Policy GI 5** supports opportunities for the creation, restoration, extension and enhancement of hedgerows. These are a good way of providing wildlife habitats and nature corridors at street level, also having the added benefit of reducing air pollution from traffic at street level where it is most needed.

²¹ Nottinghamshire Local Biodiversity Action Plan

POLICY GI 5: Local Woodlands, Tree Belts & Hedgerows

The areas of woodland*, tree belts* and hedgerows listed below (* trees shown where possible on the Policies Map & detailed in Figure 16) are important because they are a UK Priority Habitat, Local Priority Habitat, provide an integral part of a Green Infrastructure Corridor or contribute to the landscape character of the Parish. Development proposals that would result in the loss, damage or deterioration of these assets will not be supported unless the harm is outweighed by the benefits of the development and appropriate mitigation can be provided.

W1 Nottingham Canal fringes & Awsworth Bypass Creative Conservation Area

W2 'Naptha Wood' - west & east of Naptha House

W3 Shilo Recreation Ground & Shilo Pocket Park

W4 Trees along course of Gilt Brook & River Erewash

W5 Northern part of landscaped bund west of 'Naptha Wood'

W6 North east end of Bennerley Viaduct & southern part of adjoining landscaped bund

W7 Tree belt along south east side of the Concrete Road

W8 Scrub woodland west end of GNR embankment near Gate Inn

W9 Field hedgerows & trees in area east of Awsworth to Whisgills

W10 Field hedgerows & trees at Glass House Yard Grasslands

W11 Trees and hedgerows at Land Off Newtons Lane - west of Awsworth (inside the bypass)



The creation, restoration, extension and enhancement of hedgerows and field margins will be supported.

Plant selection should use native species that are found in the locality and which make a positive contribution to the landscape character and biodiversity of the site and surrounding areas.

An appropriate buffer zone, where appropriate of semi-natural habitat, should be established between any development and any area of ancient woodland. A minimum buffer of 15 metres will be required between the development and ancient woodland or veteran trees.

Tree Preservation Orders

- 8.55 Consultation shows significant support for the plan to include proposals and/or policies to provide and promote Green Infrastructure, including tree planting. However, as mentioned above there are few Tree Preservation Orders (TPOs) within the plan area.
- 8.56 The basic function of the law which allows TPOs to be made is to enable the protection of valuable trees that contribute to an area's landscape and amenity. TPO trees are usually mature, of good form and, most importantly, can be clearly seen from a public area. However, other factors are also relevant such as historic value, practical value (e.g. screening, sound suppression etc.) and as a harbour for protected wildlife.

8.57 It is considered that the potential for more TPOs to be formally made should be explored to protect the most valuable of the Parish's trees. Most of these are likely to be found as groups. The following locations are suggested as containing potential candidate TPOs though others could be identified:

- The area in the vicinity of the Manor House
- The area of St Peter's Churchyard
- The area fronting Awsorth Primary School including the roadside verge
- The area of the Donkey Piece
- The area extending from Gin Close Way west along Meadow Road
- The area immediately east of Glebe Farm House
- The area of Naptha Wood

8.58 However, legislation does not allow a neighbourhood plan to make a Tree Preservation Order – this would need to be made by the Borough Council. The Plan can, however, highlight the need, case and local importance for making TPOs.

Aim GB 2 Tree Planting: Awsorth Parish Council, working in partnership with others as appropriate, will prepare and implement an on-going programme of tree planting and replacement in the village and wider parish to improve the existing level of local tree coverage.

Aim GB 3 Tree Preservation Orders: Awsorth Parish Council will actively pursue with Broxtowe Borough Council and other stakeholders the making of Tree Preservation Orders within the Parish.

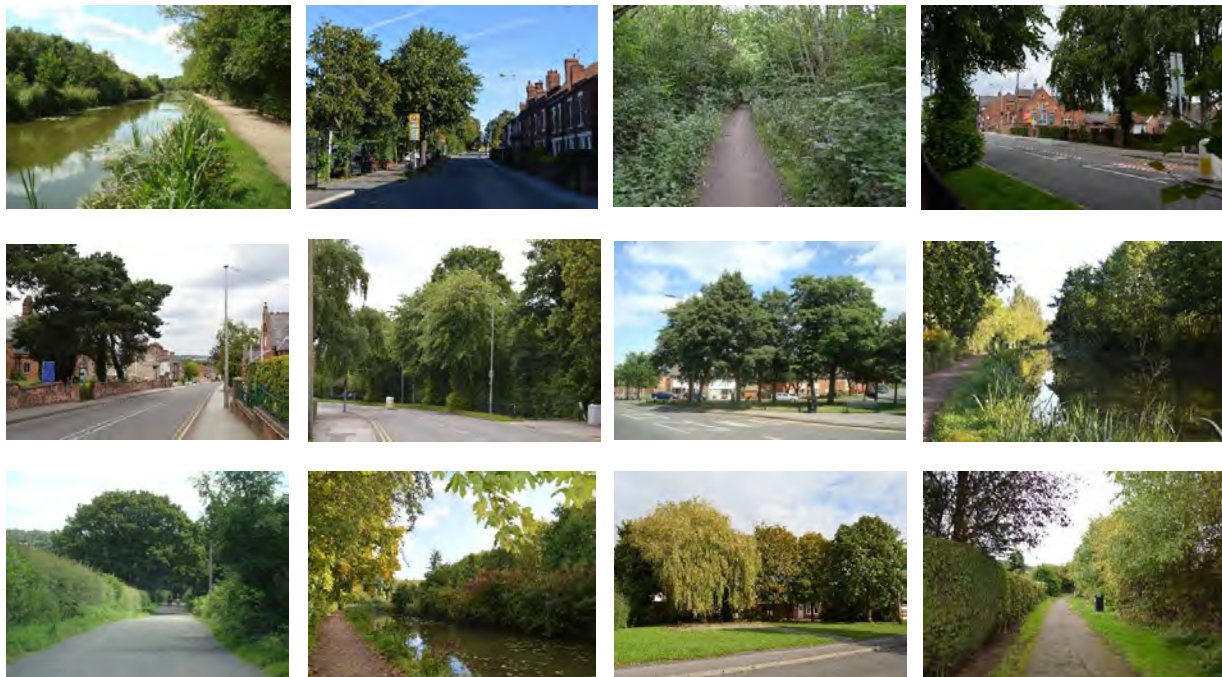
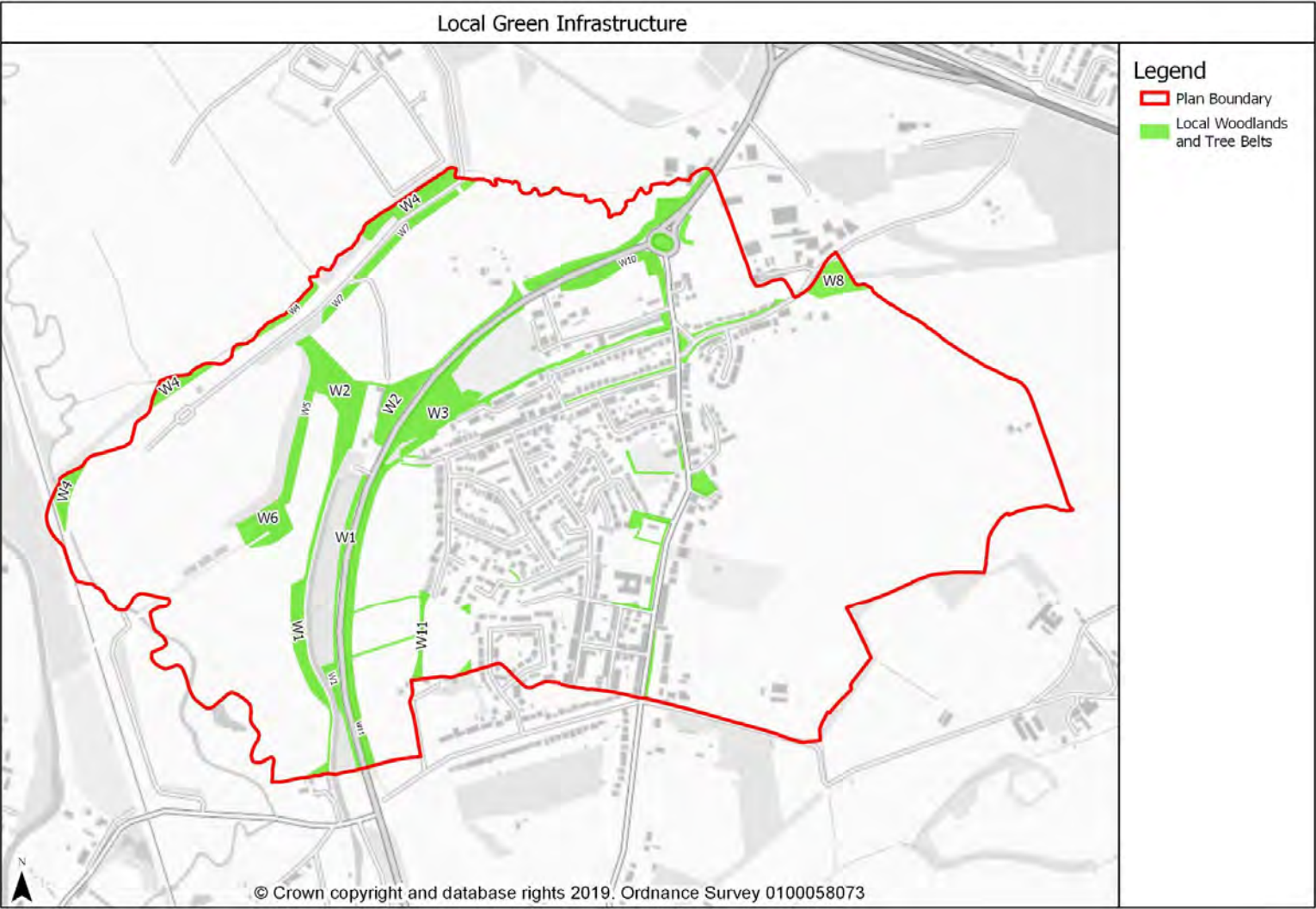


Figure 16 - Local Green Infrastructure



Objectives

- Encourage, where both possible and viable, appropriate infrastructure including health and transport to support present demand and future needs.
- Retain and promote existing local community facilities and businesses, considered valuable community assets underpinning the vitality of the Parish.
- Provide an appealing and safe environment that supports people to use and appreciate the local amenities and facilities.

9.0 COMMUNITY FACILITIES & SHOPS

Broxtowe Context

- 9.1 Broxtowe Core Strategy Policy 12 supports new, extended or improved community facilities where they meet a local need. Part 2 Local Plan Policy 24 provides policy in relation to the health impact of development.

Community Facilities

- 9.2 The NPPF (para 8) highlights strong, vibrant and healthy communities as an over-arching social objective of sustainable development. Further, that the planning system has a role in achieving this by 'fostering accessible services that reflect the community's needs and support its health, social and cultural well-being (para 8(b)).'²²
- 9.3 Awsworth has a strong sense of community and identity and community facilities play a key role in facilitating social interaction and creating the network of relationships that creates a true community.
- 9.4 Local facilities reduce car travel for residents who otherwise would have to travel outside the Parish to access these. This can make an important contribution to improving traffic congestion and air quality and more widely contribute to the reduction of greenhouse gas emissions and the shift towards a low carbon future.
- 9.5 The policies below seek to further strengthen locally accessible community facilities and services in order to ensure the long-term sustainability of Awsworth.
- 9.6 Awsworth has a number of community facilities including a Primary and Nursery School, village hall (and youth centre), parish church, a small community room for seniors and a pub. The

²² National Planning Policy Framework. Department for Communities and Local Government. Page 2.

community generally feel that Awsworth has a good range of facilities overall.²³ The Primary and Nursery School in particular was identified as a good facility. It will be important that new housing is supported by adequate infrastructure including local education facilities. **(see Policy DC 1)**

- 9.7 However, a significant proportion of the community feel that it lacks some of the community facilities required to meet the basic daily needs of the community including a doctors' surgery and facilities for young people and seniors.
- 9.8 In the absence of a doctors' surgery, many people in Awsworth are reliant on the Chemist at Lawrence Avenue as their only source of local health care and advice. This is viewed as an essential community service for the parish which needs to be protected. This provides vital primary healthcare support with a consultation room and no appointment is necessary to access expert advice and services. Well Pharmacy have confirmed their intention to keep the business open, even though their funding support has been reduced since April 2017, to help protect the health and wellbeing of the local community.
- 9.9 The Awsworth Village Hall, together with the adjoining ABC Youth Centre building and adjacent Parish Office, provides the main community hub, offering a range of activities and services. The hall is available for hire and is used for a range of activities, such as the village art group, dance classes, wedding receptions and parties. The Village Hall is well regarded by the community and there is a strong desire to enhance its appearance and functionality to ensure it is utilised to its full potential²⁴. In response to the Community Questionnaire the Parish Council is already implementing plans to refurbish the hall and has put in place a new management model. The venue is now used 6 days a week by a growing range of regular user groups.
- 9.10 The adjoining Youth Centre building is separately owned and run by the ABC Youth Club and the youth club itself was only recently reinstated. This smaller venue is also available for hire and used by other groups including the Parish Council, Methodist Church and Amigos. The Parish Office occupies the converted former public toilet building in front of the hall. The car park at the rear is well-used in connection with both the hall and Youth Centre, as well as the adjoining Recreation Ground and as a drop-off / pick-up point for the school opposite. The Rec Sports Pavilion has recently been extended and refurbished and a replacement Bowls Pavilion built.
- 9.11 The retention and further enhancement of community facilities is essential for Awsworth; a village with limited public transport, and a community that values, and has a desire to protect the strong community spirit. It is important that future development further supports the viability of these

²³ 64% of respondents in the community questionnaire (2016) strongly agreed or agreed that Awsworth has a good range of facilities overall.

²⁴ 65% of respondents to the community questionnaire (2016) strongly agree/agree that Awsworth has a well-used village hall. However, comments noted the poor appearance of the facility, the need for refurbishment and suggested further activities that might be offered.

existing facilities. Making it easy and appealing to walk and cycle to local facilities and amenities will counter car use and encourage people to use their local facilities. **(see Policies CFS 1 & 2)**

POLICY CFS 1: Protection of Community Facilities

Development proposals that would result in the loss or detriment to the existing community use of an important community facility **identified below (and shown on the Policies Map & Figure 17)**, will not be supported unless it can be demonstrated that:

- a) the operation of the facility is no longer viable for community uses, through a process of community engagement and active marketing of the facility for a period of no less than 12 months; or,
- b) that a replacement facility of an equivalent or better standard is provided in an equally accessible location for users.

C1 Awsworth Village Hall

C2 Awsworth Youth Centre

C3 Awsworth Parish Office

C4 St Peter's Church

C5 'Crown Inn' Public House

C6 'The Lodge'

C7 Awsworth Chemist

C8 Awsworth Primary & Nursery School

C9 Awsworth School House Day Nursery

C10 Shilo Sports Pavilion

C11 The Lane Sports Pavilion

C12 The Lane Bowls Pavilion



The Lodge, Main Street - Village Hall / Youth Centre / Parish Office - Crown Inn

POLICY CFS 2: New or Enhanced Community Facilities

Development proposals to enhance the provision of community facilities that meet an identified need in the Parish will be supported where it can be demonstrated that:

- a) there will not be an unacceptable adverse highway safety impact;
- b) car and cycle parking requirements can be met off-road;
- c) development integrates well with existing walking and cycling infrastructure and enables convenient walking and cycling accessibility; and,
- d) the amenity of nearby residents will not be adversely affected by the nature of the use, including noise or traffic generated.

Proposals that seek to co-locate community facilities and that are located conveniently for public transport and are conveniently accessible by walking and cycling will be considered favourably.

Shops

- 9.12 Awsworth village provides a number of local shops that supply the day-to-day needs of the local community. The main town centres are located at Kimberley and Ilkeston, both approximately 2 miles from Awsworth.
- 9.13 There is currently no clearly defined village centre within Awsworth and shops and services are split between two locations. The convenience store (now also containing the Post Office) and a takeaway are located on the main road through the village (The Lane) though set apart (shown as S1 and S3 respectively in **Figure 17**). The Lawrence Avenue parade of six shop units located on the estate (S2) provides the main shopping offer but has no passing trade. Two of the units had long been vacant. It currently includes a chemist, convenience store, hairdressers, takeaway and fish and chip shop (Note – one vacant unit at September 2019).
- 9.14 Community sentiment is that Awsworth generally does not have a good range and distribution of shops.²⁵ The community point to a lack in both the number and variety of shops. Consultation with younger people raised concerns regarding the number of fast food outlets and a desire for more local healthy food options.

²⁵ 68% of respondents in the community questionnaire (2016) strongly disagree or disagree that Awsworth has a good range and distribution of shops.

- 9.15 NPPF (para 92(d)) supports the need to promote the retention and development of accessible local community facilities and services such as shops in villages in order to support sustainable economic growth and prosperity.
- 9.16 Village shops, including a post office, have long played a vital role in supplying the day-to day needs of the Awsworth community. Despite rationalisation and changes in retailing patterns, there is local awareness of the valuable contribution that these facilities offer the community. Consequently, the provision and enhancement of local shops in supplying the immediate needs of the community when such provision is viable, will be supported.
- 9.17 Concerns have been raised with regards to the presentation and appearance of the shopping area at Lawrence Avenue. The parade of shops is a typical late 1960s block development with residential apartments above accessed from the rear at first floor level. Although some improvements to the frontage area were made in previous years, the shop fronts and frontage area now appear increasingly run down, although the new enterprises in each end unit have helped improve their appearance. The rear service court is also neglected and some of the private garages are in a poor state and suffer from fly-tipping.
- 9.17 The appearance of shop frontages can have a significant impact on the local environment. Whilst it is recognised that shops may require security measures to protect premises, the design and appearance need to be carefully considered. Unsympathetic designs can have a detrimental impact on the building and wider area, including through the types of material and colours used.
- 9.18 Many modern security shutters were devised for industrial premises and are generally unsuited to use in retail areas. Solid, or almost solid, external roller shutters have a range of negative effects which outweigh perceived security benefits. These include a forbidding appearance, giving the impression that the area is susceptible to crime, and creation of an unattractive dead frontage. Many 'perforated' roller shutter designs have similar impacts to solid shutters and are equally unacceptable.
- 9.19 Some perforated external roller shutter and open-style grilles provide increased security and create more interest. External lattice, 'brick bond' and open chain link grilles will normally be acceptable subject to the grille thickness and colour being appropriate. When fitted internally lattice grills have minimal impact on the street scene. They should be open in their design rather than solid and should be removable or retractable so that they do not affect daytime trading.
- 9.20 **Policy CFS 3** below aims to protect and enhance local shops where possible, to help ensure long-term viability, vitality and sustainability whilst improving the local area. **Policy CFS 4** provides support for additional shops which complement the existing shopping offer, subject to local need and other necessary criteria being demonstrated.

POLICY CFS 3: Protection & Enhancement of Local Shops

Development proposals which would result in the loss of an existing retail use will only be supported if it can be demonstrated that the on-going use for this purpose is no longer viable, and that the premises have been actively marketed for a minimum of 12 months for shopping purposes.

Proposals to strengthen the long-term viability and vitality of the retail areas will be supported. These might include, but are not limited to:

- a) increased parking and cycling provision in the vicinity of the retail areas;
- b) improvements to the quality and accessibility of walking and cycling facilities to and from local shops;
- c) improvements to the presentation of the parade of shops at Lawrence Avenue and the immediate environs; and,
- d) improved directional signage particularly for people on foot and cycle.

Proposals that remove, replace or adversely affect shop fronts by poor or unsympathetic design, will not be supported. The installation of solid, or almost solid, external roller shutters and external shutter boxes on shopfronts will not be supported. External perforated roller shutters with a high proportion of 'open' lattice to solid shutter will be supported. External lattice, 'brick bond' and open chain link grilles will be supported.

Lawrence Avenue Shops



Improving Signage



Hot Food Takeaway



Convenience Store & Post Office



POLICY CFS 4: Support for Additional Shops

Development proposals for new shops or services outside of the current retail areas (**shown on the Policies Map & Figure 17**) will be supported provided that it can be demonstrated there is a local need for the use in a location outside the defined retail areas and this complements that which is provided by the existing shops and services within the village.

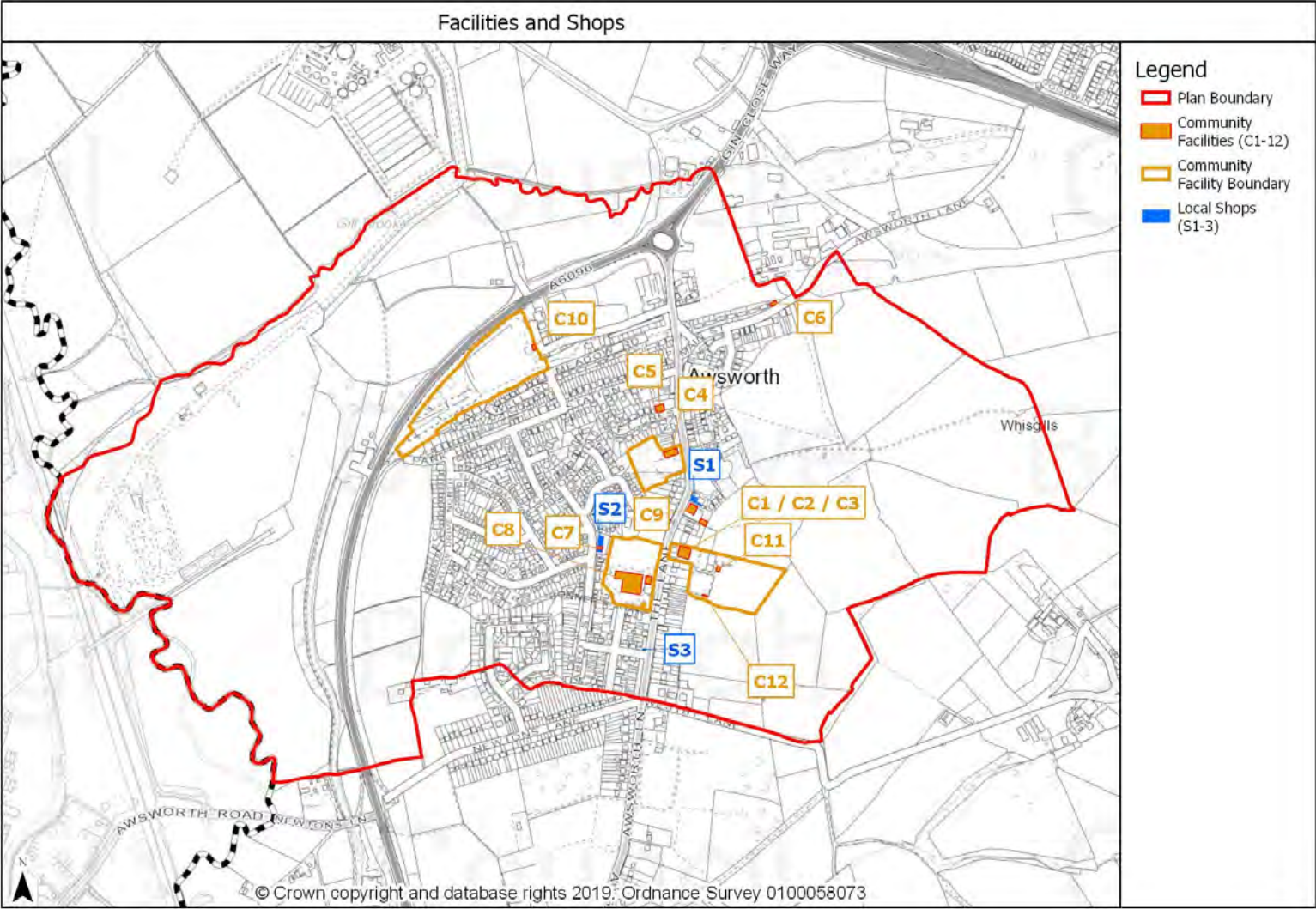
The location must be demonstrated to be appropriate in terms of traffic, access (including convenient walking and cycling), servicing, cycle and car parking and amenity.

Aim CFS 1 Enhancing the Public Realm: Awworth Parish Council will work in partnership with those who own or have an interest in land within the Parish, as well as local people, to maintain and enhance the local area to the benefit of the local community and wider environment.

Aim CFS 2 Village Signage: Awworth Parish Council, working in partnership with others as appropriate, will prepare and implement an on-going programme of replacement and new signage in the Parish.



Figure 17 – Facilities and Shops



Objective

- Retain and promote existing local community facilities and businesses, where these are considered valuable community assets underpinning the vitality of the Parish.

10.0 EMPLOYMENT & ECONOMY

Broxtowe Context

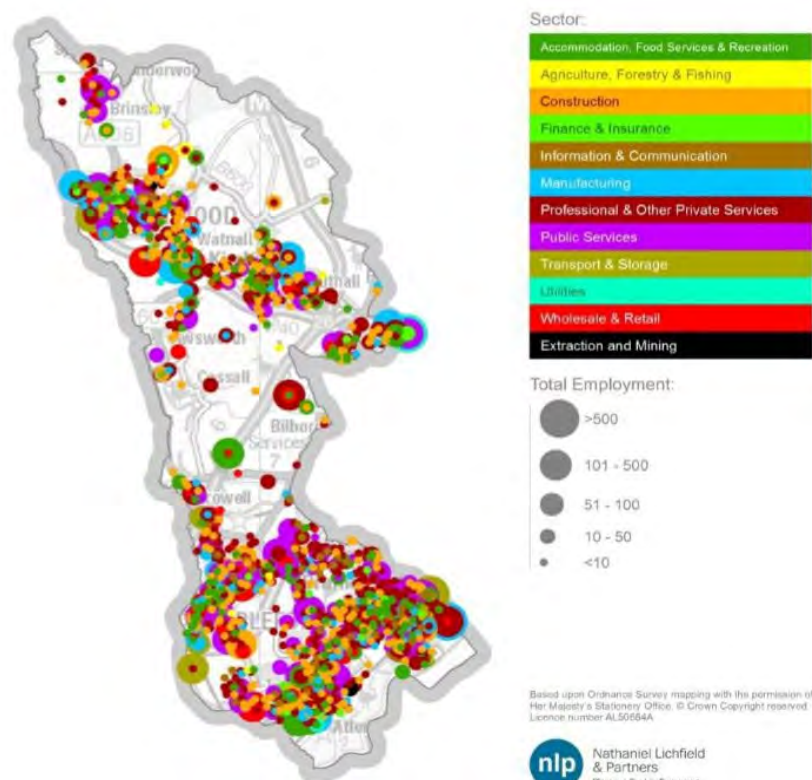
- 10.1 The map at **Figure 18 below** shows the distribution of economic activity more widely within Broxtowe Borough. Business activity is centred in areas close to the A610 including the towns of Eastwood and Kimberley. There are also notable clusters further south in Stapleford and Beeston, located close to the A52. As highlighted in the Nottingham Core HMA and Nottingham Outer HMA Employment Land Forecasting Study (July 2015), employment growth in Broxtowe is constrained to some extent by the Green Belt and the inability of business clusters to develop beyond the urban boundaries. Part 2 Local Plan Policy 9 looks to retain good quality existing employment sites.

Where Residents Work

- 10.2 The majority of residents travel outside the parish for work to Nottingham and other employment centres within Broxtowe. The Parish is well connected, particularly to the motorway network providing good access to key economic and employment centres such as Derby and Nottingham, as well as the Giltbrook Retail Park which includes the IKEA superstore, and is located to the immediate north of the parish. These centres provide opportunities for jobs and economic activity for businesses, which the Plan seeks to maximise.
- 10.3 The proportion of Awsworth residents travelling over 40kms to work is 2.9%, a figure lower than the county average (4.4%) and national average (4.9%). However, there is a smaller percentage of those travelling less than 2km to work (13.1%), compared to the national average (20.0%). This would seem to reflect the relatively low number of jobs in or adjacent to the village and the greater opportunities in nearby towns and cities within reasonable commuting distance. The number of jobs at East Midlands Airport and the surrounding area is forecast to grow, providing increased employment opportunities.



Figure A2.2 Broxtowe IDBR



Source: IDBR / NLP analysis

Figure 18²⁶ Employment Sectors present in Broxtowe Borough

Protecting and Enhancing Employment Opportunities

- 10.4 In its pursuit of sustainable development, the Plan seeks to protect and where possible, enhance the local employment opportunities within Awsworth. Local businesses provide local services which reduce car use and provide local employment and prosperity. Some developments can have adverse effects on the local environment and residents which should be avoided or reduced through careful planning and by attaching necessary conditions. **(see Policy E 1).**
- 10.5 The number of economically active residents in the parish (71.4%) is higher than the national average (69.9%). As regards skills, the proportion of people in the parish aged over 16 years with no qualifications is higher (26%) than the national average (22.5%). The lower skill levels affect the type of work available to residents. The three largest employment sectors for residents in Awsworth are retail, manufacturing followed by health and social work²⁷.

²⁶ Nottingham Core HMA and Nottingham Outer HMA Employment Land Forecasting Study Final Report July 2015. Nathaniel Lichfield and Partners.

²⁷ Community Profile for Awsworth parish

Local Businesses – January 2017 [updated where known]

- 10.6 At January 2017 there were estimated to be some 40-50 home-based businesses in the village.
- 10.7 Additionally, there were about 20 main businesses operating in the parish, located predominantly along The Lane / Main Street and at Lawrence Avenue (8 and 6 respectively).
- 10.8 The former includes valuable local facilities (Awsorth School & Nursery, Awsorth Village Hall, Crown Inn, Schoolhouse Day Nursery, Nisa Convenience Store, Chinese Takeaway) as well as two commercial businesses (Real Edge, [Horizon Lifts – replaced by two new businesses]). The latter comprises a parade of shops (comprising Londis Convenience Store, Well Pharmacy, hairdressers, fish & chip shop, hot food takeaway [+ one vacant unit]). There are a few outlying businesses along Shilo Way (Bamfords Scrapyards, Peugeot Breakers & Naptha House Boarding Kennels / Cattery).
- 10.9 Other local businesses closely associated with the village are located in three adjacent parishes.
- 10.10 A significant area of employment land is situated on Awsorth Lane around the Gate Inn within Kimberley Parish. This contains a cluster of about 10 businesses (in addition to the Gate Inn these include Bridges Van Hire and Awsorth Motor Company) with three more located along the east side of Gin Close Way (BuildBase, Shell Petrol Filling Station & a Lorry Park which now includes a car wash and car sales – both partly in Awsorth). The Hogs Head Hotel & Restaurant, situated at the end of Awsorth Lane, is another local business in Kimberley which most people consider to be in Awsorth. Access is via (Lower) Main Street and Awsorth Lane.
- 10.11 West of Gin Close Way are three businesses in Greasley Parish (Vocon Highway Maintenance Depot [new], Oak Tree Motor Homes & Whiteheads Concrete – the latter partly in Awsorth). Two more are located close to the south in Cossall Parish (Gardeners Inn & Trinity Farm).
- 10.12 74% of respondents to the community questionnaire disagreed/strongly disagreed that Awsorth has sufficient employment opportunities. However, the feeling regarding future employment development was mixed, with a marginal majority supporting new development. In general, however, the community do not support additional employment that will further worsen the volume of traffic through the village (along The Lane and Main Street).
- 10.13 Awsorth has limited employment land or buildings and thus the need to travel beyond the Parish for employment will continue. The proportion of people travelling to work by public transport is considerably lower in Awsorth (5.9%) when compared to the national average (11%).²⁸ In the interest of sustainability, it is imperative that local employment opportunities are retained and enhanced, where feasible. Further, for those people who need to commute for work, that there is a good public transport system in place, offering a viable alternative to driving to the key

²⁸ Community Profile for Awsorth Parish

employment centres, and that there are good quality cycle commuting routes available e.g. for access to Kimberley and Nottingham.

- 10.14 While the 'new' railway station at Ilkeston (opened April 2017) helps in this respect, it requires the local bus service to connect efficiently to make it an attractive alternative to the car. The good cycle path link from Awworth to the station along the east side of Shilo Way also helps.

POLICY E 1: Existing Employment Use

Employment land and buildings shall be retained for employment use, unless it can be demonstrated that the site is no longer viable for employment use and that the premises have been suitably marketed for employment purposes for a period of 6 months.

Encouraging Start-up and Small Business Expansion

- 10.15 There are a number of thriving small businesses in the Parish and these are encouraged, especially where they support local employment and where they are deemed to be appropriate to the character of the Parish. Some make use of buildings that might otherwise be lost.
- 10.16 The community have highlighted that one of the draws to living in Awworth is its access to key employment centres and as previously indicated, commuting levels are relatively high. The proportion of parish residents working from home (2.2%) is lower than the national average (3.5%).
- 10.17 In seeking to retain and promote existing local employment opportunities, the Plan supports small scale business premises, but wishes to ensure that any future commercial activity is compatible with the character of the area in terms of scale, intensity and compatibility with surrounding land uses. Moreover, that the impact of traffic on the existing local road network and parking is carefully considered. **(see Policy E 2)**

Real Edge



Naptha Boarding



Day Nursery



POLICY E 2: Encouraging Small Businesses

Proposals to combine living and small-scale employment space and/or new small-scale business premises will be supported, provided that:

- a) It will not have an unacceptable adverse impact on residential amenity or nearby occupiers;
- b) It does not have an unacceptable adverse highway safety impact on the local road network including through on-road parking;
- c) the scale, design and form is in keeping with the character of the area; and
- d) the operation of the business can be contained in the curtilage of the premises.

Gate Inn



Hogs Head



Nisa



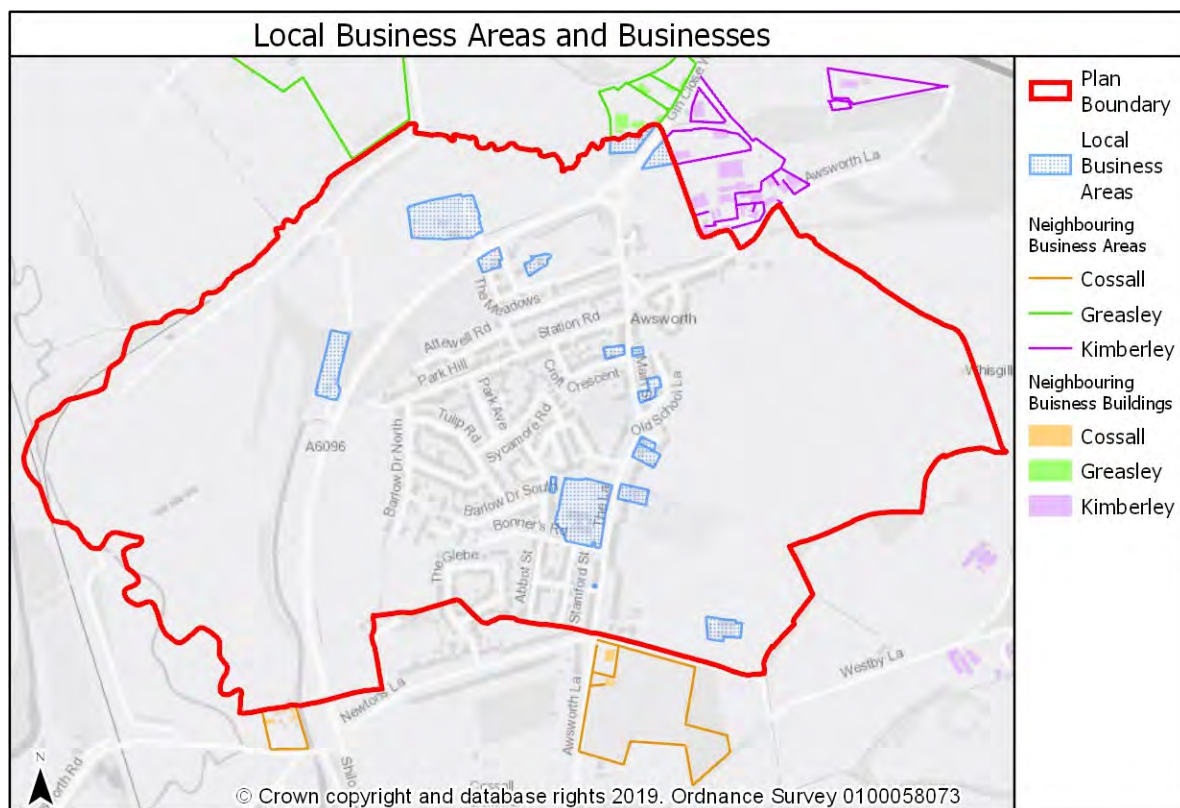
Bridges Van Hire



Gate Inn Area



Figure 19 – Local Business Areas and Businesses



Objectives

- Encourage traffic calming and control measures which address traffic flow and speed through the Parish and to actively explore and facilitate attractive sustainable means of travel.
- Ensure new housing development in Awsworth integrates well with the existing settlement pattern and community, maintaining and enhancing links to facilities and the surrounding countryside for walking and cycling.
- Support measures to mitigate current parking issues and ensure adequate off-road parking for residents and visitors in all future development.

11.0 TRAFFIC & TRANSPORT

Broxtowe Context

- 11.1 Core Strategy Policy 14 seeks to ensure that journeys by non-private car modes are encouraged, and that residual car trips will not unacceptably compromise the wider transport system in terms of its effective operation. Part 2 Local Plan Policy 26 covers the role of Travel Plans relating to development.

Traffic

- 11.1 Traffic with its implied aspects of danger, noise and pollution can adversely affect quality of life in neighbourhoods. Movement in and around Awsworth is a key concern to the community, and in particular the increasing volume of traffic, parking and lack of a good reliable bus service. The majority (90%) of respondents to the questionnaire indicated that there were serious traffic flow and/or parking problems in the Parish requiring a solution.
- 11.2 The Parish's convenient location on the main highway network, with good road connections including to the A610 close to the north, M1 Motorway (J26) a few miles to the east, and the A38 further west, means a significant and growing amount of vehicular traffic passes through it.
- 11.3 Further, its semi-rural location and limited public transport provision means that the car provides the principal mode of transport for most residents. According to the 2011 Census, 84% of households had access to one or more cars, a rate far in excess of the comparative district (78%) and national (74%) averages. For many households in the Parish access to a car is not a life style choice but a necessity. While the Parish provides some services and facilities, these are limited. Many residents must travel outside to access key services such as jobs, education, health care and shops. Such journeys are overwhelmingly made by car. Public transport

provision in the Parish is considered by many to be inadequate. The consultation revealed that less than 1 in 6 residents (16%) agreed that Awsworth has a good bus service, whilst the balance strongly disagreed or disagreed (44% and 40% respectively).

- 11.4 Whilst it is recognised that there has been significant investment in transport infrastructure in Awsworth and the surrounding area, including the new rail station in Ilkeston (which opened in April 2017), there is concern that this investment (while welcome) is insufficient to address and keep up with its transport needs and priorities and planned major developments.
- 11.5 Alleviating traffic congestion and inappropriate parking and providing safe and viable alternatives, such as convenient and high quality walking and cycling infrastructure, will be essential to maintaining quality of life and a sustainable future for the area.
- 11.6 A number of issues raised by the community are difficult to address directly through the Neighbourhood Plan, including the need to improve the current bus service and tackling the volume of vehicles including HGVs passing through the village (despite there being a '7.5 Tonne except for access' weight restriction in place between Station Road, Awsworth and Church Lane at Cossall Marsh).

Traffic Management

- 11.7 Traffic is, inevitably, a major public concern given the convenient location of the Parish to the main road network, the relatively high levels of car ownership and the heavily-used A610 which passes close to the Parish. This includes congestion issues at busy times, especially on A6096 Shilo Way / Gin Close Way towards the A610 roundabout which provides the main access to Giltbrook Retail Park and IKEA, a short distance to the north. Discussions have started locally with a view to improving the A610/IKEA situation in the longer-term. It is imperative that Awsworth Parish Council should be involved in these discussions because of the implications for the village and wider Parish.
- 11.8 In addition, Awsworth's street pattern has developed over many centuries and is not suited to the needs of modern traffic. Many of the roads in the older parts of the village are narrow and often congested with on-street parking. This endangers motorists, cyclists and pedestrians simply crossing the road. The situation is made worse by non-local traffic travelling, often at high or inappropriate speeds, through the village instead of using the bypass. **Figure 20** shows the speeding hotspots in the Parish (categorised as primary (Level 1) or secondary level (Level 2)).
- 11.9 Highway and transport issues along 'Upper' Main Street / The Lane are a serious concern. The primary road serving the village (30mph), comprises a long and mainly straight undulating stretch of road along The Lane and a steeply sloping hill section at 'Upper' Main Street, which is well used by vehicles with few natural or other obstacles to slow down motorists, mainly due to double yellow line 'no parking' restrictions along most of its length. In addition, a 20mph speed

restriction applies outside the school at each end of the school day and there are 2 digital speed monitoring signs on the main road. However, speeding is a serious issue, both here and on Station Road / Park Hill (which provides access to 50% / 500+ of Awsworth's homes).

- 11.10 There are different issues on 'Lower' Main Street, east of The Donkey Piece, mainly associated with commercial vehicles (including HGVs) visiting the employment area around the Gate Inn, made worse by increasing on-street parking congestion.
- 11.11 In addition, planned and anticipated developments such as the Newtons Lane housing development site, if not properly managed and planned, will put the transport infrastructure, especially the road system, under even greater pressure.
- 11.12 Whilst formulation of transport policy at local level is essentially a matter for Nottinghamshire County Council (as the Highway Authority) in conjunction with Broxtowe Borough Council, and therefore to some extent beyond the remit of a Neighbourhood Plan, the Plan does support and strongly encourage actions that can be taken to improve vehicular and highway safety - especially along and around existing and future hot spots. **(see Policy TT 1).**

Policy TT 1: Traffic Management

Traffic management measures including in conjunction with new development that improve highway, cyclist and pedestrian safety will be supported, particularly where road safety issues have been identified locally, especially The Lane / Main Street as well as Station Road and Park Hill.

Public Transport

- 11.13 The Awsworth Profile highlights that 5.9% of those residing in the Parish travelled to work by public transport compared to the national average (11%).
- 11.14 Awsworth has some public transport provision, primarily the local Number 27 bus service run by Trent Barton, as well as the new rail station nearby. There is a regular half-hourly bus service along 'Upper' Main Street / The Lane that connects the village with the neighbouring centres of Ilkeston and Kimberley. Public transport, such as buses and (now) trains (as well as privately operated taxis), provide a much needed and valued service for many residents, particularly the elderly, especially those without access to a car. Community transport services are provided in the Awsworth area including the Eastwood Voluntary Car scheme. There is potential for Community Transport and related services i.e. taxi buses, to complement the local bus network.
- 11.15 The new Ilkeston railway station (which includes a 90 space pay & display car park) provides a direct hourly service to Nottingham, Chesterfield, Sheffield and Leeds as well as more limited

services to Norwich, Manchester and Liverpool and is a welcome addition giving people greater transport choice. The nearest homes in Awsworth are about 0.8 mile (1.35km) from the station, the furthest about 1.5 miles (2.4km) while most are around 1 mile away (1.75km). This equates to average walking times of between 20 and 35 minutes which makes it especially important for Awsworth that the No 27 bus links effectively to the station. Helpfully, it is only about a 5 to 10 minute bike ride away (1 – 1.5 miles / 1.75 – 2.4km).

- 11.16 However, consultation suggests that public transport provision is generally viewed as, at best, barely adequate and by many is considered to be poor. It should be noted, however, that this sounding was taken before the new railway station at Ilkeston opened.
- 11.17 In particular, there is no bus service after 7.00 p.m. on weekdays or on Sunday. In addition, there are no direct services to the key local centres of Derby and Nottingham. Travelling to the main local centre of Nottingham involves two bus journeys, and often can take well over an hour, for what is only an eight-mile journey. There are also issues with reliability of the No 27 service which links to Trent Barton's more frequent Rainbow One service through Kimberley to Nottingham.
- 11.18 The inadequacy of public transport provision in the Parish is a barrier preventing its greater use by residents, and one of the main reasons why levels of car ownership and use in the Parish are so high. The main deficiency is considered to be the lack of any mid to late evening bus service linking to larger centres, including via the new station. Whilst perhaps less crucial, even a limited Sunday bus service would be a useful addition, especially to allow best use of the rail station.

Aim TT 1 Public Transport: Awsworth Parish Council encourages, and will work with, Nottinghamshire County Council, the bus operators and other relevant bodies to improve the provision of public transport in the Parish, particularly links with the main towns of Nottingham and Derby and the new train station at Ilkeston.

Parking

- 11.19 Action to improve parking topped the list of many respondents consulted on the Plan. Parts of Awsworth experience practical and environmental problems due to insufficient parking provision exacerbated by the inadequate width of the road in many instances.
- 11.20 Most of the older terraced houses within the village have no facility for off-street parking and thus many residents are forced to park on the road. Even in the case of newer houses, which do have parking provision, many residents choose to park on the road and/or pavement either for convenience or because they have more cars per household than there is parking available.

- 11.21 Further, a distinctive feature of parts of the village is communal parking areas, particularly on the 'new' estate, often located some distance from the properties they are intended to service. These communal parking areas are difficult to 'police' and generally poorly used, which adds to parking issues in the Parish. Many are not well maintained and are increasingly 'eye sores'.
- 11.22 Whilst some on-street parking can help to calm traffic speeds, inadequate off-street parking has resulted in an environment in many parts of the village dominated by cars, restricted traffic movements, indiscriminate parking (including close to junctions and on pavements causing obstruction) and unsafe conditions for other road users, including pedestrians and cyclists.
- 11.23 The community recognises the need to discourage the use of the car but feels that, unless the necessary investment in public transport and walking and cycling is forthcoming, it will continue to depend on the car. The Parish has a higher proportion of households with three cars (6.2%) and four plus cars (2.1) than the county and national average.²⁹
- 11.24 Parking needs to be addressed in all development proposals, both residential and non-residential, to prevent, and where possible address, parking problems.
- 11.25 Nottinghamshire County Council has developed important guidelines on car parking provision as part of a development proposal. The Plan supports this guidance. In addition, it urges the application of the highest levels for car parking provision as set out in the guidelines, especially in those parts of the Parish where the general lack of off road parking spaces is having the greatest negative impact on the character and quality of life of an area.
- 11.26 Furthermore, the Plan seeks to conserve existing parking provision from other forms of development unless there are strong grounds to justify its loss. **(see Policy TT 2).**
- 11.27 Note that the legend at **Figure 20** denotes 'parking', 'speeding' and 'junction' shown at Levels 1 and 2. These are recognised hotspots or problem locations which have been identified through the plan process. They are categorised as primary (Level 1) or secondary level (Level 2). While these are essentially represented diagrammatically, parking and speeding locations are shown in relation to the relevant length of road involved. Where possible, parking locations are attributed to the relevant side of the road in question. Junctions are shown by use of a coloured circle.



²⁹ Rural Community Profile for Awsworth (Parish). Action with Communities in Rural England (ACRE) Rural evidence project. November 2013.

Policy TT 2: Car Parking

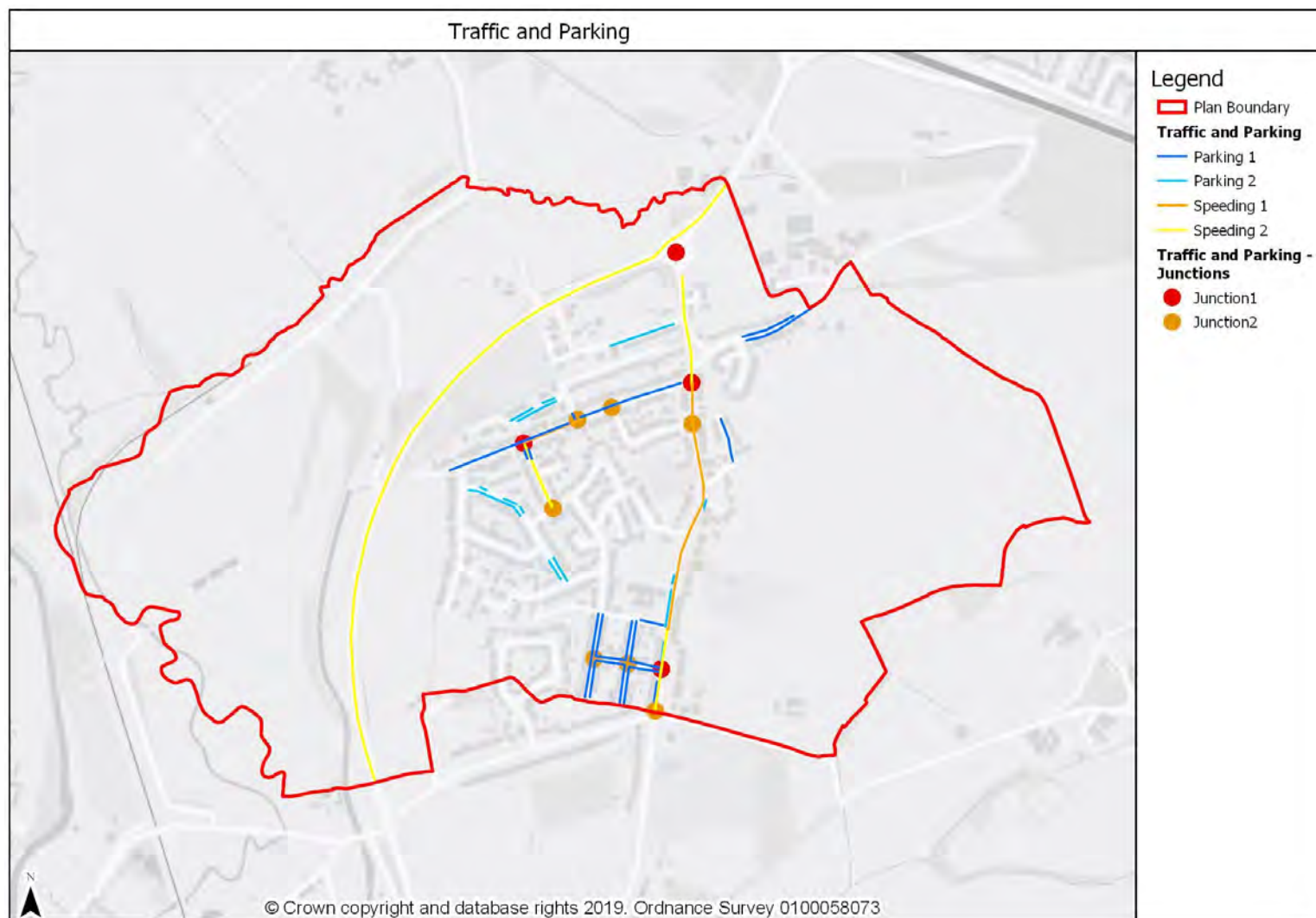
Development proposals should incorporate sufficient, safe and convenient car parking provision in accordance with agreed local standards. Generally, this provision should accord with the standards set by Nottinghamshire County Council for new development.

Development proposals that result in a reduction in car parking provision within the Key Settlement Boundary (identified on the Policies Map) will only be supported where:

- a) it can be demonstrated that the loss of parking will not have a severe adverse effect on parking provision and road safety; or,
- b) adequate and convenient replacement car parking provision will be provided on the site or a nearby location.



Figure 20 – Traffic and Parking – Note ‘1’ denotes ‘primary’ level problem and ‘2’ denotes ‘secondary’ level problem



Sustainable modes of transport

- 11.28 Reliance on the car in the Parish is very high and many journeys (even short ones) made are by car. This includes journeys to drop off and collect children at the local school. While the Parish Council make the Village Hall car parks available for this purpose to avoid conflict in front of the school, it would clearly be preferable for parents to walk and/or cycle with their children to school, both to reduce traffic congestion and pollution and improve the health of parents and children.
- 11.29 Encouraging people to walk or use a bicycle for short journeys and leisure purposes can bring significant benefits not only in terms of reducing congestion on roads, but also cutting carbon emissions and creating healthier communities.
- 11.30 Cycling and walking has great potential in the Parish. It is relatively compact and has a good and quite extensive network of footpaths, and to a lesser extent, cycleways. The former towpath of the Nottingham Canal provides a Public Right of Way through the entire Local Nature Reserve including the northern section in Awsworth. South of Newtons Lane this forms part of the Erewash Valley Trail (EVT) which is a 30-mile walking and cycling track providing good access to wildlife and heritage features. However, in Awsworth the EVT follows the trail which runs between the canal and bypass from Naptha House to Newtons Lane. The bypass itself has a dedicated cycleway alongside its entire length north-south through the Parish. The EVT also links from Naptha House through Shilo Pocket Park and Rec eastwards to 'Lower' Main Street and towards Kimberley via Awsworth Lane and the Great Northern Path. Heading out of the Parish across the Gilt Brook, the trail splits to link northwards to Langley Mill / Eastwood and westwards to Cotmanhay / Ilkeston, which provides a good cycle link to Ilkeston railway station, for example.
- 11.31 The most significant opportunity is now being progressed by Railway Paths Limited and the Friends of Bennerley Viaduct, who have ambitious well-advanced plans to restore the historic Bennerley Viaduct in the Parish and reuse it for a cycling and walking link passing through Awsworth (**see Policy BV 1: Bennerley Viaduct**). The iconic 440m / 1/4 mile long structure would be the centrepiece of a long-distance traffic-free route between Nottingham and Derby (former Great Northern Railway), with good connections to both sides of the Erewash Valley, including the Erewash Valley Trail. This would provide a major boost to cycling and walking in the Parish as well as having wider benefits such as promoting the Parish as a place to visit.
- 11.32 The consultation has shown these footpaths and cycleways are prized and cherished by residents, who wish to see them protected and, wherever possible, enhanced. Almost 60% of respondents to the questionnaire felt that the Plan should provide and promote better use of the local footpath and bridleway network.
- 11.33 There are opportunities to not only maintain the current network of paths and trails, but to add value by improving and enhancing it. This could include extensions to the current network,

improving linkages between established trails and upgrading on-road sections. It should also include improvements to road crossings and junctions to provide better and safer crossing of roads for pedestrians and cyclists. **(see Policy TT 3)**

Policy TT 3: Sustainable Transport

The Policies Map (& Figure 21) shows Awsworth Parish's existing network of walking and cycle paths. Development proposals will be supported where they enhance the existing network and demonstrate:

- a) opportunities within and adjoining the development to prioritise non car-based means of transport, including walking and cycling, are maximised; and,
- b) convenient and high quality walking and cycling infrastructure which integrates well into the existing walking and cycling network.



THE PROJECT TO RESTORE BENNERLEY VIADUCT AS A CYCLING & WALKING ROUTE
WILL CONNECT THE VIADUCT TO THE AREA'S TRAIL NETWORK
THE VIADUCT WILL BECOME THE CENTREPIECE OF THE DEVELOPING
GREAT NORTHERN GREENWAY (IN DERBYS) / GREAT NORTHERN PATH (IN NOTTS)
CONNECTING BOTH ARMS OF THE EREWASH VALLEY TRAIL



Photo courtesy Sustrans

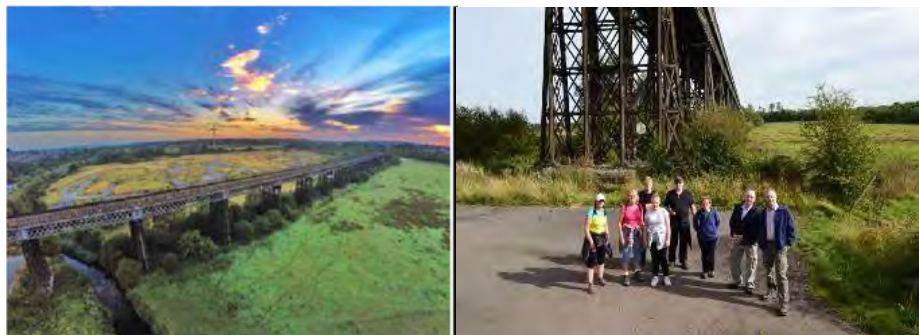
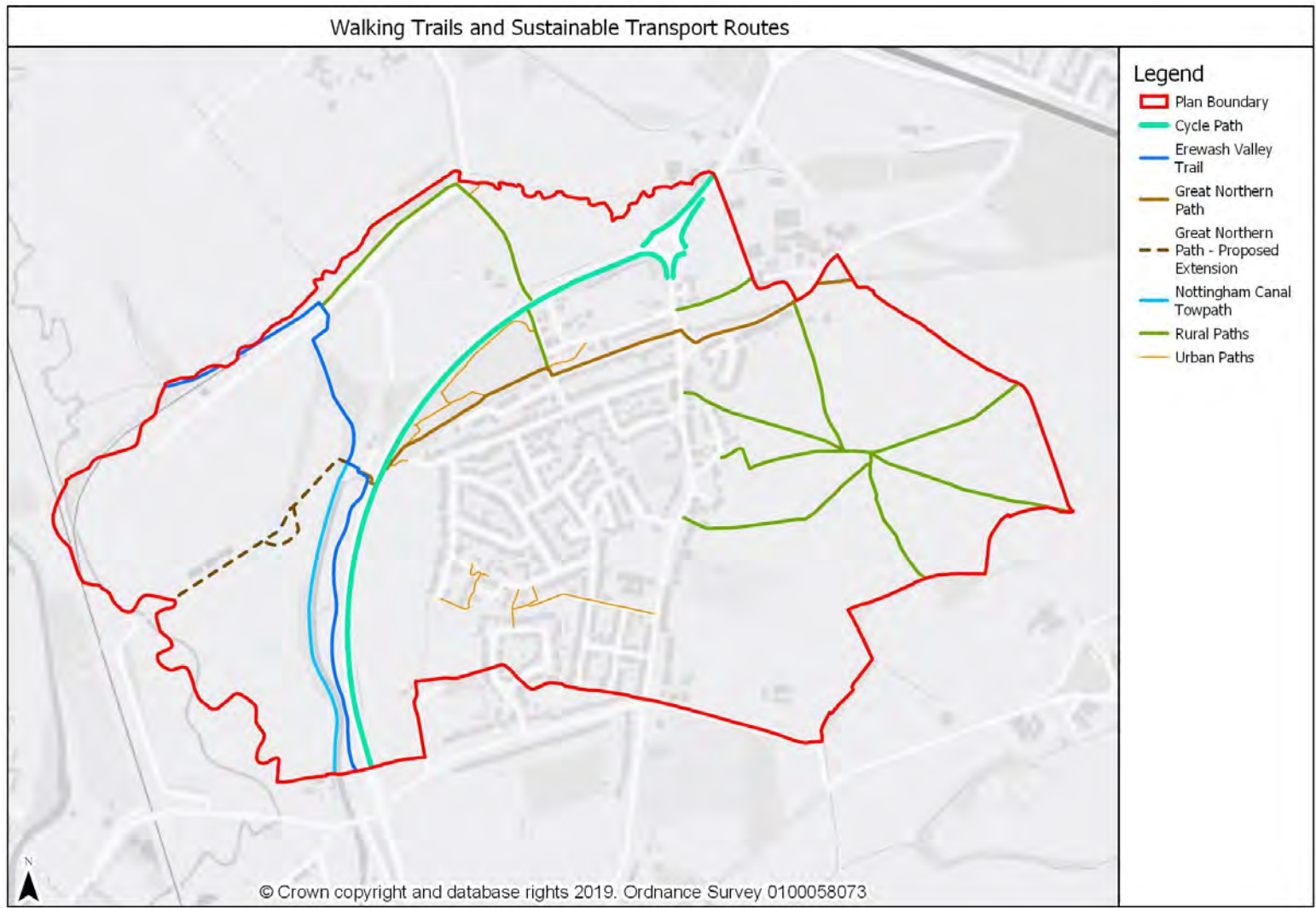


Photo by Paul Atherley

Figure 21 – Walking Trails & Sustainable Transport Routes – Note some Rights of Way in built area no longer exist on the ground



Objective

- Ensure that the Nottingham Canal and Bennerley Viaduct and their settings and connecting walking and cycling infrastructure are maintained and enhanced for the benefit of people and wildlife.

12.0 BENNERLEY VIADUCT & NOTTINGHAM CANAL

Broxtowe Context

12.1 Core Strategy Policy 11 (2e): 'The Historic Environment' specifically recognises the particular importance, wider visual and economic benefit of Bennerley Viaduct.

12.2 *'The Bennerley Viaduct is a Grade II* structure listed because of its architectural interest as an outstanding survival of the mature phase of development of the railway network in England, its rarity as one of two surviving wrought-iron viaducts in England, and its constructional interest as a bespoke lightweight structure using wrought-iron lattice girders and piers to reduce loading on foundations set in heavily undermined ground. The structure was designed to span an extensively worked coal mining landscape' (Source – Historic England, List Entry 1140437).*

What Historic England's 'Heritage at Risk 2018 Register / East Midlands / Broxtowe' says:

SITE NAME: Bennerley Viaduct, Awsworth Road (part located in Erewash Borough), Awsworth
DESIGNATION: Listed Building grade II* **CONDITION:** Fair **OCCUPANCY:** N/A **PRIORITY CATEGORY:** C (C) [Note – Denotes 'Slow decay; no solution agreed' – Previous year category shown in brackets]
OWNER TYPE: Charity (non-heritage) **LIST ENTRY NUMBER:** 1140437 - Railway viaduct, 1878-9. An exceptional lattice ironwork structure nearly 500m in length, disused for decades. The risk largely arises from unchecked deterioration and the need for continuing maintenance. Historic England has given technical and pre-application advice to inform consents for repairs and the construction of a footpath and cycle route across the viaduct. An application to the Heritage Lottery Fund in 2017 for this major project was not successful. Revised project options are being discussed.



Bennerley Viaduct gained international recognition by its inclusion in the **2020 World Monuments Watch List** selected to support communities striving to save sites of outstanding cultural importance

A new future for ‘The Iron Giant’

- 12.3 Described by Historic England as ‘exceptional’, Bennerley Viaduct is a Grade II* Listed Building of national importance (in the top 8%) and one of only two surviving wrought-iron viaducts in England. The Plan fully supports the efforts being made by the local heritage conservation group Friends of Bennerley Viaduct (FoBV) and owners Railway Paths Limited (RPL) on their ambitious Bennerley Viaduct project. After 50 years of disuse, they are now getting closer to realising the vision, shared by many in the local community including local councils and heritage groups, of restoring the magnificent structure and bringing it back into use as a walking and cycling trail.
- 12.4 An immense amount of progress was made in 2016 and 2017. After narrowly missing out on Heritage Lottery Fund support in December 2017, Sustrans Ltd (the charity developing the National Cycle Network who had been leading on the project) decided not to submit a revised bid in Spring 2018. While Sustrans are still involved as a partner organisation, RPL are now leading delivery of the project. Whilst separate charities, RPL and Sustrans are closely linked and refer to each other as ‘sister charities’. Both have similar charitable objectives – <http://www.railwaypaths.org.uk/about-railway-paths/>. The main difference is that RPL owns and manages a portfolio of former railway land, whereas Sustrans doesn’t but delivers projects – often on land owned by RPL.
- 12.5 The project to restore and re-open Bennerley Viaduct is still on track and progressing well. Our Plan recognises the invaluable efforts by FoBV to secure widespread support for the project necessary to ensure progress to date and which will be key to its successful delivery. We also acknowledge the vital contribution being made by RPL to ensure the project is taken forward. We share FoBV/RPL’s joint vision to bring the viaduct back into use for the benefit of the public whilst securing a sustainable future for the iconic ‘at risk’ structure.
- 12.6 Funding secured from a variety of trusts and organisations will allow work to begin on the restoration and access programme. So far this includes: Historic England; the Railway Heritage Trust; the HB Allen Charitable Trust; the Charles Hayward Foundation; Broxtowe and Erewash Borough Councils, the Pilgrim Trust, Railway Ramblers, RPL and the National Lottery Heritage Fund. Historic England are providing funding towards the repair works including appointment of a specialist conservation engineer to be lead advisor for the repair and restoration works. Applications for planning permission and listed building consent were made to Broxtowe and Erewash Borough Councils in spring 2019 and permissions were granted in July 2019. Main works are due to start January 2020 and be completed towards the end of the year.
- 12.7 The Bennerley Viaduct project is a key element of our Neighbourhood Plan and will deliver a range of valuable outcomes that will benefit Awsworth Parish and the wider area:

- **The project will take place within Awsworth Parish and will benefit the parish** – the majority of Bennerley Viaduct is located within Awsworth Parish. It is a prominent local landmark and internationally and nationally recognised heritage asset which features on the Parish Council's crest. The viaduct has played a key role in the historic development of the Parish and Awsworth village. Unfortunately, the structure's physical condition has deteriorated but the project will help turn what some see as a problem into a positive attribute for the local area.
- **This Neighbourhood Plan contains policies both for Bennerley Viaduct and its wider Visual Setting** – These are intended to protect and enhance the Grade II* listed structure and its setting. This includes proposals on, under and adjacent to the structure, proposals for the walking and cycling trail across the viaduct, together with necessary connections to the local area network of footpaths, cycling and horse-riding trails. The project will also usefully link to other policies in our plan, including those designed to protect the local environment, enhance local biodiversity and enhance the Parish's existing network of walking and cycle paths. A key policy concerns 'Land at the Former Bennerley Coal Disposal Point' which lies adjacent to the north of the viaduct in the Green Belt. This extensive area of approximately 60 acres has been derelict for almost 25 years. The land is increasingly being used for unauthorised off-road motorbiking. This anti-social behaviour gives rise to persistent noise nuisance for local communities and poses serious safety risks for residents and visitors wishing to use the local Rights of Way network. Awsworth Parish Council, in partnership with the neighbouring Parishes of Cossall and Trowell, is considering how to tackle the problem. The project to restore Bennerley Viaduct offers an opportunity to encourage people to respect the local area. The Neighbourhood Plan policy envisages this land remaining open in use and character and supports its use for recreational purposes such as a 'Country Park' or informal public open space. This policy and the Bennerley Viaduct project complement each other well.
- **The project provides volunteering and participatory opportunities for the local Awsworth community** – Some local residents are members of the Friends of Bennerley Viaduct and are already actively involved. The project will provide an incentive for them to continue with the project and will also encourage more local people to become engaged. Opportunities will extend to local residents as well as local community groups and Awsworth School. The Parish Council can act as a conduit to help communicate the opportunities provided by the project and encourage local people to take part.
- **A wider range of people will be involved in the heritage of Bennerley Viaduct** – this includes the several nearby surrounding local communities with more than 100,000 people living within 2-3 miles of the viaduct. There is great potential to attract more visitors to the local area. The viaduct and adjacent areas currently represent a vastly under-used resource.

- **Bennerley Viaduct will be in a better physical condition** – despite best efforts by the Friends of Bennerley Viaduct and RPL, the structure has long been neglected (such that it is on Historic England's 'Heritage at Risk Register' and the 2020 World Monuments Watch List) but the project will ensure that it can be preserved for current and future generations to enjoy.

- **More people will learn about the heritage of Bennerley Viaduct** – the structure has a rich and fascinating history which along with other past industrial activities (such as coal mining and canals) has shaped this part of the Erewash Valley including Awsworth Parish. The project will ensure that more people living in the Parish and more widely are made aware of the historic role and significance of the viaduct.

- **The local area will be a better place to live, work and visit** – the project will act as a catalyst for regeneration of the local area as part of a more sustainable future. Especially if it can be tied into the beneficial re-use of the wider area for public access by residents and visitors using the local area's network of walking and cycling trails. It will connect the local communities of Awsworth and Cotmanhay. This will also usefully link into the plan's policy for improved health and well-being.

12.8 RPL and FoBV are in the process of adding to the fascinating history of the viaduct by helping to establish it as an important regional and national monument to our industrial past. Securing funding is vital to bringing the viaduct back into use, giving it an exciting future as the centrepiece of the area's walking and cycling network (and part of the Great Northern Path in Nottinghamshire). With the help of RPL, FoBV and many volunteers and supporters, in the not too distant future, people will be walking and wheels will once again be rolling over this iconic viaduct. This will reinstate a direct link between Awsworth and Cotmanhay across county, borough and parish boundaries that could be used by local people and visitors alike.

12.9 As well as its recognised national importance, the community consider the viaduct to be of special significance and importance as regards the contribution it makes in terms of its historical and visual contribution to Awsworth Parish and the wider local area, as well as the potential contribution it can make to recreation, biodiversity, sustainable transport and health/well-being.

12.10 For this reason the Plan designates the area of the viaduct within our Parish as part of a **Special Character Area (Great Northern Line) Policy BED 2 and Visual Setting Policy BV 2** and will support appropriate development proposals that protect and particularly those which enhance the structure and setting of the viaduct. This includes proposals on, under and adjacent to the structure. This would also include proposals for the walking and cycling trail across the viaduct, together with necessary connections to the local area network of footpaths and cycle trails.

12.11 The Plan supports proposals to provide appropriate explanation and education facilities for visitors to the viaduct, including in the longer term an appropriately sited and designed visitor

centre of suitably modest scale. This is because of the sensitive location in the Green Belt and floodplain in addition to the potential impact on a listed building. **(see Policy BV 1)**

- 12.12 Proposals will be expected to minimise loss of and disruption to wildlife and maximise opportunities to protect and enhance wildlife in this part of the Erewash Valley floodplain. The floodplain is of particular importance for over-wintering birds, especially in the area of Cossall Blob, immediately south of the viaduct. The 3 former lagoons immediately alongside the north side of the viaduct are also of recognised importance, especially owing to the presence of Great Crested Newts which are a protected species. These ponds are also home to several species of Dragonfly.



Wet Woodland



'The Blob'



Lagoons

Policy BV 1: Bennerley Viaduct

Development proposals that protect or enhance the structure and setting of Bennerley Viaduct **(shown on the Policies Map & Figure 22)** will be supported. This includes proposals on, under and adjacent to the structure, proposals for the walking and cycling trail across the viaduct, together with necessary connections to the local area network of footpaths and cycle trails.

Development proposals to provide appropriate explanation and education facilities for visitors to the viaduct will be supported, including an appropriately sited and designed visitor centre of suitably modest scale. However, such a proposal should have special regard to the sensitive location in the Green Belt and floodplain in addition to minimising the impact on this Grade II* Listed Building. In particular, any proposal should fall within the definition of appropriate development in the Green Belt.

Any proposal should minimise loss of and disruption to wildlife and maximise opportunities to protect and enhance wildlife in this part of the Erewash Valley floodplain.

Bennerley Viaduct Visual Setting

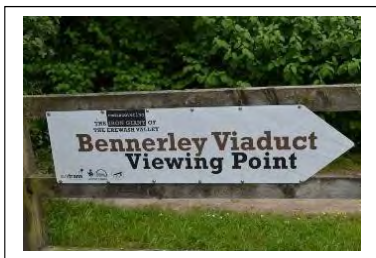
- 12.13 Bennerley Viaduct is prominently located in the Green Belt. It straddles the open expanse of the Erewash Valley from east to west and is therefore particularly open to side views from the south

and north where the full extent of the ¼ mile long, 60 feet high, lattice structure can best be seen and appreciated. Some of the best views are from Newtons Lane 500 metres to the south. A new viewing point and information board has been provided to the east alongside the old Nottingham Canal. The Erewash's reinstated course runs further to the east under span No.7.

- 12.14 More distant views from the east and west are largely prevented, mostly due to tree cover associated with the Nottingham Canal and Naptha Wood to the east and the Midland Main Line, River Erewash and Erewash Canal to the west. More distant views from the north are blocked by trees along the edge of the Bennerley Coal Disposal Point and Gilt Brook.
- 12.15 The area shown in **Figure 22** is particularly sensitive in relation to the need to protect both the visual setting of the nationally important listed structure and the openness of the Green Belt. Previous development has been allowed to stand too close to the structure. Any proposed development must therefore be carefully located and designed so as not to compromise the openness of the viaduct's special setting in the future and to respect the Green Belt. Plans to create a cycling and walking route means it will also be important not to compromise extensive outward views from the viaduct's elevated deck. (see **Policy BV 2**).

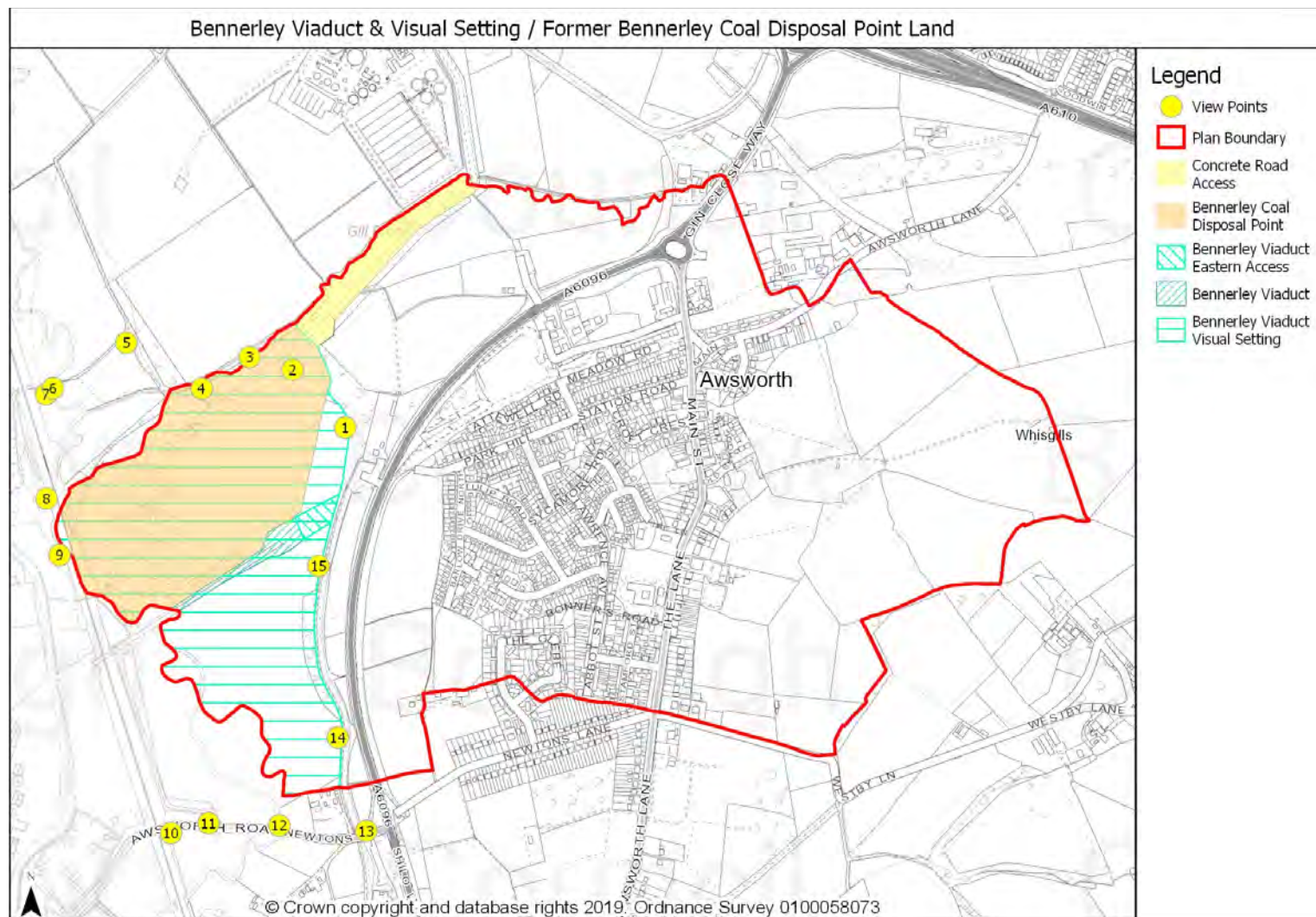
Policy BV 2: Bennerley Viaduct Visual Setting

Any development proposals within the visual setting (shown on the Policies Map & Figure 22) of Bennerley Viaduct must demonstrate how they seek to respect the open setting of the Grade II* Listed Building including in relation to location, orientation, scale, mass, height, materials, colour and landscaping.



Erewash / Viaduct.

Figure 22 – Bennerley Viaduct Visual Setting



Bennerley Viaduct Visual Setting – Viewpoint Photographs



1. B17 near Naptha Wood



2. Bund near Concrete Road



3. B17 along Gilt Brook



4. B17 along Gilt Brook



5. North edge BCDP



6. From R Erewash Bridge



7. From R Erewash



8. West of Midland railway



9. Rail Footbridge



10. From Newtons Lane



11. West of R Erewash



12. Newton's Bridge



13. From Bridge Farm



14. From Nottm Canal



15. From Nottm Canal

Note – B17 = Bridleway No. 17

Nottingham Canal

- 12.16 The old Nottingham Canal (Willoughby 'Top Cut') in Awsworth, located west of Shilo Way between Naptha House and Newtons Lane, is part of a multi-use local green space used for nature conservation and informal recreation. It forms part of a 'Focal Point' in the Erewash Valley, where there are significant opportunities for enhancement, enlargement, creation and reconnection of wetland habitats. The towpath along its western side is well-used by walkers and cyclists and provides a good viewing point for Bennerley Viaduct and 'The Blob' washlands.
- 12.17 The canal (**see Figures 13 & 14**) forms the northern section of a linear Local Nature Reserve which is also used for fishing. To the immediate east is the Creative Conservation Area, which includes wet grassland, wildlife ponds and woodland. The much-used walking / cycling / horse-riding trail which runs between this conservation area and the bypass, also linking Naptha House and Newtons Lane, forms part of the longer-distance Erewash Valley Trail. (**see Policy NC 1**).

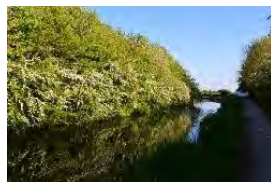
Policy NC 1: Nottingham Canal

Development proposals that protect or enhance the structure and setting of the Nottingham Canal (**shown on the Policies Map & Figure 14**) will be supported.

This includes proposals adjacent to the old canal, including those affecting the existing conservation grasslands, walking, cycling and horse-riding trails and paths, together with necessary connections to the local area network.

Any proposal should:

- a) have special regard to the sensitive location in the **Green Belt**;
- b) not cause harm to the status of the Nottingham Canal which is designated as a **Local Nature Reserve**;
- c) minimise loss of and disruption to wildlife and maximise opportunities to protect and enhance wildlife in this part of the Erewash Valley; and,
- d) enhance the local walking, cycling (and where possible horse-riding) infrastructure.



Objective

- Ensure a sustainable outcome for the future of Bennerley Coal Disposal Point and adjoining land.

13.0 FORMER BENNERLEY COAL DISPOSAL POINT

Broxtowe Context

- 13.1 Core Strategy Policy 11: 'The Historic Environment' specifically recognises the wider visual and economic benefit of Bennerley Viaduct. Core Strategy Policy 13: 'Biodiversity' identifies the need to protect non-designated sites and wildlife corridors with biodiversity value. Part 2 Local Plan Policy 31 'Biodiversity Assets' reinforces this important policy intention.

Former Bennerley Coal Disposal Point

- 13.2 The former Bennerley Coal Disposal Point Site is extensive (24 hectares / 60 acres) and covers some 15% of the Parish area. The land has been derelict since the former coal disposal plant was removed in the mid-1990s. The western part of the site is in a flood risk area. The land sits within the Green Belt and is increasingly being used for off-road biking which poses a risk to the environment and to people using local public rights of way and public highways in the area.
- 13.3 The land has significant environmental value and has been designated as a Local Wildlife Site on account of it supporting a wide range of habitats of botanical and zoological importance. Shallow ponds formed by the settlement of mine workings, most notably near the viaduct attract wetland birds. As outlined earlier in the Plan (**see Chapter 12.0**) wetland creation on the Bennerley Coal Disposal Point Site was identified as a specific biodiversity opportunity by the Nottinghamshire Biodiversity Action Group.
- 13.4 Two wildlife corridors; the Erewash Valley Corridor and Nuttall Cutting and Kimberley Railway Corridor run through the Bennerley land, north to south and east to west. These corridors have been recognised for their biodiversity value and the Plan supports their protection and enhancement through **Policy GI 1**. The latter corridor also coincides with the Great Northern Line Local Area of Special Character covered at **Policy BED 2**.
- 13.5 We have carefully considered Harworth Estates' economic aspirations for the land which involve a rail-connected, rail-related employment development. However, the Plan supports an alternative, more sustainable vision for the future of the area which promotes appropriate use by

local people and visitors from further afield but which would need to be commensurate with protecting and enhancing the acknowledged wildlife value of the site and keeping the area open.

Policy BCDP 1: Former Bennerley Coal Disposal Point Land

Development proposals for the use of the former Bennerley Coal Disposal Point site and access road (shown on the Policies Map and Figure 22) for recreational purposes including a country park or informal public open space will be supported.

Bennerley Country Park

- 13.6 In pursuing a more sustainable future for Bennerley, the Plan supports the use of the land (and possibly adjoining land) as a country park. FoBV support this in principle. Re-using the area in this way would complement and lend weight to the project to restore the viaduct as a key part of a longer distance cycling and walking route, which the Plan fully supports. About 100,000 people live within 2.5 miles / 4 kms of the site. **(see Policy BCDP 1)**
- 13.7 The adjacent Bennerley Viaduct is an iconic and unique landmark and a key feature of the Parish. Re-use of Bennerley as a country park would help to protect the viaduct's heritage status as a listed building, particularly maintaining its open setting and the views to and from the structure. It would also help protect and enhance wildlife interest in this part of the Parish.
- 13.8 The concept of a country park accords with the majority view expressed in the Questionnaire by those who were in favour of a country park on the land at Bennerley. This represents a unique opportunity not only for our Parish but Broxtowe, Erewash and the wider area.

Aim BDP 1: Former Bennerley Coal Disposal Point Land - Awsworth Parish Council will work in partnership to actively promote the use of land at the former Bennerley Coal Disposal Point as a 'Country Park' for the benefit of parishioners and visitors, including improved non-vehicular linkages with the adjoining settlements, provided that any proposals:

- a) accord with Green Belt purposes;
- b) protect and enhance the structure and open setting of the Grade II* Listed Bennerley Viaduct (in accordance with Policies BV 1 and BV 2);
- c) maintain the functionality and connectivity of the Green Infrastructure Corridors (in accordance with Policy GI 1); and,
- d) do not cause harm to the status of the area as a Local Wildlife Site (in accordance with Policy GI 3).

Bennerley – A problem area and a wasted resource



Bennerley – A more sustainable future that can benefit all



14.0 DEVELOPER CONTRIBUTIONS

- 14.1 A number of organisations have commented about the importance of housing growth being supported by provision of necessary infrastructure to mitigate the impact of development. This potentially includes a range of provision relating to, for example: education, youth and adult facilities, highways, public transport services and associated infrastructure, walking and cycling infrastructure, flooding, sewerage and green infrastructure. These are specific matters mentioned in the context of our Plan but others may well be relevant to particular schemes.
- 14.2 For this reason, it is considered necessary to provide policy guidance for developers. The type and amount of any such provision to be met by developers will depend on the type and size of the proposals. **Policy DC 1** would cover major development for both housing and non-residential uses and closely accords with Broxtowe's local plan policy. It will be a matter for Broxtowe Borough Council, as the local planning authority, to lead on and negotiate with developers in relation to their proposals, although the Parish Council would expect to be consulted about new development impacting on Awsworth and any appropriate contributions.

Policy DC 1: Developer Contributions from New Development in Awsworth

Developer contributions will, where appropriate, be sought through Section 106 and similar agreements from new development in Awsworth Parish (**in accordance with Broxtowe Part 2 Local Plan – Policy 32: Developer Contributions**) and will have regard to the following:

Financial contributions may be sought from **major developments** (that is, for **housing** development of 10 or more homes or the site has an area of more than 0.5 hectares, and, for **non-residential** development of 1,000 square metres or more additional floorspace or a site of 1 hectare or more). Any element of developer contributions that become available for locally determined expenditure will be directed to the provision, improvement or maintenance, where relevant, of:

- a) Affordable housing;
- b) Health;
- c) Community facilities;
- d) Green Infrastructure Assets;
- e) Biodiversity;
- f) Education;
- g) Highways, including sustainable transport measures;
- h) Cycling, footpaths and public transport services and associated infrastructure;
- i) The historic environment, heritage assets and/or their setting; and
- j) Flood mitigation measures, including Sustainable urban Drainage Systems (SuDS).

15.0 DELIVERING THE PLAN

Implementation

- 15.1 The Awsworth Neighbourhood Plan will be implemented in the period up to 2030 through a combination of Broxtowe Borough Council's consideration and determination of planning applications and through steering public and private resources and investment in the plan area into the Parish Projects.
- 15.2 Whilst the Borough Council will be responsible for development management, the Parish Council will use the Plan to frame its representations on submitted planning applications.
- 15.3 Through the process of preparing the Plan, the community have put forward projects to help deliver the Plan. These have been listed as **Awsworth Parish Projects in Appendix 1** of the Plan. Many, if not all, of these projects will require the co-operation and active involvement of individuals, organisations, landowners or groups. In order to take these projects forward the Parish Council has resolved to develop a work programme.

Monitoring and Review

- 15.4 The impact Neighbourhood Plan policies have on influencing the shape and direction of development across the Plan area during the plan period will be monitored by Awsworth Parish Council.
- 15.5 The Parish Council will publish an **Annual Monitoring Report** to assess the impact of the Neighbourhood Plan policies. Findings of the report will be shared with the Borough Council. If it is apparent that any policy in this Plan has unintended consequences or is ineffective, it will be reviewed.
- 15.6 The Plan will be reviewed periodically, especially in association with the publication of future reviews of the Broxtowe Local Plan, to ensure the Neighbourhood Plan and the Local Plan continue to work effectively together. The Parish Council proposes to formally review the Plan on a five-year cycle or to coincide with the review of the Local Plan, if this cycle is different.



Working Group



Site Visit



Exhibition



Parish Walk



Steering Group

Appendix 1 – Awsworth Parish Projects

Awsworth Parish Area

Aim APB 1 Awsworth Parish Boundaries: Awsworth Parish Council, working in partnership with others as appropriate, supports the earliest review of local administrative boundaries in relation to Awsworth and the neighbouring parishes of Cossall, Greasley and Kimberley.

Details:

One issue that has emerged via our Neighbourhood Plan process concerns Awsworth's Parish boundaries and how they relate to our neighbouring Parishes.

In relation to parish boundaries we consider there to be historical and practical anomalies. We are concerned that the A610 now forms the logical boundary on the ground between Awsworth to the south and Greasley and Kimberley to the north. The Awsworth Key Settlement, which has been defined for planning purposes, includes built areas of both Cossall and Kimberley that physically adjoin Awsworth village but fall into adjacent parishes.

Our Community Questionnaire asked 'Would you be in favour of Awsworth Parish boundaries being formally re-drawn to include adjoining areas currently part of other neighbouring local council areas?' In response to which, 50% said 'yes' and 32% said 'no'.

We believe it demonstrates support for reviewing boundaries but also the confusion there is amongst local people as to exactly where boundaries run and which areas lie in which parish. This is especially seen along the A6096 Gin Close Way between Awsworth and the A610 where 3 parish boundaries meet. These boundaries arbitrarily cut across some of the employment sites and have given rise to difficulties, for example in relation to consultation about planning applications. On The Glebe the shared boundary with Cossall actually cuts through pairs of semi-detached houses which makes no sense.

We believe that a strong case exists for examining boundary arrangements at the local parish level in relation to Awsworth. We would wish to work constructively with our neighbouring authorities, initially through the Neighbourhood Plan process. The matter of considering and making administrative boundary changes is governed by formal procedures. We understand from Broxtowe Borough Council that while there is no prospect of boundary changes in the short-term a wider review will commence in the next few years which would provide an appropriate opportunity.

Built Environment and Design

Aim BED 1: Awsworth Parish Council will actively pursue with Broxtowe Borough Council and other stakeholders the designation of a Conservation Area based on the historic core of Awsworth (see Figure 10).

The designation of the buildings and structures of local heritage interest within a 'Local List' by Broxtowe Borough Council will be strongly supported.

Details:

The area considered to have potential for designation as a Conservation Area involves areas either side of the main village road and includes more than a dozen notable local buildings identified as local heritage assets. The area is focused on the acknowledged historic core of the village located towards and at the top of the hill on both sides of (Upper) Main Street and The Lane. This also contains several of the oldest surviving buildings (**Policy BED 1 – Table 1 & Figure 9**). The potential Conservation Area also extends to the south, to include areas both west and east of The Lane.

At the northern end of the potential Conservation Area is the historic core, based on the old Manor House to the east of Main Street and the parish church of Saint Peter's to the west. Both curtilages contain significant numbers of mature trees. Opposite the church and north of the Manor House the area includes the old Junior School, close along Main Street, and former school house to its rear. South west of the Manor House, close along The Lane, is the former Co-operative building and adjacent Grade II listed former Infant School.

Set back to the west of The Lane the area also contains the old Vicarage and its impressive tree-lined driveway. Extending south the area includes the open, tree-fringed area of the school playing field (formerly part of the area known as Tinkers Close). This also includes the tree-lined highway verge along the west side of The Lane between the access to the old Vicarage and Bonners Lane (Road). It also includes a second row of trees set back from the highway close along the school's frontage. Opposite the school and close to the east of The Lane the area includes a row of buildings, mostly comprising terraced and semi-detached dwellings. These include some of the more notable examples of local vernacular, particularly the semi-detached houses called The Laurels and The Limes. The southern end of this row is punctuated by the former Methodist Church (Top Chapel), recently being converted to a dwelling. A small area is also included opposite the chapel, west of The Lane and south of Bonners Lane (Road). This contains a detached house set back from the road, known locally as Haddon's House, south of which is a pair of semi-detached houses and a small detached cottage. Potentially, the Conservation Area could be extended further south to include frontage properties along the west side of The Lane as far as Four Lanes End which is also the parish boundary.

The designation of the buildings and structures of local heritage interest within a 'Local List' by Broxtowe Borough Council will be strongly supported.

Aim BED 2 Local Tourism: Awsworth Parish Council, working in partnership with others as appropriate, will support appropriate proposals for tourism linked to the history, culture and environment of the Parish and wider area.

Details:

The Parish Council, working in partnership with others as appropriate, will support appropriate proposals for tourism linked to the history, culture and environment of the Parish and wider area, particularly in relation to:

- Bennerley Viaduct
- The Great Northern Railway Line
- D H Lawrence

Awsworth Parish and surrounding area has a rich and varied history which is increasingly recognised not only as something worth preserving but as an asset for people to use and enjoy. There is great potential for putting the landmark Bennerley Viaduct back to beneficial use through ambitious plans for a new cycling and walking trail which will form a centre-piece for Railway Paths Limited / Friends of Bennerley Viaduct and can be a catalyst for change which benefits Awsworth and the wider area. Extending east the former Great Northern Railway Line still has a significant physical imprint through our Parish, significant parts survive which can be improved and used, including improving it as a key piece of walking and cycling infrastructure. Located between Eastwood and Cossall, Awsworth is also firmly in 'D H Lawrence country' and together with our neighbouring parishes we should look to celebrate and build on these literary links, for example through a Lawrence trail or other joint initiatives.

Green and Blue Infrastructure

Aim GB 1 Ponds: Awsworth Parish Council, working in partnership with others as appropriate, will support appropriate proposals for improving or reinstating existing and creating new ponds in the Parish.

Details:

The Parish Council, working in partnership with others as appropriate, will support appropriate proposals for improving or reinstating existing and creating new ponds in the Parish, particularly:

- Cooper's Pond on Shilo Pocket Park
- The pond on The Lane Rec
- The ponds in the conservation grasslands east of the Nottingham Canal

- The old field pond east of the old Infant School south of Public Footpath 2

Although former field ponds have largely disappeared from the Parish a few new wildlife ponds have usefully been created. Ponds were built in connection with the by-pass scheme, next to the canal and in the Shilo Pocket Park. The Parish Council built a small pond at the bottom of The Rec to collect water from a drainage dyke and improve an otherwise boggy area. All of these ponds would benefit from some careful clearance and new planting. There is the potential to reinstate a dried-up, part-infilled field pond east of The Lane. Such landscape features help the appearance of the Parish and benefit both people and wildlife. There is also potential to create new wetlands and ponds in association with sustainable urban drainage schemes created through new development such as the proposed housing for Land West of Awworth inside the bypass.

Aim GB 2 Tree Planting: Awworth Parish Council, working in partnership with others as appropriate, will prepare and implement an on-going programme of tree planting and replacement in the village and wider parish to improve the existing level of local tree coverage.

Details:

- The Parish Council, working in partnership with others as appropriate, will prepare and implement an on-going programme of tree planting and replacement in the village and wider parish to improve the existing level of local tree coverage. This will include working with local people including landowners and public bodies to:
- manage and improve the Recreation Grounds in a tree-friendly way.
- agree how best to maintain and increase tree cover and hedgerows. This might include any potential for a new copse or to extend the size of existing patches of woodland. Consideration will be given to the network of hedgerows in the wider countryside i.e. gaps that would benefit wildlife to plant up open sections.
- identify opportunities for street and village tree planting e.g. highway verges or around community facilities and play areas.
- sponsor an event or production of an environmental learning resource.
- support local volunteer groups.

Awworth does not have a particularly extensive level of tree cover, particularly within the built area. Over recent years the number of good mature trees found across the village has been reducing as trees are removed and not replaced. This is especially the case in private gardens, particularly as front gardens are given over to parking. However, trees in public locations are also being lost at an increasing rate, from areas which traditionally have provided good tree cover. These losses are harmful to the overall street scene. While some trees have to be removed because of age or disease we want to keep

and add to tree cover across our area. Wherever possible, trees that have to be lost should be replaced and opportunities taken to plant additional ones. It is just as important that this should include areas outside the village, especially as we are located in the Greenwood Forest, where the aim is to increase tree cover to the benefit of people, wildlife and the climate. The Greenwood Partnership have offered to advise and assist with practical opportunities.

Aim GB 3 Tree Preservation Orders: Awsworth Parish Council will actively pursue with Broxtowe Borough Council and other stakeholders the making of Tree Preservation Orders within the Parish.

Details:

Consultation shows significant support for the plan to include proposals and/or policies to provide and promote Green Infrastructure, including tree planting. However, as mentioned above there are few Tree Preservation Orders within the plan area.

It is considered that the potential for more TPOs to be formally made should be explored to protect the most valuable of the Parish's trees. Most of these are likely to be found as groups of trees. The following locations are suggested as containing potential candidate TPOs though others could be identified:

- The area in the vicinity of the Manor House
- The area of St Peter's Churchyard
- The area fronting Awsworth Primary School including the roadside verge
- The area of the Donkey Piece
- The area extending from Gin Close Way west along Meadow Road
- The area immediately east of Glebe Farm House
- The area of Naptha Wood

Community Facilities and Shops

Aim CFS 1 Enhancing the Public Realm: Awsworth Parish Council will work in partnership with those who own or have an interest in land within the Parish, as well as local people, to maintain and enhance the local area to the benefit of the local community and wider environment.

Details:

The Parish Council will work in partnership with those who own or have an interest in land within the Parish, as well as local people, to maintain and enhance the local area to the benefit of the local community and wider environment. This will be done by:

- Adopting a place making approach – involving local people in decisions/design and maintenance of public space.
- Introducing a more imaginative, conservation-based approach to the management of parks, road verges, and other public open spaces.
- Ensuring that the actual or potential value for biodiversity of public green space in urban areas is recognised and that biodiversity objectives are incorporated into the management of all such sites.
- Ensuring that where possible streets and roads are tree-lined or contain hedgerows appropriate to local character, habitats and species.
- Avoiding impermeable surfaces unless there are sound technical arguments overriding this requirement.
- Engaging the pupils of the local primary school in future projects to update and enhance parks and recreation facilities.
- Enhancing walking and cycling facilities and making the public realm a better and safer place for people to enjoy

The quality and management of neighbourhoods, streets and parks are directly related to civic pride, community and civic values or perceptions and identity. It is important that people take pride in the appearance of their village and wider local area and feel that they can influence things. One way to do this is to encourage them to take an active part in how the parish is managed. The Parish Council have control over the Recreation Grounds but otherwise have to work in partnership with other landowners and bodies, such as the County and Borough Councils.

Aim CFS 2 Village Signage: Awsworth Parish Council, working in partnership with others as appropriate, will prepare and implement an on-going programme of replacement and new signage in the Parish.

Details:

The Parish Council, working in partnership with others as appropriate, will prepare and implement an on-going programme of replacement and new signage in the Parish. This will include:

- A new village name sign(s) at the gateway to the Parish on Gin Close Way
- Replacement / new street name signs for the main village streets and the proposed new housing development on land at Newtons Lane
- New signs to direct people to local shops, especially at Lawrence Avenue and in the proposed new housing development on land at Newtons Lane aimed primarily at those walking and cycling rather than driving
- New signs for recreation and tourism including cycling and walking

New or replacement signs can help inform visitors and residents alike. If well-designed and carefully located they can add to the overall appearance of the area. Opportunities can also be taken to review and remove old or defunct signs and also help reduce street clutter. A new village name sign (and possibly associated planting) would help improve the 'Northern Gateway' to the village. This should be in keeping with more recent existing designs elsewhere on the main road. A more bespoke design for street name signs would also help give more local identity.

Traffic and Transport

Aim TT 1 Public Transport: Awsworth Parish Council encourages, and will work with, Nottinghamshire County Council, the bus operators and other relevant bodies to improve the provision of public transport in the Parish, particularly links with the main towns of Nottingham and Derby and the 'new' railway station at Ilkeston.

Details:

The community questionnaire showed significant dissatisfaction with the level of bus service in terms of frequency and reliability. While the Parish Council and the Neighbourhood Plan are constrained in what they can do to improve the situation, efforts should be made to seek improvements wherever possible, especially to make best use of the new station at Ilkeston. This can help reduce car usage and give people more travel choice. Sustrans can also help to promote sustainable travel choices and help people to make changes to more sustainable travel.

Aim BDP 1 Former Bennerley Coal Disposal Point Land: Awsworth Parish Council will work in partnership to actively promote the use of land at the former Bennerley Coal Disposal Point as a 'Country Park' for the benefit of parishioners and visitors, including improved non-vehicular linkages with the adjoining settlements, provided that any proposals:

- a) accord with Green Belt purposes;
- b) protect and enhance the structure and open setting of the Grade II* Listed Bennerley Viaduct (in accordance with Policies BV 1 and BV 2);
- c) maintain the functionality and connectivity of the Green Infrastructure Corridors (in accordance with Policy GI 1); and,
- d) do not cause harm to the status of the area as a Local Wildlife Site (in accordance with Policy GI 3).

Details:

The concept of a country park accords with the majority view expressed in the community questionnaire. This represents a unique opportunity not only for our Parish but Broxtowe, Erewash and the wider area.

The Friends of Bennerley Viaduct support this aim in principle. Re-using the area in this way would complement and lend weight to the project to restore the viaduct as a key part of a longer distance cycling and walking route, which the Plan also fully supports.

The adjacent Bennerley Viaduct is an iconic and unique landmark and a key feature of the Parish. Re-use of Bennerley as a country park would help to protect the viaduct's heritage status as a listed building of acknowledged international importance, particularly maintaining its open setting and the views to and from the structure. It would also help protect and enhance wildlife interest in this part of the Parish.



Appendix 2 – Awsworth Housing Numbers & Type Street by Street

AWSWORTH HOUSING NUMBERS & TYPE STREET BY STREET - FEBRUARY 2018

D/H Detached House; D/B Detached Bungalow; S/H Semi-Detached House; S/B Semi-Detached Bungalow;

FLAT Flat; TERR Terrace; T/H Town House; M Maisonette

STREET	D/H	D/B	S/H	S/B	FLAT	TERR	T/H	M	TOTAL	%
Abbott St	1		4			53			58	5.7
Arches Close	8				6				14	1.4
Attewell Rd			30				9		39	3.8
Barlow Dr Nth	19	9	2				12		42	4.1
Barlow Dr Sth	29	1					27	4	61	6.0
Barlow's Cotts Lne						4	23		27	2.7
Bonnars Lane	1	1							2	0.2
Byron Crescent	14								14	1.4
Chesterman Cl		1					20	6	27	2.7
Croft Crescent	2		30						32	3.1
Douglas Ave		14	8						22	2.2
Hawthorne Rise	29								29	2.9
Lawrence Ave	16	4					8	6	34	3.3
Main St	6	1	22		26	38			93	9.2
Meadow Rd			32						32	3.1
Middleton St		2	6	2	1	7			18	1.8
Old School Lane	4	1	18						23	2.3
Park Ave	8		20						28	2.8
Park Hill	6	18	16			23			63	6.2
Shakespeare Rd		6							6	0.6
Shilo Way	1								1	0.1
Stamford St	1	7	4			28			40	3.9
Station Rd	7	2	36			7			52	5.1
Sycamore Rd		19							19	1.9
Tennyson Sq	12								12	1.2
The Glebe			49						49	4.8
The Lane	19	11	10		3	34			77	7.6
The Meadows	2	6							8	0.8
Tulip Rd	39						18		57	5.6
Westby Lane		2							2	0.2
Wordsworth Rd	29						4		33	3.2
Other [View/Whisgills]	1	1							2	0.2
AWSWORTH TOTAL	254 25.0%	106 10.4%	287 28.2%	2 0.2%	36 3.5%	194 19.1%	121 11.9%	16 1.6%	1016 99.9%	
Awsworth Lane	5		14						19	
Newtons Lane	16	3	64						83	
The Glebe		1	15						16	
COSSALL TOTAL	21	4	93	0	0	0	0	0	118	
Awsworth Lane	2								2	
Main St	2								2	
KIMBERLEY TOTAL	4	0	0	0	0	0	0	0	4	
OVERALL TOTAL	279 24.5%	110 9.7%	380 33.4%	2 0.2%	36 3.2%	194 17.0%	121 10.6%	16 1.4%	1138 100.0%	

Appendix 3 – Building for Life (BfL) 12 - see Policy H 1 (c)

Building for Life (BfL) 12 Criteria – reproduced from BfL12 (Edition 2018)

Integrating into the neighbourhood

1 Connections

Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones, while also respecting existing buildings and land uses around the development site?

2 Facilities and services

Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafés?

3 Public transport

Does the scheme have good access to public transport to help reduce car dependency?

4 Meeting local housing requirements

Does the development have a mix of housing types and tenures that suit local requirements?

Creating a place

5 Character

Does the scheme create a place with a locally inspired or otherwise distinctive character?

6 Working with the site and its context

Does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and micro-climates?

7 Creating well defined streets and spaces

Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?

8 Easy to find your way around

Is the scheme designed to make it easy to find your way around?

Street & home

9 Streets for all

Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?

10 Car parking

Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?

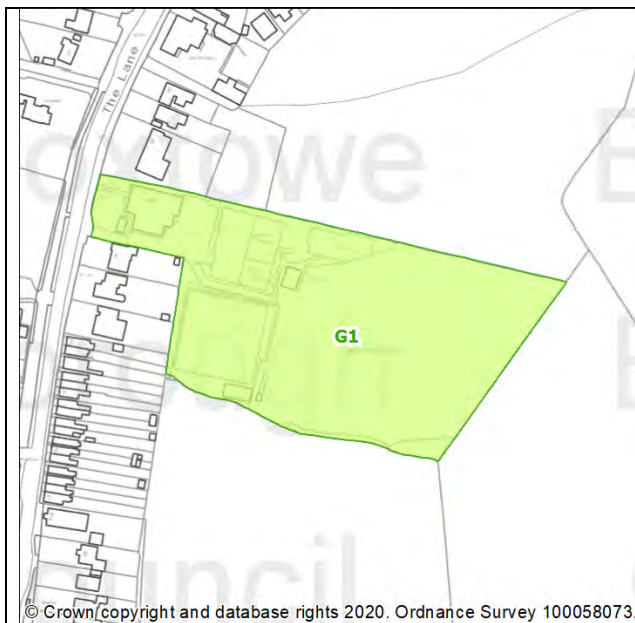
11 Public and private spaces

Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?

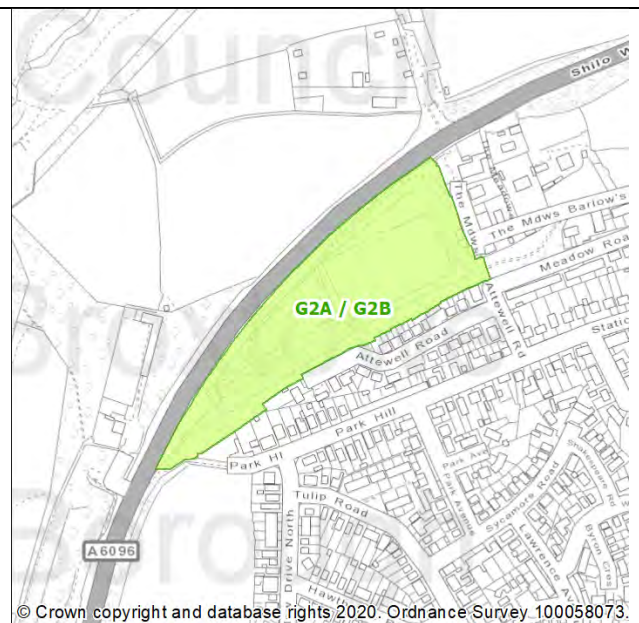
12 External storage and amenity space

Is there adequate external storage space for bins and recycling as well as vehicles and cycles?

Appendix 4 – Plans Showing Areas of Designated Local Green Spaces



G1: The Lane Recreation Ground (The Rec)



G2: Shilo Recreation Ground and Shilo Pocket Park



G3: Former GNR embankment north side of Meadow Road



G4: The 'Donkey Piece' – junction of Main Street/ Gin Close Way



G5: Highway verge at Four Lanes End & east of The Lane



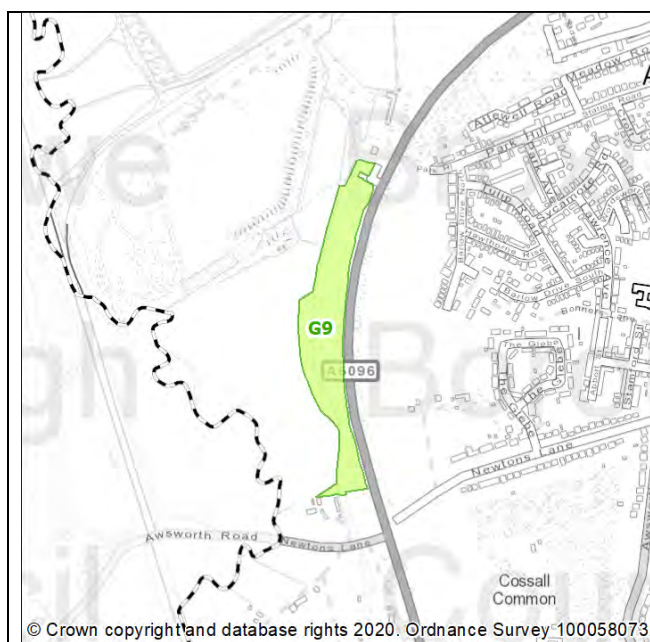
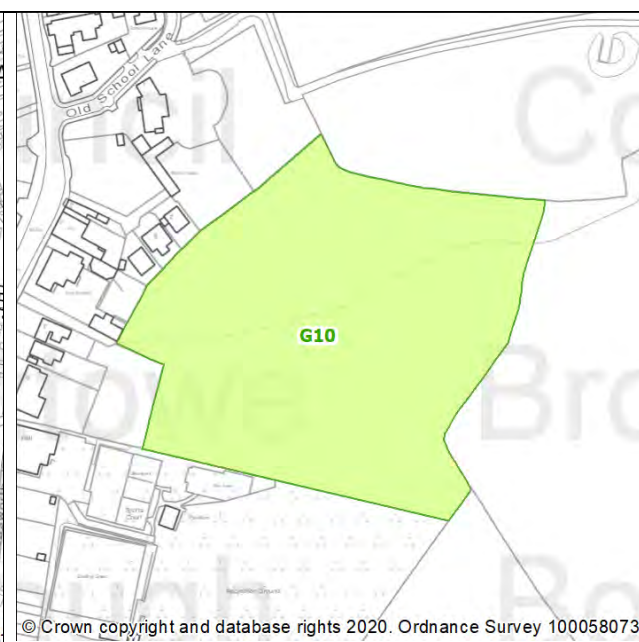
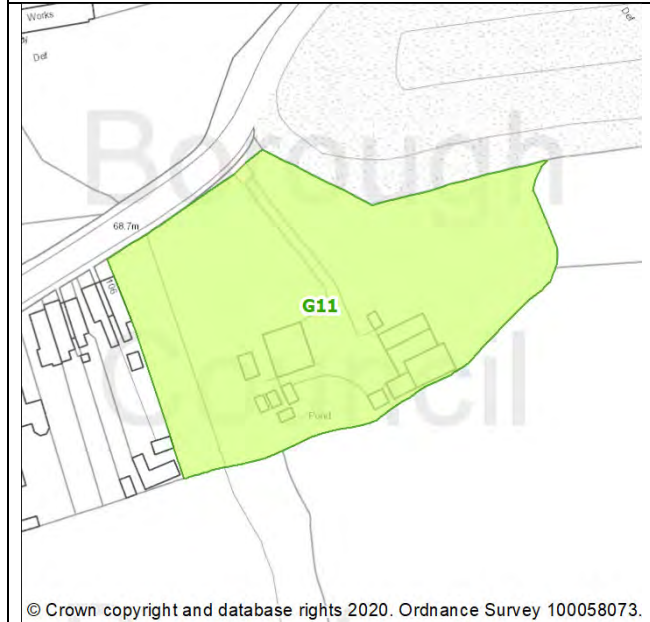
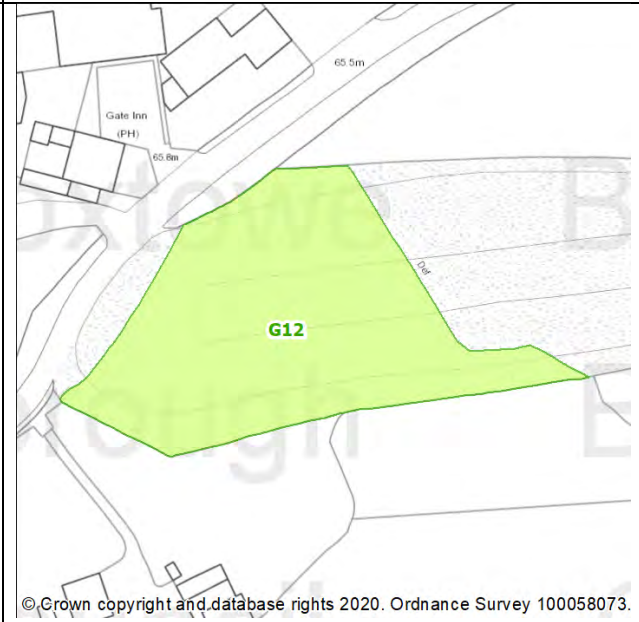
G6: Highway verge along north side of Station Road

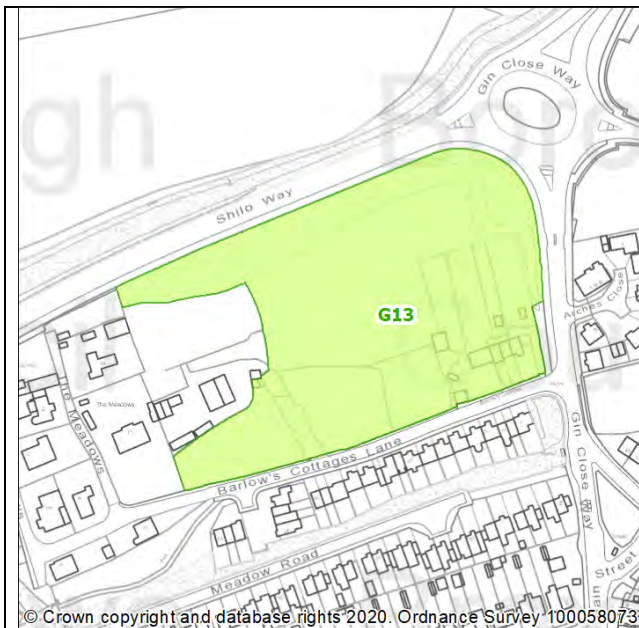


G7: Amenity area to east of Glebe Farm House

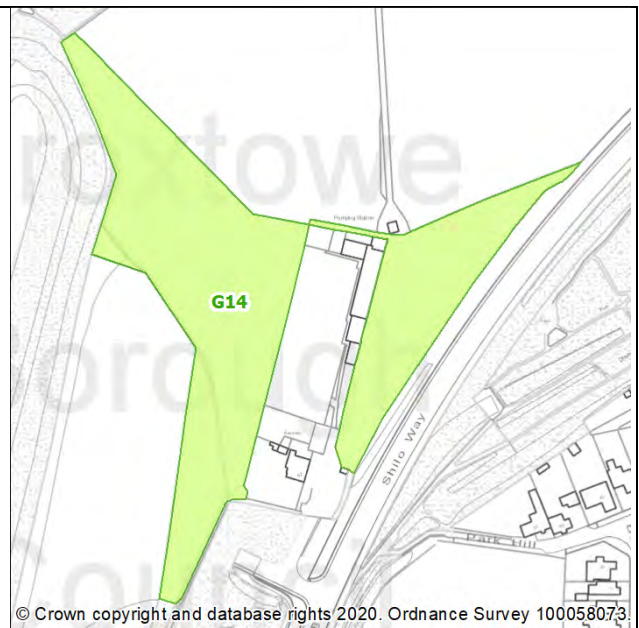


G8: 'Curly Wurly' link – Chesterman Close and Barlow Drive South

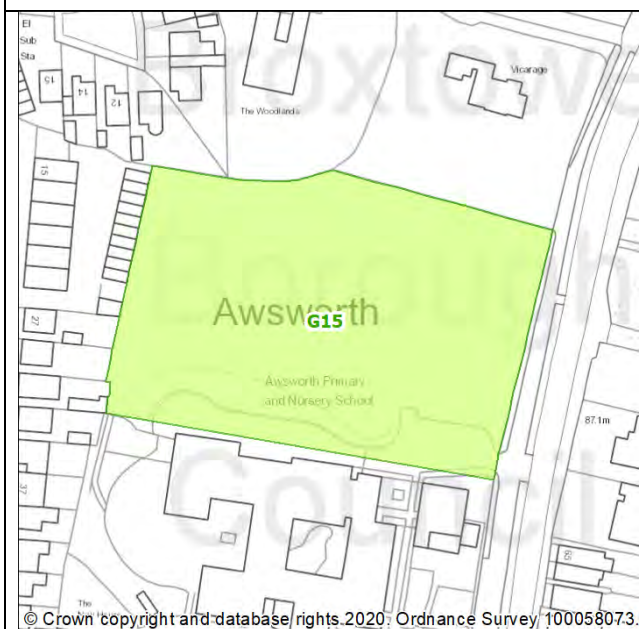
 <p>© Crown copyright and database rights 2020. Ordnance Survey 100058073.</p>	 <p>© Crown copyright and database rights 2020. Ordnance Survey 100058073.</p>
<p>G9: Linear area between Naptha House and Newtons Lane</p>	<p>G10: Grass field to north side of The Lane Recreation Ground</p>
 <p>© Crown copyright and database rights 2020. Ordnance Survey 100058073.</p>	 <p>© Crown copyright and database rights 2020. Ordnance Survey 100058073.</p>
<p>G11: Haddon's Field south of ('Lower') Main Street</p>	<p>G12: End of former GNR embankment near Gate Inn</p>



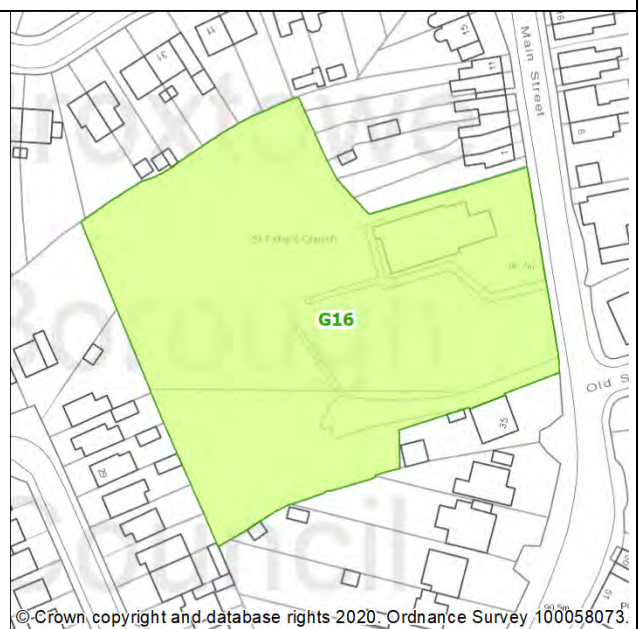
G13: Glasshouse Yard Grassland



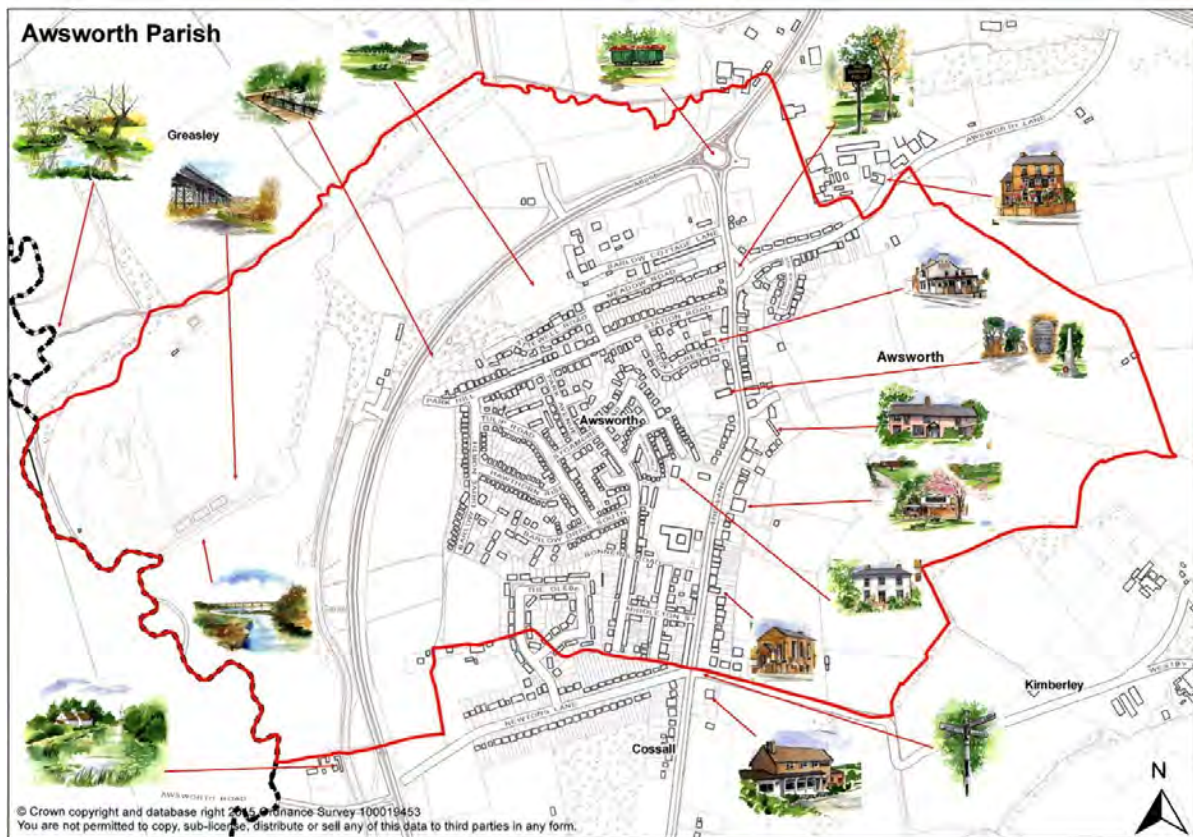
G14: 'Naptha Wood'



G15: Awsworth Primary and Nursery School playing field area



G16: St Peter's Churchyard and adjacent site of old Mission Room



Awsworth Parish from the West – Photo by Paul Atherley

Back Cover – Aerial Views of Awsworth Village looking East - Photos by Paul Atherley

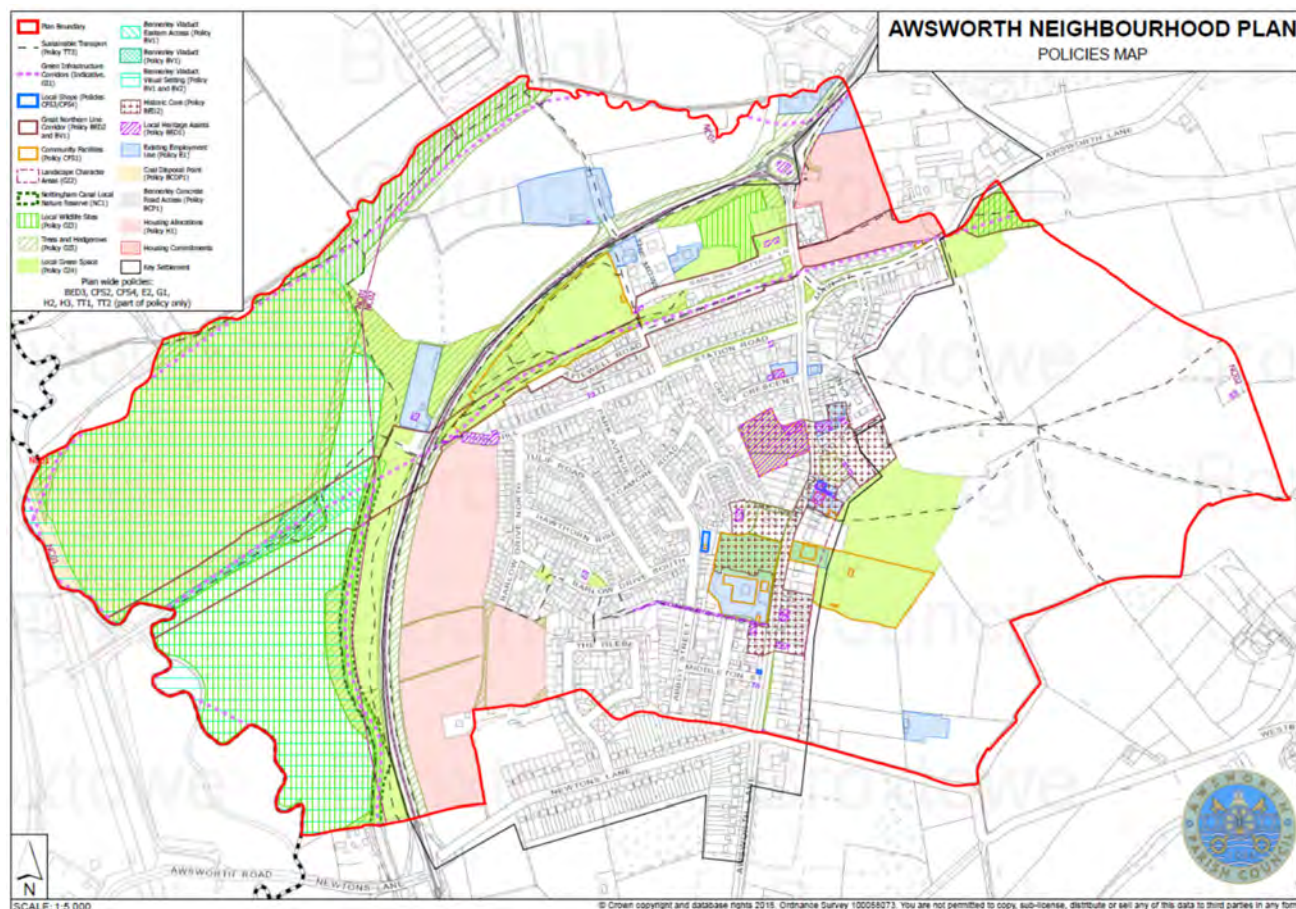
POLICIES MAP

The separate Policies Map should be read alongside the Submission Plan and its Policies

The map illustrates the areas to which Policies apply shown on an Ordnance Survey base

The map has been produced in electronic and paper format

A snapshot of the map is included below for illustrative purposes only





Back Cover – Aerial Views of Awsworth Village looking East - Photos by Paul Atherley

Eldesworth

Elduerd - Eldesvorde - Eldevrde

Aldesworth - Aldesworthe - Aldisworth - Aldiswurd

Allesworth - Allsworthe - Allsworth - Alesworth

Alsworth - Awsworthe - Aldesworthe

Awsworth



Bridge Farm & Nottingham Canal

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