



Tuesday, 8 October 2019

Dear Sir/Madam

A meeting of the Council will be held on Wednesday, 16 October 2019 in The Council Chamber, Council Offices, Foster Avenue NG9 1AB, commencing at 7.00 pm.

Should you require advice on declaring an interest in any item on the agenda, please contact the Deputy Monitoring Officer at your earliest convenience.

Yours faithfully

A handwritten signature in black ink, appearing to read 'Ruth E Hyde'.

Chief Executive

To: all Members of Broxtowe Borough Council.

A G E N D A

1. APOLOGIES FOR ABSENCE

2. DECLARATIONS OF INTEREST

Members are requested to declare the existence and nature of any disclosable pecuniary interest and/or other interest in any item on the agenda.

3. MINUTES

PAGES 1 - 18

To confirm as a correct record the minutes of the Council meeting held on 17 July 2019.

4. MAYOR'S ANNOUNCEMENTS

5. YOUTH MAYOR'S REPORT ON BROXTOWE YOUTH VOICE ACTIVITIES

6. PRESENTATION OF PETITIONS

7. LEADER'S REPORT

8. PUBLIC QUESTIONS

9. MEMBERS' QUESTIONS

10. MEMBERS' SPEECHES ON WARD ISSUES

11. QUESTIONS ON OUTSIDE BODIES

12. DECISIONS FROM COMMITTEE MEETINGS

Decisions from committee meetings prior to the despatch of this agenda are attached to enable questions to the Chairs of the relevant committees.

12.1 Jobs and Economy Committee - 5 September 2019

PAGES 19 - 20

12.2	<u>Personnel Committee - 16 September 2019</u>	PAGES 21 - 22
12.3	<u>Housing Committee - 18 September 2019</u>	PAGES 23 - 24
12.4	<u>Community Safety Committee - 19 September 2019</u>	PAGES 25 - 26
12.5	<u>Governance, Audit and Standards Committee – 23 September 2019</u>	PAGES 27 - 28
12.6	<u>Environment and Climate Change Committee - 1 October 2019</u>	PAGES 29 - 30
12.7	<u>Policy and Performance Committee - 2 October 2019</u>	PAGES 31 - 32

13. NOTICE OF MOTIONS

13.1 The following notice of motion has been submitted by Councillors T A Cullen and B C Carr:

“This Council notes with concern the current situation regarding homelessness and the lack of homes to meet the required need, particularly in relation to social rented houses. This Council therefore resolves to accelerate its own build programme and utilise new developments and S106 contributions to fund this accelerated programme.”

13.2 The following notice of motion has been submitted by the Liberal Democrat Group:

“It is proposed that Broxtowe Borough Council:

1. Notes that existing Midlands Mainline is operating close to its full capacity.
2. Notes that the existing rail services between Nottingham and Beeston on the one hand and Birmingham and Manchester on the other are slow and at peak times often heavily overcrowded.
3. Notes that the HS2 rail line will lead to far faster journeys between Nottingham and Beeston and London, Birmingham, Manchester and Leeds.
4. Notes that the HS2 rail line will bring significant benefits to the East Midlands in terms of connectivity and inward investment.
5. Notes that London and the South East have benefited

from the £15 billion investment in the Crossrail project.

6. Notes with disappointment comments from some Government ministers and London centred media that the HS2 project should be scrapped and that the Government have ordered a review into the whole project.
7. Notes the efforts that have been made by the HS2 team to minimise the impact of the line and to refine the proposed plans for the route, although also notes the impact that this will have on some people's properties.
8. Supports the proposal for the HS2 station in the East Midlands to be located at Toton.
9. Broxtowe Borough Council therefore affirms its support for the HS2 project and calls on the government to ensure that this scheme is brought forward and constructed as soon as possible.
10. Broxtowe Borough Council further calls on the government to ensure that everyone whose property will be affected by HS2 is properly compensated and that the compensation scheme is available in full now for those who are most affected."

14. APPOINTMENTS TO COMMITTEES AND WORKING GROUPS

The Council is asked to RESOLVE that the appointments, in accordance with the schedule laid before the meeting, be approved.

15. REFERENCES

15.1 HOUSING REVENUE ACCOUNT - UPDATE TO BUSINESS PLAN FINANCIAL MODEL

PAGES 33 - 46

Housing Committee
18 September 2019

In February 2012 the Council approved a 30 year HRA business plan with the financial model being updated and approved by Council each financial year. The Committee noted the capacity within the financial model for the provision of new housing.

RECOMMENDED to Council that the updated financial model for the Housing Revenue Account be approved.

16. INSPECTOR'S REPORT AND PROPOSED ADOPTION OF THE BROXTOWE PART 2 LOCAL PLAN PAGES 47 - 170

To consider the Inspector's report on the Part 2 Local Plan and to ask that the Council adopts the Plan.

17. APPOINTMENTS TO THE LIBERTY LEISURE LTD BOARD OF DIRECTORS

The Council is asked to RESOLVE that, in addition to the existing Board Members, Councillor D A Bagshaw and Councillor S Easom be appointed as Directors to the Board of Liberty Leisure Limited.

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COUNCIL

WEDNESDAY, 17 JULY 2019

Present: Councillor M Brown, Mayor

Councillors:	E H Atherton	P Lally
	L A Ball BEM	H Land
	B C Carr	R D MacRae
	S J Carr	G Marshall
	M J Crow	J W McGrath
	E Cubley	P J Owen
	T A Cullen	J M Owen
	R H Darby	J P T Parker
	S Easom	J C Patrick
	D A Elliott	D D Pringle
	L Fletcher	M Radulovic MBE
	J C Goold	P M Roberts-Thomson
	D Grindell	R S Robinson
	T Hallam	P D Simpson
	M Handley	H E Skinner
	M Hannah	C M Tideswell
	R I Jackson	I L Tyler
	E Kerry	D K Watts
	S Kerry	E Williamson
	H G Khaled MBE	R D Willimott
	L A Lally	

Also in attendance: W Mee, Youth Mayor

Apologies for absence were received from Councillors S A Bagshaw and D Bagshaw.

10 DECLARATIONS OF INTEREST

There were no declarations of interest.

11 MINUTES

The minutes of the meeting held on 15 May 2019 were confirmed and signed as a correct record.

12 MAYOR'S ANNOUNCEMENTS

The Mayor gave a résumé of his engagements since the last Council meeting, which included his attendance at numerous engagements and a variety of fundraising events. The Mayor mentioned the recent deaths of Betty Syson, Bill Wheatley and Audrey Kiddier, members and officers held a minute's silence as a mark of respect.

13 YOUTH MAYOR'S REPORT ON BROXTOWE YOUTH VOICE ACTIVITIES

The Youth Mayor, Will Mee, updated the meeting on the work of Broxtowe Youth Voice. It was suggested that this may be the last meeting for the Youth Mayor and a number of members gave thanks for his term of office. It was suggested by the Deputy Leader that the Youth Mayor should be invited to attend the Leisure and Health Committee and the Environment and Climate Change Committee to increase the involvement of young people.

14 PRESENTATION OF PETITIONS

Councillor J P T Parker presented a petition which requested that lighting be provided at Mansfield Road recreation ground and car park, Eastwood.

15 LEADER'S REPORT

The Leader presented his report and thanked officers of the Communities Team for their work in organising a successful social event on 20 June 2019 to mark refugee week in the grounds of Oban House. Thanks were also given to members of the Civic team for working with the armed forces in organising the Freedom March on 29 June 2019.

There would be support for people making the transition to Universal Credit, building on the partnerships which are already strong with the Citizen's Advice Bureau and the Council would be looking to increase the payment options and practical support needed to help tenants and residents manage their finances to build on the recently introduced staffing and software arrangements.

Members of all political parties had continued cross party support for Beeston Town Centre's regeneration and during the next four years attention would be turned to Stapleford, Eastwood and Kimberley. All of these towns needed raised ambitions for the economic development and regeneration of their area. It was also necessary to attract resources to fulfil those plans.

The Council was about to embark on a process of consultation and engagement to develop a new four-year Corporate Plan. During September there would be a series of public meetings to engage the public in Stapleford, Eastwood, Kimberley, Chilwell and Brinsley as well as Beeston. Councillors and residents were encouraged to be involved.

16 ARRANGEMENTS FOR THE DISCHARGE OF FUNCTIONS/APPOINTMENTS TO COMMITTEES/TERMS OF REFERENCE

Members considered a report which sought approval for amendments to the arrangements for the discharge of functions. It was requested that minutes from each committee are submitted to the 'next suitable' Council meeting to allow for comments and questions. Members' Questions would therefore be limited to subjects that had not been included within the minutes from previous committee meetings. A further Constitutional amendment would allow for the Leader of the Council or his nominated representative and either the Leader of the Opposition or another councillor being his

nominated representative to have the right to attend any of the Council's committees and to speak but not vote.

RESOLVED that:

1. The relevant committees be named as the Personnel Committee, the Leisure and Health Committee and Environment and Climate Change Committee.
2. The amended terms of reference for the Council's committees be approved.
3. The amended Programme of Meetings be approved.
4. The consequential amendments to the Constitution be approved.
5. The appointments to committees be approved in accordance with the schedule laid before the meeting.

Alcohol and Entertainments Licensing Committee

Conservative

E H Atherton
E Cubley
R I Jackson
D D Pringle
P D Simpson

Labour

D Bagshaw (Chair)
T A Cullen
P Lally
J C Patrick

Liberal Democrat

B C Carr
D Grindell (Vice Chair)

Independent

R D MacRae

Community Safety Committee

Conservative

L Fletcher
J C Goold
R I Jackson
S D Kerry
J P T Parker
P M Roberts-Thompson

Labour

D Bagshaw
P Lally (Chair)
CM Tideswell
R H Darby

Liberal Democrat

H Land
I L Tyler

Independent

R D MacRae (Vice Chair)

Environment and Climate Change Committee

Conservative

L A Ball
S Easom
L Fletcher
R I Jackson
P M Roberts-Thompson
R D Willimott

Labour

H E Skinner (Chair)
P Lally
G Marshall
S A Bagshaw

Liberal Democrat

T Hallam
D K Watts (Vice Chair)

Independent

R D MacRae

Leisure and Health Committee

Conservative

M J Crow
S Easom
S D Kerry
H G Khaled MBE

J P T Parker
P D Simpson

Labour

D Bagshaw (Vice Chair)
P Lally
G Marshall
S A Bagshaw

Liberal Democrat

H Land
I L Tyler (Chair)

Independent

R D MacRae

Finance and Resources Committee

Conservative

E Cubley
S Easom
E Kerry
P J Owen
P M Roberts-Thompson
P D Simpson

Labour

D A Elliott
S A Bagshaw
P Lally
G Marshall (Chair)

Liberal Democrat

B C Carr
S J Carr (Vice Chair)

Independent

E Williamson

Governance, Audit and Standards Committee

Conservative

E Cubley
M Handley
H G Khaled MBE
J M Owen
J P T Parker
P D Simpson

Labour

R H Darby
D A Elliott (Vice Chair)
M Radulovic MBE
M Hannah

Liberal Democrat

I L Tyler
D K Watts

Independent

E Williamson (Chair)

Housing Committee

Conservative

L A Ball
J C Goold
E Kerry
H G Khaled MBE
J M Owen
J P T Parker

Labour

T A Cullen (Chair)
H E Skinner
J W McGrath
S A Bagshaw

Liberal Democrat

B C Carr (Vice Chair)
T Hallam

Independent

E Williamson

Jobs and Economy Committee

Conservative

M J Crow
E Cubley
M Handley
R I Jackson
D D Pringle
P M Roberts-Thompson

Labour

M Hannah
P Lally
L A Lally (Vice Chair)
J W McGrath

Liberal Democrat

S J Carr
T Hallam (Chair)

Independent

R D MacRae

Personnel Committee

Conservative

L Fletcher
J C Goold
J M Owen
P J Owen
P D Simpson
R D Willimott

Labour

M Hannah (Chair)
P Lally
L A Lally
J C Patrick

Liberal Democrat

D K Watts
H Land

Independent

R S Robinson (Vice Chair)

Independent Members

Two Independent Persons to be appointed to the committee solely in relation to disciplinary matters for statutory chief officers within the relevant Terms of Reference for the Personnel Committee.

Licensing and Appeals Committee

Conservative

E H Atherton
E Cubley
R I Jackson
D D Pringle
P D Simpson

Substitutes: L A Ball BEM
M J Crow
E Kerry
H G Khaled MBE
P M Roberts-Thompson

Labour

D Bagshaw (Chair)
T A Cullen
J C Patrick
M Radulovic MBE

Substitutes: D A Elliott
M Hannah
C M Tideswell
R H Darby

Liberal Democrat

I L Tyler
D Grindell (Vice Chair)

Substitutes: S J Carr
H Land

Independent

R D MacRae

Substitute: R S Robinson

Planning Committee

Conservative

L A Ball BEM
M Handley
R I Jackson
P J Owen
D D Pringle
R D Willimott

Substitutes: P D Simpson
M J Crow
J M Owen
J C Goold
L Fletcher
H G Khaled MBE

Labour

D Bagshaw
T A Cullen
J W McGrath (Vice Chair)
C M Tideswell

Substitutes: M Radulovic MBE
D A Elliott
H E Skinner
J C Patrick

Liberal Democrat

D K Watts (Chair)
D Grindell

Substitutes: S J Carr
I L Tyler

Independent

R D MacRae

Substitute: R S Robinson

Policy and Performance Committee

Conservative

M J Crow
S Easom
R I Jackson
E Kerry
P J Owen
P D Simpson

Labour

S A Bagshaw
M Hannah
G Marshall
M Radulovic MBE (Chair)

Liberal Democrat

S J Carr (Vice Chair)
T Hallam

Independent

E Williamson

Housing Performance Group

Conservative

L A Ball BEM
E Cubley
J C Goold
H G Khaled MBE

Labour

S A Bagshaw (Chair)
J C Patrick

Liberal Democrat

B C Carr

Independent

R S Robinson

Local Joint Consultative Committee

Conservative

E H Atherton
J C Goold
D D Pringle
P M Roberts-Thompson
P D Simpson
R D Willimott

Labour

R H Darby
M Hannah
J C Patrick
C M Tideswell

Liberal Democrat

I L Tyler
D Grindell

Independent

R S Robinson

Bramcote Bereavement Services Joint Committee

To contain the Leader, a member of the leading group and the Leader of the Opposition

Conservative

R I Jackson

Labour

M Radulovic MBE

17 REPRESENTATION ON OUTSIDE BODIES

RESOLVED that the appointment of representatives on outside bodies be as follows:

<u>NO.</u>	<u>BODY/ORGANISATION</u>	<u>REPRESENTATIVE</u>
1	Age Concern, Chilwell	Cllr H E Skinner Cllr C Tideswell
2	Age Concern, Eastwood	Cllr S A Bagshaw
3	Attenborough Nature Reserve Visitor Centre	Cllr S J Carr Cllr T A Cullen Cllr H E Skinner
4	Beeston Consolidated Charity	Cllr J C Patrick Cllr H E Skinner
5	Beeston Rylands Community Centre	Cllr T A Cullen Cllr D A Elliott
6	Bramcote Consolidated Charities	Cllr H Land Cllr I L Tyler Cllr D K Watts
7	Broxtowe Citizens Advice Bureau	Cllr J C Patrick
8	Broxtowe Wildlife Forum	Cllr D Grindell
9	Campaign to Protect Rural England (Notts) Branch Executive Committee	Cllr D K Watts
10	Canalside Heritage Centre	Cllr T A Cullen
11	Core City Board/Joint Leadership Board	Cllr R S Robinson
12	East Midlands Councils	Cllr M Radulovic MBE or nominated representative
13	East Midlands Museum Service	Cllr R H Darby
14	Eastwood Volunteer Bureau Management Committee	Cllr A Harper
15	Francis Dixon and Catherine Gregory Charity	Cllr I L Tyler Cllr H Land

<u>NO.</u>	<u>BODY/ORGANISATION</u>	<u>REPRESENTATIVE</u>
16	Greater Nottingham Groundwork Trust	Cllr S J Carr
17	Greenwood Partnership Board	Cllr H E Skinner
18	Joint Planning Advisory Board	Cllr D K Watts
19	Local Government Association	Cllr M Radulovic MBE or nominated representative
20	Local Government Information Unit	Cllr M Radulovic MBE
21	Nottingham Express Transit Development Board	Cllr R S Robinson
22	Nottingham Playhouse Trust	Cllr T Hallam
23	Nottinghamshire Local Government Leaders Group	Cllr M Radulovic MBE or nominated representative
24	Relate	Cllr R H Darby
25	United Charities of Abel Collins	Cllr B C Carr
26	Health Scrutiny - Lead Member	Cllr H Land
26	Sure Start	Cllr B C Carr Cllr C Tideswell
27	Health and Wellbeing Board	Cllr C Tideswell
28	Notts Police and Crime Commissioner's Panel	Cllr R D MacRae
29	Armed Forces Champion	Cllr M Radulovic MBE
30	Liberty Leisure Board Member	Cllr I L Tyler
31	Joint Waste and Recycling Committee	Cllr H E Skinner

18 PUBLIC QUESTIONS

18.1 The following question had been submitted by Mrs Lyn Harley for the Chair of the Finance and Resources Committee:

"Parish and Town councils have now lost what little grant they got from Broxtowe Council. Unlike non-parished areas, Christmas lights are paid for by parish/town Council precept payers. In light (as it were), of this extra financial burden, would the council please consider offering some financial aid in order to ameliorate some of this extra expenditure placed upon Parish and Town councils?"

The Chair responded that any request for grant funding in support of specific projects or services should be processed through the agreed protocol for the consideration of

grant aid requests from parish and town councils. Any request for funding would need to be considered by the Finance and Resources Committee. Furthermore, the new administration wanted to have community based funds in order to devolve responsibility to local residents.

18.2 The following question had been submitted by Mr Graham Lockwood for the Chair of the Jobs and Economy Committee:

“Following the HS2 environmental study, we now know that serious damage will occur to those parts of Broxtowe affected by the HS2 works. Serious harm will also be felt by businesses and residents as the construction works, and road modifications, will cause chaos across the borough.

I would like to ask Broxtowe Council to fully support the construction of a tunnel to take the line underground, and avoid the destruction and chaos that an over ground route will cause. If this is agreed I would urge the council to work with other interested groups, and enthusiastically lobby HS2 and government in order to achieve this desired objective.”

The Chair responded that HS2 was consulting on a number of design options for the HS2 line and this would be considered by the Council’s Jobs and Economy Committee on 5 September 2019. The consultation related in part to a tunnel at Strelley, but not to tunnelling under the whole of the Borough. The merits of this would be considered by the Committee and the Council would have the option of suggesting further tunnelling options to HS2. Members of the public could respond directly to HS2 and the Chair encouraged them to do so. The consultation would run until 6 September 2019.

Following the response Councillor P J Owen moved that the matter raised by the question be referred to the appropriate committee. This was seconded by Councillor J M Owen. On being put the vote the motion was not passed as the voting was tied. The Leader of the Council stated that he would request that the Jobs and Economy Committee consider the issues at its next meeting.

19 MEMBERS' QUESTIONS

There were no members' questions.

20 MEMBERS' SPEECHES ON WARD ISSUES

Councillor D D Pringle updated the meeting on issues concerning Awsworth, Cossall and Trowell in relation to the benefits of the construction of a tunnel for HS2.

21 QUESTIONS ON OUTSIDE BODIES

There were no questions on Outside Bodies.

22 NOTICES OF MOTION

22.1 The following notice of motion had been received from Councillor S J Carr:

“The Council is asked to resolve that Standing Orders be amended as follows:

a) Amendment to recorded votes:

15.4. Recorded vote

If, ~~before a vote is taken on any motion or recommendation~~, five members present at the meeting request the names for and against the motion or amendment or abstaining from voting will be taken down in writing and entered into the minutes. Unless in the case of Committees where a request by two members present will be sufficient to require a recorded vote to be taken.

Also insert the words ‘at any time’. This will then read as:

15.4. Recorded vote

If five members present at the meeting at any time request the names for and against the motion or amendment or abstaining from voting will be taken down in writing and entered into the minutes. Unless in the case of Committees where a request by two members present will be sufficient to require a recorded vote to be taken.

b) Amendment of the following in the following section Protocol for Public Speaking at Development Control Committee:

Note 1 to be amended as follows:

Any member may refer an application to the Development Control Committee for a decision. Such a member may speak but not vote on the application, unless they are a member of the committee. Additionally, ward councillors also have the right to attend and speak but not to vote on an application for planning consent for a matter affecting their ward. Speeches by members who have referred an application to committee and by ward members will be limited to five minutes’ duration. Any ward councillor having spoken to the committee will have the right to reply before the committee votes.”

An amendment was proposed by Councillor R I Jackson and seconded by Councillor P D Simpson that the motion be considered by a cross-party committee and returned to the next meeting of the Council.

The amendment, on being put to the meeting, was lost.

Members debated the substantive motion, which on being put to the meeting, was carried.

22.2 The following notice of motion had been received from Councillor H E Skinner:

“This Council resolves to:

1. Declare a ‘Climate Emergency’ that requires urgent action.

2. Produce a new Carbon Management Plan, which will include the setting of a net carbon neutral target for Broxtowe Borough Council by 2027.
3. Ensure that political and chief officer leadership teams embed this work in all areas and take responsibility for reducing, as rapidly as possible, the carbon emissions resulting from the Council's activities, ensuring that any recommendations are fully costed and that the Executive and Scrutiny functions review Council activities taking account of production and consumption emissions and produce an action plan within 12 months, together with budget actions and a measured baseline.
4. Integrate this commitment into the new Broxtowe Borough Council four-year Corporate plan which will be produced in the next few months.
5. Request that the Council and partners take steps to proactively include young people in the process, ensuring that they have a voice in shaping the future.
6. Include an assessment of climate and sustainability impact in all relevant reports to committees.
7. Ensure that all reports in preparation for the 2020/21 budget cycle and investment strategy will take into account the actions the Council will take to address this emergency.
8. Work with, influence and inspire partners across the district, county and region to help deliver this goal through all relevant strategies, plans and shared resources by developing a series of meetings, events and partner workshops."

An amendment was proposed by Councillor R I Jackson and seconded by Councillor P D Simpson that that the content of the motion be considered by the Environment and Climate Change Committee as a business item.

On being put to the meeting, the amendment was lost.

Members debated the original motion which, on being put to the meeting, was carried.

22.3 The following notice of motion had been received from Councillor M Radulovic MBE:

"This Council:

- a) Expresses its thanks and support to the hard working employees of Broxtowe Borough Council for their continued commitment to provide high quality services for local people.
- b) Calls on Nottinghamshire County Council to formally and finally withdraw any plans to pursue plans for structural reform for local government in Nottinghamshire which have been an unsettling, costly and unwelcome diversion from the important task of serving local residents."

Members debated the motion and Councillor M Radulovic MBE called for a recorded vote, which was seconded by at least five other councillors. The voting was as follows:

<u>For</u>	<u>Against</u>	<u>Abstention</u>
B C Carr	L A Ball BEM	E H Atherton
S J Carr		M Brown
T A Cullen		M J Crow
R H Darby		E Cubley
D A Elliott		S Easom
D Grindell		L Fletcher
T Hallam		J C Goold

<u>For</u>	<u>Against</u>	<u>Abstention</u>
M Hannah		M Handley
L A Lally		R I Jackson
P Lally		E Kerry
H Land		S Kerry
R D Macrae		H G Khaled MBE
G Marshall		J M Owen
J W McGrath		P J Owen
J C Patrick		J Parker
M Radulovic MBE		D Pringle
R S Robinson		P Roberts-Thompson
H E Skinner		P D Simpson
C M Tideswell		R D Willimott
I L Tyler		
D K Watts		
E Williamson		

On being put to the meeting the motion was carried.

22.4 The following notice of motion had been received from Councillor R I Jackson:

“This Council notes the creation of two additional committees and further notes that at current rates this will cost the taxpayers of Broxtowe approximately £48,000 over the four-year life of this administration.

This Council resolves to adjust all special responsibility allowances to ensure that costs are met from the existing budget for members’ allowances so that £48,000 is spent on Council services rather than being spent on members’ allowances.”

Members debated the motion and Councillor R I Jackson called for a recorded vote, which was seconded by at least five other councillors. The voting was as follows:

<u>For</u>	<u>Against</u>	<u>Abstention</u>
E H Atherton	B C Carr	M Brown
L A Ball BEM	S J Carr	R D Macrae
M J Crow	T A Cullen	
E Cubley	R H Darby	
S Easom	D A Elliott	
L Fletcher	D Grindell	
J C Goold	T Hallam	
M Handley	M Hannah	
R I Jackson	L A Lally	
E Kerry	P Lally	
S Kerry	H Land	
H G Khaled MBE	G Marshall	
J M Owen	J W McGrath	
P J Owen	J C Patrick	
J Parker	M Radulovic MBE	
D Pringle	R S Robinson	
P Roberts-Thompson	H E Skinner	
P D Simpson	C M Tideswell	
R D Willimott	I L Tyler	
	D K Watts	

For
E H Atherton

Against
B C Carr
E Williamson

Abstention
M Brown

On being put to the meeting the motion was lost.

23 REFERENCES

23.1 Housing Delivery Plan Housing Committee 5 June 2019

In December 2018 the Housing Committee approved the recommendations of the Social and Affordable Housing Needs report. Members considered the Housing Delivery Plan which had the joint aims of meeting social and affordable housing need.

RESOLVED that the Chief Executive be delegated the power to approve property acquisitions within the budget identified and land acquisitions up to £500,000 in consultation with the Chair of the Housing Committee.

23.2 Capital Budget Variations 19-20 Finance and Resources Committee 11 July 2019

Members considered an in-depth analysis of the anticipated expenditure and accompanying financing of the Beeston Town Centre Phase 2 Development. This provided details of expenditure incurred in 2018/19 and current projections for the scheme over the following years.

RESOLVED that the budget in the 2019/20 capital programme for the Beeston Town Centre Phase 2 Development be increased by £1,000,000 to £3,553,850.

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Decisions taken by the Jobs and Economy Committee on Thursday, 5 September 2019

Agenda Item No	Topic	Decision
4	Key Sites Update	The Committee NOTED the report.
5	Mushroom Farm Industrial Units - New Build	RESOLVED unanimously that support for the EOI bid submission (and any subsequent bids) funding towards four new industrial buildings on Mushroom Farm Court in Eastwood, and support progressing the scheme in principle, be approved.
6	Broxtowe Business Start-Up Grant Scheme Report	The Committee NOTED the report.
7	Occupancy of Town Centres and Main Employment Sites (Industrial) Update	The Committee NOTED the report.
8	Extending the Benefits of Economic Growth From HS2 to the North of Broxtowe	RECOMMENDED to the Finance and Resources Committee that the following projects be funded using ITPS funding for the North of Broxtowe: a) The commissioning of an engineering study demonstrating how a tram extension from the Toton HS2 hub station to Langley Mill and Kimberley could be reliably delivered. b) The commissioning of a report to demonstrate the economic, social and environmental benefits of such a proposal, in order to produce a compelling case to justify the investment required.
9	Update Report on Progress on The Review of the Greater Nottingham Aligned Core Strategies	The Committee NOTED the report.

Decisions taken by the Jobs and Economy Committee on Thursday, 5 September 2019

Agenda Item No	Topic	Decision
10	Hs2 Update: Design Refinement Consultation	RESOLVED that: <ol style="list-style-type: none"> 1. To respond to the consultation, having regard to the points contained in this report and the appendix; 2. To request that HS2 Ltd prepares a report on the environmental, social and economic advantages and disadvantages of tunnelling the route through Broxtowe.
11	Performance Management - Review of Business Plan Progress - Business Growth - Outturn Report	The Committee NOTED the report.
12	Work Programme	RESOLVED that the Work Programme, as amended, be approved.

Decisions taken by the Personnel Committee on Monday, 16 September 2019

Agenda Item No	Topic	Decision
3	Terms of Reference	The Committee NOTED the report.
4.1	Local Joint Consultative Committee (reference)	12 September 2019 <u>Whistleblowing Policy</u> RESOLVED that amendments to the Whistleblowing Policy be approved.
4.2	Local Joint Consultative Committee (reference)	12 September 2019 <u>Code of Conduct</u> RESOLVED that amendments to the Code of Conduct be approved.
4.3	Local Joint Consultative Committee (reference)	12 September 2019 <u>Attendance Management Policy</u> RESOLVED that amendments to the Code of Conduct be approved.
4.4	Local Joint Consultative Committee (reference)	12 September 2019 <u>Dying to Work Charter</u> RESOLVED that the Dying to Work Charter be approved.
4.5	Local Joint Consultative Committee (reference)	12 September 2019 <u>Leave Scheme</u> RESOLVED that the amendments to the Leave Scheme be approved.

Decisions taken by the Personnel Committee on Monday, 16 September 2019

Agenda Item No	Topic	Decision
4.6	Local Joint Consultative Committee (reference)	12 September 2019 <u>Menopause in the Workplace Policy</u> RESOLVED that the introduction of the Menopause in the Workplace Policy be approved.
4.7	Local Joint Consultative Committee (reference)	12 September 2019 <u>Domestic Abuse Policy</u> RESOLVED that the introduction of a new Domestic Abuse Policy be approved.
5	Restructure of Learning and Development Team, Including Proposed Learning and Development Apprentice	RESOLVED to implement the proposed changes to the Human Resources Section.
6	Performance Management - Business Plan Progress Support Service Areas - Human Resources	The Committee NOTED the report.
7	Work Programme	RESOLVED that the Work Programme be approved, subject to the inclusion of further reports on support offered to employees dealing with domestic violence cases, review of technology at Kimberley Depot, health profiling of staff and staff engagement.

Decisions taken by the Housing Committee on Wednesday, 18 September 2019

Agenda Item No	Topic	Decision
4	Annual Report	RESOLVED that the Housing Service Annual Report 2018/2019 be approved.
5	Acquisitions Policy	RESOLVED that the Acquisitions Policy be approved.
6	Fixed Term Tenancies	RESOLVED that the statutory process of consultation to end Fixed Term Tenancies be commenced with affected tenants and that Fixed Term Tenancies no longer be offered to new tenants of the Council.
7	Income Management Policies	RESOLVED that the Rent Setting Policy, Income Collection Policy and Financial Inclusion Policy be approved.
8	Grenfell Response Update	RESOLVED that the Chair of the Housing Committee write to the Secretary of State regarding the need for guidance on Fire door standards.
9	Performance Management - Review of Business Plan Progress - Housing	The Committee NOTED the report.
10	Housing Revenue Account - Update to Business Plan Financial Model	RECOMMENDED to Council that the financial model for the Housing Revenue Account be approved.
11	Work Programme	RESOLVED that the Work Programme be approved.
13	Aids and Adaptations Case	RESOLVED that the aids and adaptations works be approved.
14	Contract for Condition Survey	RESOLVED that the contract be awarded.
15	Housing Options Restructure	RECOMMENDED to the Personnel Committee that the new Housing Options Team structure be approved.
16	Rentsense Software - Contract Extension	RECOMMENDED to the Finance and Resources Committee that contract be extended.

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Decisions taken by the Community Safety Committee on Thursday, 19 September 2019

Agenda Item No	Topic	Decision
4	Anti-Social Behaviour Case Review (Community Trigger) Policy and Procedure	RESOLVED that the Anti-Social Behaviour Case Review Policy be approved.
5	Dog Fouling	RECOMMENDED to the Finance and Resources Committee that signage be provided in parks and open spaces where none currently exists and that signage be replaced as necessary.
6	Serious and Organised Crime Strategy	RESOLVED that the Serious Organised Crime Strategy be approved.
7	Modern Slavery and Human Trafficking Statement	RESOLVED that the Modern Slavery and Human Trafficking Statement 2018/19 be approved.
8	Hate Crime pledge	RESOLVED that the Chair of the Community Safety Committee be authorised to sign the Hate Crime Pledge on behalf of Broxtowe Borough Council.
9	Performance Management - Review of Business Plan Progress - Community Safety and Health	The Committee NOTED the report.
10	Work Programme	RESOLVED that the Work Programme, as amended, be approved.

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Decisions taken by the Governance, Audit and Standards Committee on Monday, 23 September 2019

Agenda Item No	Topic	Decision
3	Minutes	The minutes were approved.
4	Annual Audit Letter	The Committee NOTED the report.
5	Internal Audit Progress Report	The Committee NOTED the report.
6	Review of Strategic Risk Register	RESOLVED that the amendments to the Strategic Risk Register and the actions to mitigate risks as set out in appendix 2 be approved.
7	Local Government Ombudsman and Housing Ombudsman Service Annual Review Letters	The Committee NOTED the report.
8	Report of the Interim Monitoring Officer	The Committee NOTED the report.
9	Work Programme	RESOLVED that the Work Programme be approved, subject to the inclusion of further reports on compliance to the Corporate Strategy, Corporate Governance and a review of the Council's arrangements for dealing with standards complaints.

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Decisions taken by the Environment and Climate Change Committee on Tuesday, 1 October 2019

Agenda Item No	Topic	Decision
3	Terms of Reference	The Committee NOTED the report.
4	Pride in Parks - Play Area and Parks/Open Space Improvements	The Committee NOTED the report.
5	Investing in a Greener Fleet	The Committee NOTED the report.
6	Options for Bulky Waste	RESOLVED that Option 3 contained within the report be implemented.
7	Clean and Green Update	The Committee NOTED the report.
8	Performance Management - Review of Business Plan Progress - Environment	The Committee NOTED the report.
9	Work Programme	RESOLVED that the Work Programme, as amended, be approved.
11	Environmental Services Review	RECOMMENDED to the Personnel Committee that the revised structure for the Environmental Services Section as set out in appendix 2 of the report be approved.

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Decisions taken by the Policy and Performance Committee on Wednesday, 2 October 2019

Agenda Item No	Topic	Decision
4.1	Housing Committee (reference)	18 September 2019 <u>Housing Options Restructure</u> RESOLVED that the Housing Options Team structure, including the posts of Housing Options Manager, Housing Options Officer and Domestic Abuse and Private Sector Coordinator be approved with the deletion of the existing posts.
5	Beeston Town Centre Redevelopment	RESOLVED to continue to delegate to the Deputy Chief Executive all key approvals, in consultation with the cross-party Project Board, and subject to the overall project cost remaining within the financial limits already set or subsequently changed by the Finance and Resources Committee and/or Full Council as appropriate.
6	Customer Services Strategy 2019-2021	RESOLVED to accept the amendment to carry out an Equality Impact Assessment and adopt the Strategy.
7	LGA Peer review	RESOLVED to invite the LGA to conduct a peer challenge of Broxtowe Borough Council.
8	Greater Nottingham Growth Options Study	RESOLVED that the Council act as lead authority on behalf of the Greater Nottingham Councils in the procurement of a Greater Nottingham Growth Options Study and the Section 151 Officer be given delegated authority to accept the tender and sign the tender contract on behalf of the Council once appointment is made.
9	Review of Corporate Plan Progress and Financial Performance	The Committee NOTED the report.

Decisions taken by the Policy and Performance Committee on Wednesday, 2 October 2019

Agenda Item No	Topic	Decision
10	Work Programme	RESOLVED that the Work Programme be approved.
13	Beeston Town Centre Redevelopment	RESOLVED to continue to delegate to the Deputy Chief Executive issues regarding the contract negotiations.

Joint report of the Chief Executive and Deputy Chief Executive

**HOUSING REVENUE ACCOUNT – UPDATE TO BUSINESS PLAN
FINANCIAL MODEL**

1. Purpose of report

To recommend an updated Housing Revenue Account (HRA) financial model to Council for approval reflecting the 2019/20 budget and other recent changes and to note the capacity within the financial model for the provision of new housing.

2. Background

In February 2012 the Council approved a 30 year HRA business plan for the period 2012 through to 2041. This Included a detailed financial plan and tables modelling the capital programme and revenue position for the HRA through to 2041. The financial model has subsequently been updated and approved by Council during each financial year.

This year the modelling has taken place using the services of Jeremy Cookson from GL Hearn. Jeremy worked with the Council on the 2018 review of housing intervention options. The model used for this update is used by over 50 other local authorities. The key assumptions within the financial model are set out in appendix 1 along with the main conclusions. Appendix 2 provides details of the planned capital programme over the 30 year period from 2019/20 to 2048/49 and how this could be financed. Appendix 3 shows how appendices 1 and 2 would impact upon the HRA balance and appendix 4 outlines potential new provision scenarios along with accompanying assumptions.

3. Financial implications

The financial model shows that the HRA is projected to be viable for the next 30 years and there is sufficient flexibility to provide the necessary finance for the capital programme and for a substantial new provision programme.

The 2019/20 capital programme includes £100,000 for a HRA stock condition survey. A progress report is on this agenda. The financial model makes no assumptions with regards to the outcome of the survey. It is anticipated that the results of the survey will be available to inform the production of the 2020/21 budget and subsequent incorporation within a further update of the financial model to be presented to the Housing Committee in 2020.

Recommendation

The Committee is asked to:

1. **RECOMMEND to Council that the updated financial model for the Housing Revenue Account be approved.**
2. **NOTE the capacity within the financial model for the provision of new housing**

Background papers

Nil

APPENDIX 1

1. Key Assumptions

The updated financial model has been prepared incorporating projections for revenue and capital expenditure based on the 2019/20 budget approved initially by Housing Committee on 16 January 2019 and then by Finance and Resources Committee on 14 February 2019 before final approval by Council on 6 March 2019.

This is a base model and does not include any additional expenditure or financing assumptions in relation to new housing provision other than that already approved by the Housing Committee and Finance and Resources Committee. The financial model therefore includes the following schemes already approved in the 2019/20 Capital Programme:

	£
Buy Back of Former Right to Buy Properties	133,350
HRA Acquisition of properties	1,000,000
Dementia friendly bungalows	270,850
Total	1,404,200

There is the potential for interest rate risk with regards to the re-financing of existing loans that mature and any new borrowing that is undertaken. In order to mitigate this, the model includes an increase in the provision for interest on loans from year 3 (up from 3.02% to 3.78%). The existing PWLB 30 year maturity (as at 19 August 2019) rate is 2.11%.

The rest of the key assumptions are as follows:

Base Year		2019.20
RPI		
	From Year:	
	2	2.90%
CPI		
	From Year:	
	2	2.00%
Opening Dwellings		
Tenanted		4,421
Shared Ownership		-
Leasehold		294
Rents		
Average Rent		£ 70.54
Number of Rent Weeks		48
Voids & Bad debts		
Void Allowance:		
	From Year:	
	1	1.50%
	2	1.50%
Allowance for Bad Debts:		
	From Year:	
	1	1.74%
	2	1.00%
Income:		
Non Dwelling Rents		£ 314,800
Charges for Services & Facilities		£ 849,920
Contributions Towards Expenditure		£ -
Right to Buy Sales:		
	Year 1	30
	Year 2	30
	Year 3	30
	Year 4	30
	Year 5	30
	Years 6 to 30	750
Average RTB Value		£ 87,456
Average Discount		£ 30,610
RTB Admin per Sale		£ 1,300
HRA Use of Transaction Costs		100.00%
HRA Use of Allowable Debt		100.00%
HRA Use of LA Assumed Income		100.00%
HRA Use of Buyback allowance		100.00%
HRA Use of Receipts for Replacement Homes		100.00%

Management Costs:**Tenanted**

Supervision & Management

£	2,928,801
£	-
£	2,928,801

Total

Service Costs**Tenanted**

Services

£	1,672,637
£	-
£	1,672,637

Total

Other Expenditure

Other Revenue Spend

£	98,100
£	-

Miscellaneous Expenditure

Depreciation

Depreciation per Unit

£	883.38
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Revenue Repairs & Maintenance (Cat 1 Only)

Year 1

£	3,437,021
---	-----------

Year 2

£	3,437,021
---	-----------

Year 3

£	3,437,021
---	-----------

Year 4

£	3,437,021
---	-----------

Year 5

£	3,437,021
---	-----------

Years 6 to 30

£	85,925,525
---	------------

Total

£	103,110,630
---	-------------

Real Growth on Other Costs

From Year:

2

0.00%

Major Repairs & Improvements (Cat 1 Only)

Year 1

£	5,699,800
---	-----------

Year 2

£	5,447,881
---	-----------

Year 3

£	5,330,892
---	-----------

Year 4

£	3,631,449
---	-----------

Year 5

£	5,628,545
---	-----------

Years 6 to 30

£	123,905,296
---	-------------

Total

£	149,643,863
---	-------------

Real Growth on Other Costs

From Year:

2

0.00%

New Build

Number of New Build Units

12

Opening Balances

Revenue Reserves	£ 6,796,000
Major Repairs Reserve	£ -
HRA RTB Receipts for Replacement Homes	£ 1,039,000
Loans Outstanding	£ 81,330,000

Borrowing & Interest Rates

Average interest Rate on Borrowing

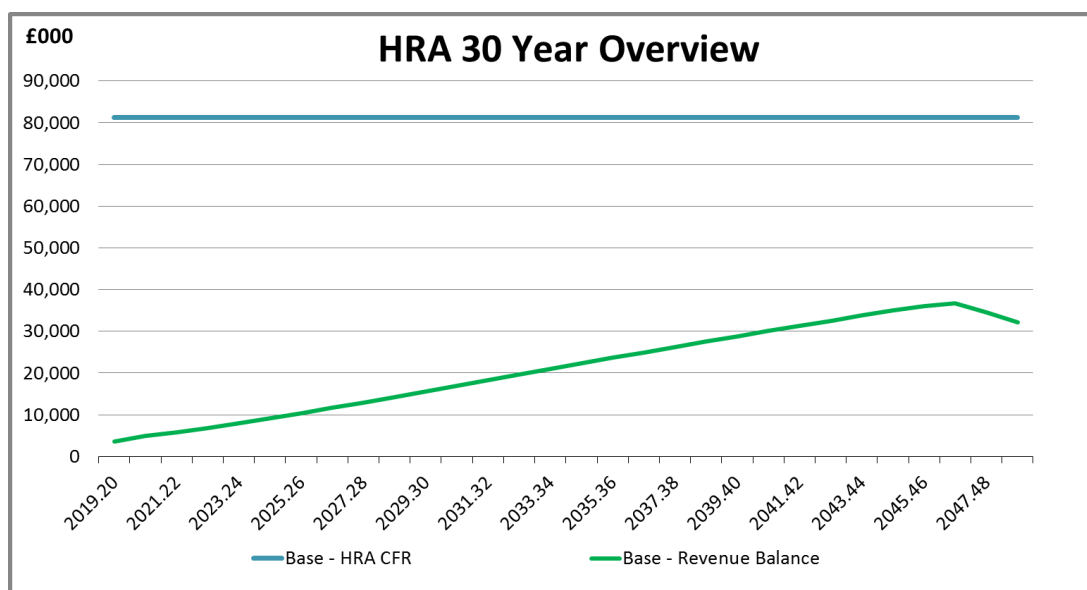
Year 1	3.02%
Year 2	3.02%
Year 3	3.78%
Year 4	3.78%
Year 5	3.78%

Average interest Rate on Investments

1	3.65%
2	1.73%
3	1.73%
4	1.73%
5	1.73%

2. Main Conclusions

The graph below shows an overview of the financial model represented by the 30 year projections for housing debt and HRA revenue balances.



No assumptions have been made in the model for the repayment of housing debt which remains at £81m throughout the 30 year period. With the absence of loan repayments there is growth in projected housing balances up until 2046/47. Thereafter, revenue contributions to support projections for an increased major works programme (based on the stock condition survey) are required and balances reduce from a high of £37m to £32m in 2048/49.

It is important to note that the model assumes projecting right to buy (RTB) sales of 30 per year and that the base assumptions incorporate approved schemes delivering just 12 new homes (including 2 dementia friendly bungalows). Overall the housing stock within this base plan drops from 4,421 in April 2019 to 3,533 by the end of 2048/49 i.e. a drop of 888 dwellings.

Clearly there is scope within the financial model to support new housing provision. This support can come from a combination of surplus balances, RTB receipts and additional HRA borrowing. In a consultation paper published in August 2018 the Government also stated that it was considering allowing local authorities to “top-up” insufficient Right to Buy receipts with funding from the Affordable Homes Programme. In the absence of further statements on this issue, it can be concluded that there may also be a possibility of accessing grant where the council has insufficient RTB 1-4-1 receipts to meet 30% of new provision costs.

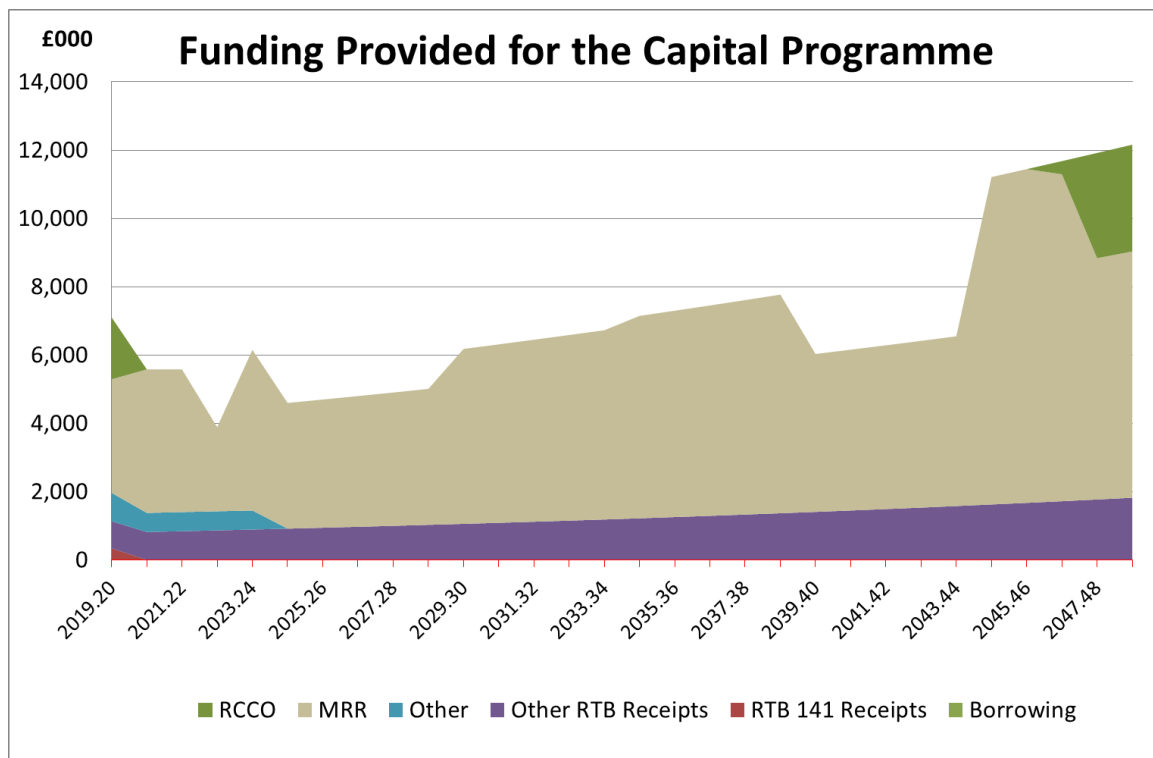
APPENDIX 2

Detailed Planned Capital Programme and Financing 2019/20 to 2048/49**Major Repairs and Improvements Financing**

(expressed in money terms)

Expenditure					Financing						
Year	Year	Major Works & Imps	New Build Development Costs	Total Expenditure	Borrowing	RTB 141 Receipts	Other RTB Receipts	Other	MRR	RCCO	Total Financing
		£,000	£,000	£,000	£,000	£,000	£,000	£,000	£,000	£,000	£,000
1	2019.20	5,700	1,404	7,104	0	340	795	830	3,325	1,814	7,104
2	2020.21	5,579	0	5,579	0	0	818	559	4,203	0	5,579
3	2021.22	5,580	0	5,580	0	0	841	559	4,179	0	5,580
4	2022.23	3,888	0	3,888	0	0	866	559	2,464	0	3,888
5	2023.24	6,151	0	6,151	0	0	891	557	4,704	0	6,151
6	2024.25	4,596	0	4,596	0	0	916	0	3,680	0	4,596
7	2025.26	4,696	0	4,696	0	0	943	0	3,754	0	4,696
8	2026.27	4,798	0	4,798	0	0	970	0	3,828	0	4,798
9	2027.28	4,902	0	4,902	0	0	998	0	3,904	0	4,902
10	2028.29	5,008	0	5,008	0	0	1,027	0	3,981	0	5,008
11	2029.30	6,179	0	6,179	0	0	1,057	0	5,123	0	6,179
12	2030.31	6,312	0	6,312	0	0	1,087	0	5,225	0	6,312
13	2031.32	6,448	0	6,448	0	0	1,119	0	5,329	0	6,448
14	2032.33	6,585	0	6,585	0	0	1,151	0	5,434	0	6,585
15	2033.34	6,726	0	6,726	0	0	1,185	0	5,541	0	6,726
16	2034.35	7,146	0	7,146	0	0	1,219	0	5,927	0	7,146
17	2035.36	7,297	0	7,297	0	0	1,255	0	6,043	0	7,297
18	2036.37	7,452	0	7,452	0	0	1,291	0	6,161	0	7,452
19	2037.38	7,609	0	7,609	0	0	1,328	0	6,281	0	7,609
20	2038.39	7,769	0	7,769	0	0	1,367	0	6,402	0	7,769
21	2039.40	6,030	0	6,030	0	0	1,407	0	4,623	0	6,030
22	2040.41	6,156	0	6,156	0	0	1,448	0	4,709	0	6,156
23	2041.42	6,285	0	6,285	0	0	1,490	0	4,795	0	6,285
24	2042.43	6,415	0	6,415	0	0	1,533	0	4,882	0	6,415
25	2043.44	6,548	0	6,548	0	0	1,578	0	4,971	0	6,548
26	2044.45	11,213	0	11,213	0	0	1,624	0	9,589	0	11,213
27	2045.46	11,444	0	11,444	0	0	1,671	0	9,773	0	11,444
28	2046.47	11,678	0	11,678	0	0	1,719	0	9,574	385	11,678
29	2047.48	11,917	0	11,917	0	0	1,770	0	7,067	3,080	11,917
30	2048.49	12,160	0	12,160	0	0	1,821	0	7,211	3,127	12,160

The model indicates that sufficient capital resources will be available to meet the planned capital spend over the lifetime of the programme. This is shown in the following diagram::



APPENDIX 3

Operating Account

(expressed in money terms)

		Income			Expenditure														
Year	Year	Net rent Income	Other income	Total Income	Managt.	Depreciation	Responsive & Cyclical	Other Revenue spend	Total expenses	Capital Charges	Net Operating (Expenditure)	Repayment of loans	RCCO	Surplus (Deficit) for the Year	Surplus (Deficit) b/fwd	Interest	Surplus (Deficit) c/fwd		
		£,000	£,000	£,000	£,000	£,000	£,000	£,000	£,000	£,000	£,000	£,000	£,000	£,000	£,000	£,000	£,000		
1	2019.20	14,435	1,165	15,599	(4,601)	(3,905)	(3,437)	(98)	(12,042)	(2,456)	1,101	0	(1,814)	(713)	4,003	236	3,526		
2	2020.21	14,905	1,198	16,104	(4,727)	(3,991)	(3,526)	(101)	(12,345)	(2,456)	1,302	0	0	1,302	3,526	114	4,943		
3	2021.22	15,273	1,233	16,507	(4,853)	(4,090)	(3,609)	(104)	(12,656)	(3,074)	776	0	0	776	4,943	122	5,841		
4	2022.23	15,623	1,269	16,892	(4,982)	(4,180)	(3,695)	(107)	(12,964)	(3,074)	855	0	0	855	5,841	143	6,839		
5	2023.24	15,981	1,306	17,287	(5,114)	(4,272)	(3,783)	(110)	(13,278)	(3,074)	934	0	0	934	6,839	162	7,935		
6	2024.25	16,345	1,344	17,689	(5,250)	(4,365)	(3,872)	(113)	(13,600)	(3,074)	1,015	0	0	1,015	7,935	179	9,129		
7	2025.26	16,636	1,383	18,019	(5,389)	(4,460)	(3,963)	(116)	(13,929)	(3,074)	1,016	0	0	1,016	9,129	212	10,356		
8	2026.27	16,932	1,423	18,354	(5,532)	(4,557)	(4,057)	(120)	(14,266)	(3,074)	1,014	0	0	1,014	10,356	245	11,616		
9	2027.28	17,231	1,464	18,695	(5,679)	(4,656)	(4,153)	(123)	(14,611)	(3,074)	1,010	0	0	1,010	11,616	280	12,906		
10	2028.29	17,535	1,506	19,042	(5,830)	(4,757)	(4,250)	(127)	(14,963)	(3,074)	1,004	0	0	1,004	12,906	315	14,225		
11	2029.30	17,844	1,550	19,394	(5,984)	(4,859)	(4,350)	(131)	(15,324)	(3,074)	995	0	0	995	14,225	343	15,563		
12	2030.31	18,157	1,595	19,752	(6,143)	(4,964)	(4,452)	(134)	(15,694)	(3,074)	984	0	0	984	15,563	361	16,907		
13	2031.32	18,474	1,641	20,115	(6,306)	(5,070)	(4,557)	(138)	(16,071)	(3,074)	970	0	(0)	970	16,907	380	18,257		
14	2032.33	18,796	1,689	20,485	(6,473)	(5,179)	(4,663)	(142)	(16,458)	(3,074)	953	0	0	953	18,257	398	19,608		
15	2033.34	19,123	1,738	20,861	(6,645)	(5,290)	(4,772)	(146)	(16,853)	(3,074)	933	0	0	933	19,608	417	20,959		
16	2034.35	19,454	1,788	21,242	(6,821)	(5,402)	(4,884)	(151)	(17,258)	(3,074)	910	0	0	910	20,959	433	22,302		
17	2035.36	19,789	1,840	21,630	(7,001)	(5,517)	(4,998)	(155)	(17,671)	(3,074)	884	0	0	884	22,302	447	23,634		
18	2036.37	20,130	1,894	22,023	(7,187)	(5,634)	(5,114)	(159)	(18,095)	(3,074)	854	0	(0)	854	23,634	461	24,949		
19	2037.38	20,475	1,948	22,423	(7,377)	(5,753)	(5,233)	(164)	(18,528)	(3,074)	821	0	(0)	821	24,949	475	26,245		
20	2038.39	20,824	2,005	22,829	(7,573)	(5,874)	(5,355)	(169)	(18,970)	(3,074)	785	0	0	785	26,245	488	27,518		
21	2039.40	21,179	2,063	23,242	(7,773)	(5,998)	(5,479)	(174)	(19,423)	(3,074)	744	0	0	744	27,518	516	28,778		
22	2040.41	21,538	2,123	23,661	(7,979)	(6,123)	(5,606)	(179)	(19,887)	(3,074)	700	0	0	700	28,778	562	30,040		
23	2041.42	21,901	2,185	24,086	(8,190)	(6,251)	(5,735)	(184)	(20,360)	(3,074)	651	0	0	651	30,040	608	31,300		
24	2042.43	22,270	2,248	24,518	(8,406)	(6,381)	(5,868)	(189)	(20,845)	(3,074)	599	0	0	599	31,300	656	32,554		
25	2043.44	22,643	2,313	24,956	(8,629)	(6,514)	(6,003)	(195)	(21,340)	(3,074)	541	0	0	541	32,554	703	33,798		
26	2044.45	23,021	2,380	25,401	(8,857)	(6,649)	(6,141)	(200)	(21,847)	(3,074)	480	0	0	480	33,798	712	34,990		
27	2045.46	23,404	2,449	25,853	(9,091)	(6,786)	(6,283)	(206)	(22,365)	(3,074)	413	0	0	413	34,990	681	36,084		
28	2046.47	23,791	2,520	26,311	(9,331)	(6,925)	(6,427)	(212)	(22,895)	(3,074)	342	0	(385)	(43)	36,084	647	36,687		
29	2047.48	24,183	2,593	26,777	(9,578)	(7,067)	(6,574)	(218)	(23,437)	(3,074)	265	0	(3,080)	(2,815)	36,687	610	34,483		
30	2048.49	24,580	2,669	27,249	(9,831)	(7,211)	(6,724)	(225)	(23,991)	(3,074)	184	0	(3,127)	(2,944)	34,483	571	32,110		

APPENDIX 4

New Provision Scenarios

New provision of council housing may be through acquisitions or new build. Ten new provision scenarios are illustrated in the model. These scenarios don't distinguish between acquisition and new build and the costings are only intended to be indicative.

Retained RTB receipts (1-4-1 receipts) may be used to fund up to 30% of the cost of new provision. However, the availability of these receipts depends on numbers of RTB sales and the discounted sale prices achieved. In Broxtowe's case modelling indicates that there will be insufficient to cover 30% of the cost of replacing homes sold under RTB. The shortfall will therefore have to be met either from other HRA resources or Affordable Housing Programme grant (subject to successful grant applications).

The scenarios modelled do not relate to specific schemes but instead are intended to give an indication of the capacity within the HRA to fund new housing. They cover programmes over a ten year period and deliver between 30 and 120 homes per year. The scenarios also compare the implications of:

- Schemes based on Social Housing rents with schemes using the higher Affordable Housing rents
- Accessing (or not accessing) Affordable Housing Programme grant

The table on the next page sets out each scenario comparing a range of performance factors, including debt per unit, net present value and the impact on HRA balances and loans outstanding.

Illustrative Outcomes from New Provision Scenario Modelling - 10 Year Programme														
	Ref	New rented housing per year	Total over 10 Years	Affordable Rent : Social Rent	Grant status	Total Dev. Cost £000	% Funded from 141 receipts + grant	Debt per unit £000	Total Extra Debt £000	Net Present Value £000	Net Present Value per unit £000	Year 30 HRA Debt £000	Year 30 HRA Rev Balance £000	Year 30 Debt Less Rev Balance £000
	Base Business Plan											81,330	32,110	49,220
1	Replace RTBs	30	300	0:100	No Grant	46,215	15%	78	23,434	(7,417)	(25)	104,764	11,097	93,667
2	Replace RTBs	30	300	100:0	No Grant	46,215	15%	74	22,276	(5,222)	(17)	103,606	18,899	84,707
3	Replace + 50%	45	450	0:100	No Grant	69,323	10%	112	50,517	(13,563)	(30)	131,846	2,046	129,800
4	Replace + 50%	45	450	100:0	No Grant	69,323	10%	105	47,166	(10,270)	(23)	128,496	12,152	116,344
5	Max	50	500	0:100	No Grant	77,026	9%	126	62,778	(15,622)	(31)	144,107	2,035	142,072
6	Max	70	700	100:0	No Grant	107,836	6%	128	89,914	(18,762)	(27)	171,245	2,048	169,197
7	Replace RTBs	30	300	0:100	With Grant	46,215	30%	50	15,023	(2,421)	(8)	96,353	18,683	77,670
8	Replace RTBs	30	300	100:0	With Grant	46,215	30%	46	13,865	(226)	(1)	95,195	26,485	68,710
9	Replace + 50%	45	450	0:100	With Grant	69,323	30%	71	32,155	(3,542)	(8)	113,485	15,553	97,932
10	Replace + 50%	45	450	100:0	With Grant	69,323	30%	68	30,418	(250)	(1)	111,748	27,257	84,491
11	Max	100	1000	0:100	With Grant	154,052	30%	95	94,969	(7,870)	(8)	176,299	4,076	172,223
12	Max	120	1200	100:0	With Grant	184,862	30%	94	113,179	(690)	(1)	194,509	31,111	163,398

Notes:

- Social Rents = Average Broxtowe formula rent + 10% (assuming higher capital values) - £80.78 per 52 week rent in 2019/20
- Affordable Rents – based on 80% of market rent - £92.00 per 52 week rent in 2019/20
- Grant = assumption that grant will cover shortfall of RTB 141 receipts i.e. bringing total to 30% of costs
- Development / acquisition cost = £135k per dwelling, increasing by RPI
- The NPVs are based on a 4% discount rate and a residual value of £135k per unit

The table shows that, even without Affordable Housing Programme grant, a significant new provision programme can be afforded through the HRA. For example, based on the lower of the two rent options (social rents), 50 dwellings per year could be provided whilst with affordable rents this would rise to over 70 dwellings per year.

If it is assumed that Affordable Housing Programme grant will be available to offset shortfalls in RTB 1-4-1 receipts then significantly improved cash flows and net present values can be achieved. With Affordable Housing Programme grant and the higher (affordable) rents, a programme in excess of 120 dwellings per year could be affordable.

These scenarios assume that no debt repayments would be made and that surplus balances would instead be held for future investment i.e. beyond the 10 year period being reviewed.

The table is reliant on the detailed assumptions underpinning the model as set out below.

New Provision Assumptions			
Assumption	Value	Comment	
Unit Cost 2019/20	£135,000	Increasing by RPI thereafter	
Average Weekly (52 weeks) Rent per dwelling:			
Social Rented	£80.78	Based on estimate of average Broxtowe formula rent, increased by 10% on the basis that the capital values of the new provision dwellings is likely (in the case of new build) to be higher.	
Affordable Rented	£92.00	Based on an assment of market rents on the Right Move site i.e. average £115 per week for 1 / 2 beds - then multiplied by 80% in accordance with the regulations.	
		All rents are increased by CPI + 1% for 5 years and then CPI + 0.5% thereafter	
Management Cost - incremental cost per dwelling per year	£265	This is the marginal rate applied in respect of RTB sales. It assumes that 40% of management costs are variable i.e. go up and down in relation to changes in stock numbers	
Repairs and Maintenance - incremental cost per dwelling per year	£583	This is the marginal rate applied in respect of RTB sales. It assumes that 75% of repairs costs are variable i.e. go up and down in relation to changes in stock numbers	
Major Repairs - incremental cost per dwelling per year	£1,080	This is based on industry formula of build cost x 0.8%. It is in line with the average major repairs expenditure on the existing stock - this averages at £1,051 over the first 10 years of the business plan.	
		All cost assumptions are assumed to increase with RPI (2.9%)	

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Report of the Chief Executive

INSPECTOR'S REPORT AND PROPOSED ADOPTION OF THE BROXTOWE PART 2 LOCAL PLAN

1. Purpose of report

To consider the Inspector's report on the Part 2 Local Plan and to ask that the Council adopts the Plan.

2. Background

The Part 2 Local Plan complements the Part 1 Local Plan, the Aligned Core Strategy, which was adopted in 2014. The Part 2 Local Plan allocates sites for new development in order, among other things, to ensure that the Council has a sufficient supply of housing land. It also contains policies which will be used in determining planning applications. The Plan has been prepared in consultation with local communities and it was the subject of examination hearings in December 2018. Members and officers have put considerable effort into producing the Plan and navigating through the examination and this is reflected in the fact that it will have taken just over 12 months from submission of the Plan to adoption. This process can take several years. It will also be necessary to amend the Local Development Scheme (LDS) to reflect these timescales.

The following information is included in the appendices:

- Further details on the benefits of having a Local plan adopted (appendix 1)
- A summary of the Inspectors main findings and main modifications (appendix 2)
- The Inspectors full report (appendix 3)
- The full schedule of main modifications (appendix 4)
- An amended Local Development Scheme (LDS) (appendix 5)

3. Financial considerations.

The adoption of the plan can be met within existing budgets.

Recommendation

Council is invited to CONSIDER the Inspector's report and it is RECOMMENDED that:

1. **The Broxtowe Part 2 Local Plan, in accordance with section 23 of the Planning and Compulsory Purchase Act 2004 be adopted.**
2. **All 'saved policies' from the 2004 Broxtowe Local Plan be deleted.**
3. **The Local Plan Policies Map incorporating the amendments as a consequence of adopting this Part 2 Local Plan and deleting policies from the 2004 Local Plan be approved.**
4. **Authority be delegated to make any necessary minor textual, presentational or layout amendments to the Head of Planning and Economic Development in consultation with the Leader of the Council and the Chair of the Jobs and Economy Committee.**
5. **The amended Local Development Scheme be adopted.**

Background papers: nil

APPENDIX 1Benefits of having an adopted Part 2 Local Plan

- Having a sufficient five-year housing land supply, and so reducing the likelihood of the Council's decisions being overturned on appeal, with consequent financial benefits.
- Having a sufficient housing land supply for the remainder of the plan period, to 2028.
- Enabling better management of development as a result of having up-to-date development management policies.
- Being in a stronger position to co-ordinate the delivery of necessary infrastructure to accompany new development.
- Strengthening the Council's position in bidding for external resources, from government and other agencies.
- Providing a clearer strategic policy framework in which Neighbourhood Plans can be prepared.
- Avoiding the need to go through the inevitably lengthy and very costly process of producing a new Plan.

Key stages in the preparation of the Part 2 Local Plan

- November 2013 – January 2014: Consultation on Site Allocations Issues and Options.
- February-March 2015: Consultation on Green Belt Review.
- February-March 2015: Consultation on Development Management Policies Issues and Options.
- October-November 2015: Consultation on Strategic Location for Growth at Toton.
- November 2015: Workshop with key stakeholders.
- July 2016: Topic-based workshops with stakeholders.
- August-October 2016: Consultation on Potential Additional Sites.
- October-November 2016: Site-specific workshops with stakeholders.
- February-March 2017: Additional consultation on alternative development site options at Brinsley.
- September 2017: Consultation on Publication version of Plan.
- July 2018: Submission of Plan.
- December 2018: Examination Hearings.
- May 2019: Consultation on Main Modifications.

Equalities Issues

- Equality impact assessments have been produced throughout the preparation of the Part 2 Local plan in order to inform its policies and allocations. The Inspector concludes at paragraph 190 of her report that she is satisfied that the policies of the plan, including the design and housing policies make provision for the disabled, take account of age and address the needs of other protected groups, including the provision of gypsy and traveller accommodation.

APPENDIX 2

Inspector's Final Report

The Council can adopt the Plan including the main modifications required to make the Plan sound. These are summarised below. There are further additional modifications which do not alter the main thrust of any of the policies or allocations and these are available to view on the Council's website.

Non-Technical Summary

This report concludes that the Broxtowe Part 2 Local Plan (LPP2) provides an appropriate basis for the planning of the Borough, provided that a number of main modifications (MMs) are made to it. Broxtowe Borough Council has specifically requested me to recommend any MMs necessary to enable the Plan to be adopted.

The MMs all concern matters that were discussed at the examination hearings. Following the hearings, the Council prepared schedules of the proposed modifications and carried out sustainability appraisal of them. The MMs were subject to public consultation over a six-week period. In some cases, I have amended their detailed wording and added consequential modifications where necessary. I have recommended their inclusion in the Plan after considering all the representations made in response to consultation on them.

The Main Modifications can be summarised as follows:

- Amendments to Policy 3.1 Chetwynd Barracks and the justification text to require the preparation of a Strategic Masterplan and revisions to the development requirements.
- Alterations to Policy 3.2 Land in the vicinity of HS2 Station at Toton and the justification text to require a Strategic Masterplan and provide clarity on the expectations within and beyond the plan period.
- Amendments to the requirements for development on a number of the allocated sites in order that the plan is justified and effective.
- Changes to Policy 7.2 Land south of Eastwood Road, Kimberley to reduce the capacity of the site in the interests of securing sustainable development and high-quality design.
- Deletion of Policy 7.3 Builders Yard, Eastwood Road, Kimberley due to deliverability issues.
- Rewording of Policy 23 and the justification text to ensure the management of development affecting heritage assets is effective and consistent with national policy.
- Amendments to Policy 27 and its justification text to ensure the designation of Local Green Space and the management of development within them is consistent with national policy.
- Alteration to Policy 28 to include the areas of green infrastructure unsuitable to be designated as Local Green Space.

- Amendments to the Housing Trajectory to include updated information.
- Deletion of the requirement for self-build and custom homes in Policy 15 to ensure the policy is justified and effective.
- Clarification of the Council's approach to the provision of Gypsy and Traveller sites in Policy 16 in the interests of effectiveness and consistency with national policy.
- A range of other alterations to development management policies necessary to ensure they are justified, effective and consistent with national policy.
- The addition of an appendix to set out which policies in the existing development plan are superseded.

Report to Broxtowe Borough Council

by Helen Hockenhull BA (Hons) B. PI MRTPI
an Inspector appointed by the Secretary of State
Date: 7 October 2019

Planning and Compulsory Purchase Act 2004
(as amended)
Section 20

Report on the Examination of the Broxtowe Part 2 Local Plan

The Plan was submitted for examination on 31 July 2018

The examination hearings were held between 4th and 13th December 2018

File Ref: PINS/J3015/429/5

Abbreviations used in this report

ACS	Broxtowe, Gedling and Nottingham City Aligned Core Strategies
GBR	Green Belt Review
Ha	Hectares
HS2	High Speed Two
LNR	Local Nature Reserve
LWS	Local Wildlife Site
JPAB	Greater Nottingham Joint Planning and Advisory Board
LPP2	Broxtowe Part 2 Local Plan
MM	Main Modification
MOD	Ministry of Defence
NPPF	National Planning Policy Framework (the Framework)
NET	Nottingham Express Transit
PPTS	Planning Policy for Traveller Sites
SA	Sustainability Appraisal
SHLAA	Strategic Housing Land Availability Assessment
SoCG	Statement of Common Ground
SuDS	Sustainable Urban Drainage System

Non-Technical Summary

This report concludes that the Broxtowe Part 2 Local Plan (LPP2) provides an appropriate basis for the planning of the Borough, provided that a number of main modifications [MMs] are made to it. Broxtowe Borough Council has specifically requested me to recommend any MMs necessary to enable the Plan to be adopted.

The MMs all concern matters that were discussed at the examination hearings. Following the hearings, the Council prepared schedules of the proposed modifications and carried out sustainability appraisal of them. The MMs were subject to public consultation over a six-week period. In some cases, I have amended their detailed wording and added consequential modifications where necessary. I have recommended their inclusion in the Plan after considering all the representations made in response to consultation on them.

The Main Modifications can be summarised as follows:

- Amendments to Policy 3.1 Chetwynd Barracks and the justification text to require the preparation of a Strategic Masterplan and revisions to the development requirements.
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- Amendments to the requirements for development on a number of the allocated sites in order that the plan is justified and effective.
- Changes to Policy 7.2 Land south of Eastwood Road, Kimberley to reduce the capacity of the site in the interests of securing sustainable development and high-quality design.
- Deletion of Policy 7.3 Builders Yard, Eastwood Road, Kimberley due to deliverability issues.
- Rewording of Policy 23 and the justification text to ensure the management of development affecting heritage assets is effective and consistent with national policy.
- Amendments to Policy 27 and its justification text to ensure the designation of Local Green Space and the management of development within them is consistent with national policy.
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- Deletion of the requirement for self-build and custom homes in Policy 15 to ensure the policy is justified and effective.
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- A range of other alterations to development management policies necessary to ensure they are justified, effective and consistent with national policy.
- The addition of an appendix to set out which policies in the existing development plan are superseded.

Introduction

1. This report contains my assessment of the Broxtowe Part 2 Local Plan in terms of Section 20(5) of the Planning & Compulsory Purchase Act 2004 (as amended). It considers first whether the Plan's preparation has complied with the duty to co-operate. It then considers whether the Plan is sound and whether it is compliant with the legal requirements. The National Planning Policy Framework (NPPF) 2012 (paragraph 182) makes it clear that in order to be sound, a Local Plan should be positively prepared, justified, effective and consistent with national policy. The revised NPPF was published in July 2018 and further revised in February 2019. It includes a transitional arrangement in paragraph 214 whereby, for the purpose of examining this Plan, the policies in the 2012 NPPF will apply. Similarly, where the Planning Practice guidance (PPG) has been updated to reflect the revised NPPF, the previous versions of the PPG apply for the purposes of this examination under the transitional arrangement. Therefore, unless stated otherwise, references in this report are to the 2012 NPPF and the versions of the PPG which were extant prior to the publication of the 2018 NPPF.
2. The starting point for the examination is the assumption that the Council has submitted what it considers to be a sound plan. The Broxtowe Part 2 Local Plan 2018-2028 (LPP2) submitted at the end of July 2018 is the basis for my examination. The submission version includes a number of proposed modifications put forward by the Council to address representations to the publication version of the plan. As these were not subject to public consultation prior to submission, I have considered them as part of the examination process.

Main Modifications

3. In accordance with section 20(7C) of the 2004 Act, the Council requested that I should recommend any main modifications [MMs] necessary to rectify matters that make the Plan unsound and thus incapable of being adopted. My report explains why the recommended MMs, all of which relate to matters that were discussed at the examination hearings, are necessary. The MMs are referenced in bold in the report in the form MM1, MM2, MM3 etc, and are set out in full in the Appendix.
4. Following the examination hearings, the Council prepared a schedule of proposed MMs and carried out sustainability appraisal and Habitats Regulation Assessment of them. The MM schedule was subject to public consultation for six weeks. I have taken account of the consultation responses in coming to my conclusions in this report and in this light, I have made some amendments to the detailed wording of the main modifications and added consequential modifications where these are necessary for consistency or clarity. None of the amendments significantly alters the content of the modifications as published for consultation or undermines the participatory processes and sustainability appraisal that has been undertaken.

Policies Map

5. The Council must maintain an adopted policies map which illustrates geographically the application of the policies in the adopted development plan. When submitting a local plan for examination, the Council is required to provide a submission policies map showing the changes to the adopted policies map that would result from the proposals in the submitted local plan. In this case, the submission policies map comprises two plans, one for the north of the borough and one for the south as set out in CD/05 and CD/06.
6. The policies map is not defined in statute as a development plan document and so I do not have the power to recommend main modifications to it. However, a number of the published MMs to the Plan's policies require further corresponding changes to be made to the policies map. These include the deletion of the Eastwood Road Builders Yard, Kimberley (Policy 7.3); the altered site boundaries for land east of Coventry Lane (Policy 3.3) and land south of Kimberley including Kimberley Depot (Policy 7.1); the removal of Local Green Space designations at Bramcote Hills and Bramcote Ridge, Burnt Hill, Bramcote, Catstone Hill Ridge, Strelley, Stapleford Hill and Windmill Hill, Stapleford and the inclusion of these sites as green infrastructure assets (Policy 28). These further changes were published for consultation alongside the MMs.
7. When the Plan is adopted, in order to comply with the legislation and give effect to the Plan's policies, the Council will need to update the adopted policies map to include all the changes proposed.

Assessment of Duty to Co-operate

8. Section 20(5)(c) of the 2004 Act requires that I consider whether the Council complied with any duty imposed on it by section 33A in respect of the LPP2's preparation.
9. There is a history of joint working and cooperation between the Councils that make up the Greater Nottingham area; Broxtowe, Erewash, Gedling, Rushcliffe and Nottingham City. The preparation of the Broxtowe, Gedling and Nottingham City Aligned Core Strategies (ACS) was part of this process overseen by the Greater Nottingham Joint Planning Advisory Board (JPAB). A number of officer groups meet on an ongoing basis to discuss cross boundary issues and to ensure the continued coherent strategic planning of the area.
10. The strategic issues facing the borough include the Green Belt, housing and employment provision, the HS2 Hub at Toton as well as highways and infrastructure matters.
11. The Council sits on the East Midlands HS2 Strategic Board chaired by Nottingham City Council. This body provides strategic political guidance for the delivery of HS2 with the aim of maximising the economic benefits to the region. The Council is also represented on the Hub Station Delivery Board and other supportive officer groups. Proposals for the HS2 Hub Station at Toton have progressed through this joint working.

12. The Council's Duty to Cooperate Compliance Statement, CD/23, sets out in detail all the bodies the Council has cooperated with in addressing strategic issues. It outlines a number of outcomes including the shared spatial strategy of urban concentration with regeneration across the Greater Nottingham Housing Market Area and the preparation of joint evidence documents. These include the Nottingham Core Housing Market Area Assessment, the South Nottinghamshire Gypsy and Traveller Accommodation Assessment [GTAA], the Employment Land Forecasting Study, and the Greater Nottingham and Ashfield Green Belt Assessment Framework. It also refers to the positive engagement with regard to the formulation of development and policy requirements.
13. The Duty to Cooperate has been challenged on the basis that there has been no assessment of the scope to increase housing land supply in Nottingham City thereby avoiding the need for further Green Belt release in Broxtowe. However, strategic housing matters were addressed in the ACS. Furthermore, in line with the Duty to Cooperate, discussions were held with other authorities in the Greater Nottingham Housing Market Area through the JPAB. The evidence demonstrates that consideration was given to a range of alternative strategies before the Council concluded that Green Belt release would be necessary.
14. Overall, I am satisfied that where necessary the Council has engaged constructively, actively and on an on-going basis in the preparation of the Plan and that the duty to co-operate has therefore been met.

Assessment of Soundness

Background

15. The Broxtowe Local Plan has been prepared in two parts. Working with Gedling and Nottingham City Councils, an aligned and consistent planning strategy for this part of Greater Nottingham was prepared and adopted in September 2014. The Aligned Core Strategies (ACS) forms the Part 1 Plan and sets out the spatial vision for the Borough up to 2028. It contains strategic policies and guidance on how the anticipated level of development can occur in a sustainable way. It also describes in broad terms where the new homes, jobs and infrastructure will go.
16. Part 2 of the Local Plan contains allocations and development management policies to conform with the ACS. Its purpose is to provide a clear local framework to secure positive development to enhance the borough. This includes the allocation of sufficient sites in the right locations to align with the spatial strategy and meet the housing needs identified in ACS Policy 2 and a review of the Green Belt to facilitate the delivery of strategic locations for growth as necessary. Furthermore, the Part 2 Plan seeks to improve town and district centres and provide increased access to open space whilst protecting the historic and natural environment.

Main Issues

17. Taking account of all the representations, the written evidence and the discussions that took place at the examination hearings, I have identified six main issues upon which the soundness of the Plan depends. Under these

headings my report deals with the main matters of soundness rather than responding to every point raised by representors.

Issue 1 – Whether the LPP2 is consistent with the spatial strategy in the ACS in terms of the overall scale and distribution of housing it makes provision for and its approach to the release of land from the Green Belt.

18. The ACS in Policy 2 sets out a minimum number of 6150 new homes to be delivered in Broxtowe by 2028. The Policy also sets out a spatial distribution concentrating new homes in the main built up area of Nottingham, and then in the Key Settlements identified for growth namely Awsworth, Brinsley, Eastwood and Kimberley.
19. The LPP2 as submitted makes provision for 6,950 homes in the borough over the plan period. This figure has been updated by the Council to 7,512 dwellings, which includes 300 windfalls, following discussions with developers about the capacity of the strategic sites. This represents a figure 22% above the ACS requirement. The scale of housing proposed would therefore be sufficient to meet the minimum strategic requirement.
20. In terms of the distribution of new homes, the revised housing capacity proposed in LPP2 would significantly exceed the minimum figure of 3,800 dwellings for the main built up area by 1329 dwellings. In Awsworth and Brinsley, there would be a minor surplus in delivery, however, in Eastwood and Kimberley, there would be a shortfall of around 18% and just over 17% respectively.
21. The ACS is clear that most of Broxtowe's housing provision is to be met to the south of the borough within or adjoining the main built up area of Nottingham. However, it is recognised that some housing provision in the north of the borough is important to ensure that such settlements can expand to meet their growing needs. The ACS requires a minimum number of homes in the main built up area, which the LPP2 would exceed and an 'up to' figure for the remainder of the borough. Therefore, outside the main built up area, a delivery figure below the stated number in the ACS would be consistent with the policy expectation. Accordingly, I am satisfied that the spatial distribution of homes proposed in the LPP2 would generally accord with the ACS.
22. The long-established Nottingham Derby Green Belt is very tightly drawn around the built-up areas. The ACS recognises that non-Green Belt opportunities to expand the areas settlements are very limited and therefore establishes that, at the strategic level, exceptional circumstances require the boundaries of the Green Belt to be reviewed in order to meet the development requirements of the borough defined in the ACS.
23. ACS Policy 3 also sets out a sequential approach for reviewing Green Belt boundaries. This gives priority firstly to land within the development boundaries of the main built up area of Nottingham, Key Settlements for Growth and other villages, secondly to other land not in the Green Belt, and thirdly to Green Belt adjacent to the boundaries of the main built up area of Nottingham, Key Settlements and other villages.

24. The application of this approach is demonstrated in the Council's Site Selection Document, as discussed below under Issue 2. This confirms that commitments and proposed allocations in the urban areas of the borough and on developable opportunities on other land not in the Green Belt, would be insufficient alone to meet the ACS housing requirement. The amendment of Green Belt boundaries and the release of land from the Green Belt within Broxtowe as part of the LPP2 is therefore necessary to meet the housing needs of the borough to 2028 and beyond.
25. The LPP2 makes provision for more homes than is needed to meet the minimum ACS requirements. However, the Council's Housing Trajectory illustrates a reliance on a number of large sites coming forward in 2020/21 to 2024/25, for example at Toton and land east and west of Coventry Lane. There is a risk that the delivery of these sites may be delayed to later in the plan period or even beyond. There is also concern that the rate of delivery of these sites and others may be lower than anticipated.
26. It is therefore important that the Plan provides sufficient flexibility to deal with any unanticipated shortfall. I consider below under Issue 2 the deliverability and developability of the proposed allocations and whether there are exceptional circumstances to justify the alteration of Green Belt boundaries in each case. However, in the context of NPPF's expectation to significantly boost the supply of housing and support growth, as well as the need to reduce the risks to delivery over the whole plan period, the proposed level of housing supply above the ACS housing requirement and the principle of Green Belt land to support this provision in the LPP2 is justified.

Conclusion on Issue 1

27. Subject to **MM2**, the LPP2 is consistent with the ACS in terms of its housing requirement and the distribution of housing. The approach to the release of Green Belt land is justified.

Issue 2 – Whether the process for selecting residential sites is robust, whether the sites are justified, deliverable and developable and the Key Development requirements are justified, and whether exceptional circumstances have been demonstrated for the removal of sites from the Green Belt.

Site selection

28. The Council's Site Selection document outlines the process undertaken to identify proposed allocations in the LPP2. The ACS was the subject of a Legal Challenge. The judgment focused on the interaction between Policies 2 and 3 of the ACS and the search sequence to be used to identify sites focussing first on the main built up areas. The judgment sets out an approach that the Council should take when determining whether Green Belt boundaries should be amended. This includes the assessment of the acuteness of need, constraints on supply, difficulties in achieving sustainable development without Green Belt development, harm to the Green Belt and the extent to which the harm can be ameliorated. The Council have followed this approach.

29. The Issues and Options consultations focussed on keeping Green Belt amendments to a minimum and maximising the potential of sites in the urban area. Site selection was supported by the 2017/18 SHLAA, the Green Belt Review and the Sustainability Appraisal which was informed by a series of detailed design reviews and a landscape character appraisal. I am satisfied that the site selection process has been thorough and proportionate, with decisions on preferred sites adequately justified.

Green Belt Review

30. In February 2015 the Greater Nottingham Councils of Broxtowe, Gedling and Nottingham City together with Ashfield District Council, published a Green Belt Assessment Framework. This document established a common means of assessing the purposes of the Green Belt to help the Councils reach a view on whether specific areas of land could be considered for release.
31. In the same month, Broxtowe Borough Council published a Green Belt Review (GBR) generally consistent with the above Assessment Framework. In total 49 zones across the borough were assessed. The Toton Strategic Location for Growth was assessed separately as well as sites on the boundary with Ashfield and Nottingham City Administrative areas. Each zone was assessed against the five purposes of the Green Belt and a score given reflecting the performance against each purpose.
32. The broad zones considered vary in size. Where a zone has no or poor defensible boundaries or a visual disconnect with the settlement, any Green Belt release would be unjustified. In these circumstances, it would be unnecessary to assess smaller land parcels.
33. In the case of other zones, for example Zone 4 in Brinsley and Zone 2 in Awsworth, the GBR makes recommendations for the least harmful part of the zone to be taken forward having regard to the relationship with the settlement and the presence of defensible boundaries. In so doing, the Review has where appropriate provided a finer grained assessment.
34. The assessment of sites has followed a systematic and objective approach following a clear assessment framework. Inevitably judgments need to be made about how to sub divide land. I am satisfied that the review has been undertaken consistently and the scoring is a fair representation of the value of sites to the Green Belt. There is no clear evidence before me to indicate that the overall conclusions of the review would have been any different if the scoring had been based on alternative areas.
35. Concern has also been raised that, except for the release of Green Belt at Toton, the GBR does not specifically consider Green Belt boundary changes to provide for economic development. The purpose of the GBR was to consider the release of land to meet all development needs of the borough over the plan period. This included employment as well as other uses. As explained later in my report, I conclude that employment land needs can be met without the need to release further Green Belt land.

Allocated Sites

36. I assess below the deliverability of each of the allocated sites in turn and consider whether their respective development requirements are appropriate and justified.
37. Each allocation includes a Key Development Aspiration to mitigate highways impact on the wider road network to ensure congestion is not made worse than currently exists. Whilst I accept this forms an aspiration not a policy requirement, the aspiration to not make congestion worse, is not justified and conflicts with paragraph 32 of the NPPF. In order to ensure the effectiveness of the Plan and consistency with the NPPF, the respective MMs for each allocation amend this wording to state the aspiration that sustainable transport measures will be fully utilised to reduce the reliance on the car and that residual cumulative impacts on the highway network should be mitigated to ensure that they are not severe.

Policy 3.1 - Chetwynd Barracks

38. Chetwynd Barracks forms a Ministry of Defence (MOD) site covering approximately 91.5 hectares. It comprises a number of military buildings, staff housing, a firing range, playing fields and car parking areas. The site has heritage interest with a Listed Memorial to workers of the National Filling Factory No. 6 as well as a number of other non-designated heritage assets. The site is expected to deliver 500 homes over the plan period from 2023/24.
39. Concern has been raised about the availability of the site and whether it could realistically deliver 100 homes per year from 2023 onwards. Following the hearings, it was announced by the MOD that the final vacation and disposal of the barracks would be put back from 2021 to 2024. It is anticipated that the first phase of delivery would come forward on the relatively undeveloped western section of the site which has few constraints. This could still be achieved from 2023 onwards, despite the delay in the site being vacated.
40. A significant amount of technical work has already been undertaken to bring the site forward. A Garden Communities Bid has been made in partnership with the Neighbourhood Forum, the County Council, the site owner, the Local Enterprise Partnership and the Council to assist the comprehensive delivery of the whole site. Located within the main built up area, the site performs well in terms of the Sustainability Appraisal (SA) and no viability issues have been identified. The necessary infrastructure to bring the site forward can be delivered concurrently with the development.
41. It is essential, in order to ensure the comprehensive development of the site, that a masterplan be prepared to guide its development. This would require continued consultation and engagement with all stakeholders including the Neighbourhood Forum. **MM3** is necessary to ensure the preparation of a Strategic Masterplan and the subsequent delivery of the site to ensure the policy is positively prepared and effective. Consequential changes to the justification text are also necessary for clarity to explain the process for the preparation of the Masterplan and the delivery of development on the site. The modification also addresses the need to provide the necessary

infrastructure to deliver the site at a rate and scale to meet the needs of the proposed development. This ensures the policy would be effective.

42. A number of technical documents prepared by the site promoter and a concept masterplan suggest that the site has an overall capacity for 1500 dwellings, rather than the 800 stated in the policy. These documents demonstrate that any impacts from an increase in the number of dwellings on the site can be addressed through high quality design at the planning application stage. I am satisfied that an increase in the site capacity is justified to make the most efficient use of this part brownfield site in the urban area and to make a greater contribution to meeting housing needs beyond the plan period. **MM3** increases the capacity of the site accordingly. The modification also requires the integration of the proposed development with the existing MOD residential accommodation on the site, in the interests of effectiveness.
43. Concern has been raised about connectivity and the highway infrastructure to serve the site, in particular the requirement for the provision of a north-south link to the Nottingham Express Transit (NET) Tram Park and Ride site. The site promoter has expressed concern regarding the need for and the deliverability of the link road as it requires land within the allocation in control of a third party. The north-south link forms an aspiration of the East Midlands HS2 Growth Strategy in order to deliver sustainable development. Whilst acknowledging the land ownership issues, it is justified that the route of the link road be safeguarded so that the ability to provide this connection is positively facilitated by the development. **MM3** amends the Policy 3 accordingly to ensure the plan is positively prepared and effective.
44. The modification requires the highways infrastructure for the site to be considered in conjunction with the requirements for the Toton Strategic Location for Growth and the wider area. This is justified so that the cumulative impacts of development on the strategic and local highway networks can then be appropriately addressed. The modification also clarifies the expectation with regard to walking and cycling routes through the site and connecting to other recreational routes and nearby facilities in the interests of effectiveness.
45. The policy is unclear about the retention and enhancement of existing green infrastructure on the site such as playing fields, mature trees, woodland including Hobgoblin Wood and their future management. In addition, the policy lacks clarity in terms of the provision of sustainable drainage. **MM3** rectifies these deficiencies to ensure the policy is effective.
46. Concern has been raised about the location of proposed facilities within the site such as the primary school. In addition, following a representation from the Health Authority, the requirement for a medical centre has been demonstrated. **MM3** clarifies that this provision would be located to the south east corner of the site close to the playing pitches and sports facilities.
47. The Policy requires the provision of small-scale employment floorspace and a small retail/service centre within the site. The policy is unclear about how much employment and retail floorspace would be anticipated. **MM3** provides further guidance in the justification text for effectiveness.

48. The modification also clarifies the expectation with regard to the retention and reuse of the existing military buildings on the site and where this is not possible the incorporation of the existing building footprints into the development layout. This requirement is moved from the Key Development Aspirations Section to within the policy for reasons of effectiveness.

**Policy 3.2 Land in the vicinity of the HS2 station at Toton
(Strategic Location for Growth)**

49. Policy 2.3a) iii) of the ACS allocates a strategic location for growth on land east and west of Toton Lane including Toton Sidings in the vicinity of the proposed HS2 station at Toton. The ACS specifies that the allocation should include a minimum of 500 homes with the appropriate mix of this and other uses to be determined in the LPP2.
50. The East Midlands HS2 Growth Strategy was produced by local partners including the Local Enterprise Partnership in September 2017 and contains a long term non statutory development framework for the Toton area. The framework envisages a mix of uses around a station hub, with employment (including the Toton Innovation Campus), residential, transport interchange, green infrastructure and supporting community facilities including retail creating a self-sustaining community. Governance arrangements have been put in place with the Toton Delivery Board reporting to the East Midlands Strategic Board and associated officer groups.
51. The purpose of Policy 3.2 is to release just over 153 hectares of land from the Green Belt to facilitate this mixed-use proposal. The Inspector examining the ACS was satisfied that the potential for land at Toton to help meet the requirements for housing and mixed-use development in the borough constituted the exceptional circumstances to release the site from the Green Belt. Its potential to maximise the economic benefits from the proposed HS2 station reinforce the case for changing the Green Belt boundary at this location.
52. The site is part greenfield and part brownfield located adjoining the main built up area of Nottingham, the focus for new development in the borough. It includes agricultural land, existing railway sidings, a small number of existing homes, a scrap yard, a sewage treatment works and the NET Park and Ride site. The site has strong defensible boundaries with the tram line and the A52 to the north, the River Erewash and an existing tree belt to the west, the built-up areas of Toton to the south and Chilwell to the east. Whilst the allocation is extensive, the development of land at Toton would not undermine the fundamental Green Belt purpose of separating Derby and Nottingham, a matter recognised by the ACS Inspector. There is some potential for the merging of Toton and Stapleford however this would be mitigated by the A52 and the provision of green infrastructure within the development.
53. Large parts of the allocation are open in character and its development would impact on the openness of the Green Belt. However, bearing in mind the economic opportunities associated with the HS2 and the significant contribution the site would make to housing in the borough within and

beyond the plan period, I consider that the benefits outweigh the harm to Green Belt openness.

54. The East Midlands HS2 Growth Strategy 2017 provides a Development Framework for the Toton Strategic Location for Growth and an indication of the overall capacity of the site. In the interests of effectiveness and to ensure that the LPP2 is positively prepared, **MM4** clarifies that the site has an overall capacity of around 3000 homes, with delivery extending beyond the plan period.
55. There is an extant outline planning permission in place for a mixed-use development of 500 homes, a convenience store, education floorspace, a day nursery, pub restaurant, an 80-bed care facility, and the provision of a plot for a medical centre on land to the west of Toton Lane. Reserved matters permission for phase 1 of the development, 282 dwellings, was granted in February 2018.
56. The development of these first 500 homes is not dependant on the HS2 proposal or the associated infrastructure. The infrastructure required to bring the homes forward is the subject of a section 106 agreement on the outline approval and I have no evidence to suggest that it cannot be implemented as part of the development.
57. Policy 3.2 sets down a number of key development requirements for the site firstly within the plan period and then beyond. With regard to development within the plan period, **MM4** amends the housing delivery figure to provide for a range between 500 and 800 homes. This provides greater flexibility. The modification also removes the density requirement to enable a design led approach to the development.
58. The policy lacks clarity on the nature and extent of employment uses, the scale of retail provision, the green infrastructure expectations and infrastructure provision for the site. In the interests of effectiveness, **MM4** outlines these requirements. It also requires that development does not prejudice the construction of the access to HS2 or the further build out of the Innovation Campus in the interests of effectiveness. The modification also amends the justification text to refer to the extant outline planning permission and to clarify that there are no obstacles to its implementation within the plan period.
59. Beyond the plan period, it is necessary that a Strategic Masterplan be prepared for the site to ensure a comprehensive coordinated development. **MM4** sets out this requirement and amends and expands the justification text accordingly to ensure the policy is positively prepared, justified and effective. The modification also sets out a number of amendments to the Key Development Requirements. These relate to the scale of further retail and community facilities on the site, the nature and extent of employment and residential uses, the highway and transport expectations including the flexibility for a pedestrian route either over or under the station, the green infrastructure requirements, remediation, flood and surface water mitigation delivery expectations and infrastructure provision. These amendments, as well as consequential changes to the justification text, are necessary to ensure the policy is positively prepared, justified and effective.

60. A representor has suggested that the plan for Toton is not ambitious enough and that the site could be extended to include land to the east of Toton Lane. An extension of the allocation would require further Green Belt release beyond that proposed in the submitted LPP2. I have no evidence before me of exceptional circumstances to demonstrate that this is required. The allocation is for a site of just over 153 hectares. It has significant potential for further development beyond the plan period which would help to meet the long-term needs of the borough, provide for HS2 and meet the economic aspirations of the wider region.

Policy 3.3 Bramcote (East of Coventry Lane)

61. This site is largely greenfield comprising the former playing fields of Bramcote School. Immediately to the south of the allocation lies the Brethren Meeting Hall site with associated car parking and access. It is proposed to include this site in the allocation increasing the site area from 16.6 hectares to 18.9 hectares. The site promoter has prepared a masterplan for the site and has demonstrated that the expanded site, together with a more efficient layout and increased density, could provide approximately 500 dwellings on the site, rather than the 300 set out in the policy.
62. The site is predominantly in the ownership of Nottinghamshire County Council who along with the minority landowner are keen to bring the site forward in order to provide the funding for a new secondary school. The increased site capacity would improve the overall viability of the scheme. It would also make efficient use of the previously developed Brethren Meeting Hall site, which would not be appropriate to be included in the proposed Local Green Space designation of Bramcote Hills and Bramcote Ridge to the south. (I consider this proposed designation later in my report). I am satisfied that the increase in the area of the site and the number of dwellings that could be built is justified. **MM5** increases the capacity of the site accordingly.
63. The expanded site is bounded to the north by the railway line and to the west by Coventry Lane. It adjoins the urban area of Bramcote to the east and to the south, the site is contained by Bramcote Ridge. Overall it makes a limited contribution to Green Belt purposes.
64. The Housing Trajectory envisages the site contributing to the 5-year housing land supply. delivering homes from 2020/21. Despite there being no current planning permission in place, I am satisfied from the delivery assumptions in the SoCG, the evidence of the commitment of the County Council for the delivery of the school, and the fact that the site is in one the strongest market areas in the borough, that housing completions would begin on site within 5 years.
65. Together with the allocation for land west of Coventry Lane (Policy 3.4), there would be an increase in built form between Stapleford and Bramcote, resulting in a moderate reduction in the size of the gap between the settlements. However, a degree of separation would remain due to the presence of intervening open land including the playing field to Bramcote School. A suggestion for an area of green space within the site to provide a visual and defensible break between built development was put forward by the Bramcote Neighbourhood Forum at the hearings. I consider that this

would not be necessary as the development requirements stated in the respective policies (Policy 3.3 and 3.4) require landscaping and green infrastructure. This provision would assist to maintain the visual break in built development between the two settlements.

66. The policy makes no reference to the provision of cycle routes or where such routes could link into the surrounding networks. **MM5** requires the necessary provision in order to promote non-motorized means of transport. The modification also clarifies that the access to the site from Coventry Lane should form a single junction which also serves the adjacent site to the west of Coventry Lane. The above modifications are necessary to ensure the policy is effective.
67. Concern has been raised about the current lack of public transport to serve the site and the nearby allocation to the west of Coventry Lane. **MM5** amends the policy and justification text to require the enhancement of bus routes adjacent to and within the site, supported by development contributions secured at the planning application stage. This is necessary to encourage sustainable transport options and make the policy effective.
68. The policy fails to ensure that the use of the existing sports facilities at Bramcote School or the leisure centre would not be prejudiced by the development. **MM5** provides the necessary safeguards in the interest of effectiveness.
69. Modifications to the justification text are also required to clarify the delivery mechanisms for the school, the aspiration for a replacement leisure centre, and the intention that land to accommodate the school and leisure centre would be removed from the Green Belt. **MM5** addresses these matters to improve the effectiveness of the policy.
70. A negative impact of bringing this site forward, relates to the potential loss of part of the Bramcote Moor Grassland Local Wildlife Site (LWS) to the south of the allocation. The Nottinghamshire Biological Records Centre has determined that the area of most significance is restricted to the south west corner of the LWS. Based on the evidence before me, I am satisfied that any loss could be mitigated through compensatory provision either within the site or on land to the south of the allocation. **MM5** amends the justification text accordingly so that the policy is justified and effective.

Policy 3.4 Stapleford (west of Coventry Lane)

71. This site is part greenfield part brownfield and covers approximately 12.2 hectares. It is allocated for 240 homes. The site is bounded to the north by the railway line, Coventry Lane to the east, Stapleford Hill to the south and a housing development at Field Farm to the west.
72. The need to release this site from the Green Belt at this time has been questioned. It was suggested at the hearing that one option would be for the site to be safeguarded for future development, its release to be considered further in the forthcoming review of the ACS. I am satisfied from the evidence before me that the site is needed to contribute towards the current

housing needs of the borough. The site makes a limited contribution to the five purposes of the Green Belt and has defensible boundaries.

73. The submitted Statement of Common Ground (SoCG) confirms the willingness of the landowners to see the site come forward. The Key Development Requirements of the policy can be met, the site is viable and there are no impediments to site delivery. Despite there being no current planning permission in place, I am satisfied from the evidence, including the technical work already undertaken by the site promoter to demonstrate the sites suitability and lack of constraints to development, that housing completions would begin on site within 5 years.
74. **MM6** is necessary to ensure the site is served by a single junction which also serves the site to the east of Coventry Lane (as per Policy 3.3 above) and that reference is made to cycling provision on surrounding roads with linkages to the redeveloped school and the adjoining development on the other side of Coventry Lane. The modification also includes the necessary amendment to the policy and justification text to make provision for bus routes adjacent to and within the site. These alterations and additions are required to ensure the policy is justified and effective.

Policy 3.5 Severn Trent, Beeston

75. This former sewage treatment works forms a brownfield site located in the urban area. It lies north of the Beeston Canal which provides an attractive southern boundary. **MM7** is necessary to reduce the number of homes to be built on the site from 150 to 100 in recognition of updated information from the site owner about the amount of land available for development.
76. The current access to the site is through the existing sewage works to the north from Lilac Grove. This is a long unattractive route. **MM7** clarifies that the vehicle access should only be onto Lilac Grove but that this could be achieved either from exiting Severn Trent land or from the access road to the Boots site to the east. This is necessary to ensure the policy is effective.
77. It is envisaged in the Housing Trajectory that the site would not start delivering new homes until the end of the plan period, 2026/27. This reflects the constraints to the site coming forward, including access and contamination. I have borne in mind that there is a willing landowner, confirmed by the SoCG, and that the delivery timeframe is towards the end of the plan period. I have no evidence to lead me to the conclusion that the site would not be developable at the point envisaged.
78. The policy omits to ensure that green infrastructure is managed in perpetuity and that existing hedgerows should be retained and incorporated into any landscaping scheme. **MM7** remedies these shortcomings in the interest of effectiveness. It also clarifies that the pedestrian and cycle bridge linking to the canal towpath should be provided unless it can be demonstrated that it is not required.
79. In order to protect the living conditions of future residents on the site, **MM7** requires an adequate buffer between the residential development and the waste recycling centre and the sewage treatment works and clarifies the

requirement to mitigate noise from the adjoining sports pitches. The above amendments are necessary to ensure the policy is effective.

Policy 3.6 Beeston Maltings

80. This previously developed urban site covers approximately 1.7 hectares and is allocated for 56 dwellings. It forms a residual part of a larger 2004 Local Plan Housing Allocation. It is currently occupied by a car repair garage which would need to be relocated for the site to be developed.
81. I acknowledge that the site has had the potential for development for some time and has not come forward. However, it is located in Beeston, one of the strongest housing market areas in the borough and adjoins an established residential area. There is a willing landowner and I am advised that recent pre application discussions have taken place. I recognise that there are challenges to the development of the site, including contamination and noise issues with the site's proximity to the railway line. However, I have no evidence before me to suggest that, subject to appropriate mitigation, the site would not be viable or developable.
82. **MM8** provides clarity about walking and cycling routes through the site and their connection to the wider network and the expectations for green infrastructure alongside the railway line. This modification is necessary in the interests of effectiveness.

Policy 3.7 Cement Depot, Beeston

83. This brownfield site of just over a hectare in area is owned by Network Rail and located immediately north east of Beeston station. The landowner has been involved in pre application discussions and is actively promoting the site. **MM9** increases the capacity of the site from 21 homes to 40 dwellings to maximise the efficient use of the land. The timescale for delivery of the 40 homes proposed, 2023/24, appears realistic.
84. The proposed walking and cycling route links through the site to the railway station provide the opportunity for the provision of an off-road section of the National Cycle Network route 6 which runs close to the site. **MM9** amends the policy to add this requirement in the interests of effectiveness.
85. The green infrastructure requirements are also clarified in **MM9** to outline the expectation that soft landscaping should act as a wildlife corridor along the railway line. This is necessary to ensure the policy is effective.

Policy 3.8 Land fronting Wollaton Road, Beeston

86. This small 0.1-hectare site located close to Beeston Town Centre forms an area of hardstanding currently used by a temporary vehicle car wash. There appears to be no impediment to its delivery. I consider there is a realistic prospect for the site to deliver 12 homes in 2023/24 as envisaged. It is unclear in the heritage requirement of the policy which Listed building is being referred to. Furthermore, the requirement to respect its setting is inconsistent with the NPPF which requires the preservation or enhancement of a heritage asset. **MM10** modifies the policy accordingly.

Policy 4.1 Land west of Awsworth

87. The LPP2 proposes to remove the site from the Green Belt and allocates it for the construction of 250 homes. The site bounds the existing village to the east, Newton Lane to the south, the bypass to the west and Park Hill to the north. It makes a limited contribution to the purposes of the Green Belt and is well contained with strong defensible boundaries.
88. Whilst previously raising concern to a new junction off the bypass, the highway authority has confirmed following further work, that they are satisfied that an access at this point can be delivered safely. Secondary access is to be achieved from Newtons Lane and Barlow Drive North.
89. **MM11** makes several amendments to the Key Development Requirements in the policy and the justification text to ensure clarity and effectiveness. These relate to the location and direction of pedestrian and cycle routes, specifying the Great North Path as a Green Infrastructure Corridor as well as clarification on the direction of walking and cycling through the site and the expectation about public transport enhancement. Additional requirements are added regarding the retention of hedgerows, the protection and mitigation of any impacts on the Common Toad and the maintenance or enhancement of the setting of the Grade II Listed Bennerley Viaduct.
90. The site promoter has confirmed in the SoCG that the site is available and that there are no significant infrastructure or environmental constraints to development. It was also confirmed at the hearing that work has commenced on preparing a planning application and consultation has taken place with the Parish Council and a public exhibition has been held in the village. Despite there being no current planning permission in place, I am satisfied from the evidence that housing completions would begin on site within 5 years.

Policy 5.1 Land east of Church Lane, Brinsley

91. The LPP2 proposes to remove this 4.2-hectare site from the Green Belt and allocates it for the construction of 110 dwellings. The housing trajectory envisages that the site will deliver homes over 3 years between 2020/21 and 2022/23 thereby contributing to the 5-year housing land supply.
92. The site lies adjacent to the northern end of the Headstocks Local Nature Reserve (LNR) and the associated local wildlife sites including the Headstocks LWS and Brinsley Brook Grassland Local Wildlife Site (LWS). There is also Saints Coppice woodland to the east of the site. It has been contended by many representors that the allocation of this site would lead to harm to the biodiversity value of these nearby sites through increased recreational pressure.
93. With regard to the Headstocks LNR, there is a Management Plan in place for the site. Notably in considering the issue of fragility, the Plan states that the site is not considered highly fragile as it contains habitats that can tolerate some pressure. No objections on ecology grounds have been made by Natural England or Nottinghamshire County Council Ecology. Whilst the site and adjoining wildlife areas are clearly valued by the local community, with

continued management, I have no substantive evidence before me that the allocation of the adjacent site for housing would result in unacceptable harm to the LNR.

94. The landscape and visual impact of the proposed housing on the Headstocks LNR, has been assessed in the Council's Landscape and Visual Impact Assessment. This concluded that there would be no negative impact. I am satisfied that with appropriate mitigation, there would be no unacceptable landscape or visual impacts from the allocation.
95. The policy requires the provision of a sustainable urban drainage system (SuDS) on land to the south of the allocation in the same land ownership. I consider it appropriate that additional planting be provided around it to minimise the visual impact of the development. Additional landscaping in this position would also help to reinforce and retain the open vista between the Headstocks and the Grade II* Listed St James the Great Church. **MM12** adds this requirement to the policy and amends the justification text in the interest of effectiveness. The modification also provides for a new Inset map to add clarity in this regard. There is insufficient justification for the SuDs scheme to be publicly accessible, bearing in mind the lack of connectivity to and from this feature. The modification deletes this requirement.
96. Concern has also been raised with regard to highway safety issues, particularly for those persons residing in or visiting the Care Facility next to the site. The site access would be located close to bends in the road and to a pedestrian crossing. These features would have some effect in terms of traffic calming and slowing down vehicle speeds. The Highway Authority has raised no concerns with the allocation from a highway perspective. I am satisfied that with the application of Policy 17 of the LPP2 which requires a high standard of design including the provision of a safe and convenient access, that the allocation would not have an unacceptable impact on highway safety. **MM12** amends the justification text to provide clarity on the requirement for further sustainable transport measures to ensure the policy is effective.
97. With regard to public transport, **MM12** clarifies that bus routes should be enhanced both to and within the site and adds to the justification text to explain the expectations of the development. This ensures the policy is effective.
98. In order to be consistent with the NPPF, **MM12** replaces the word 'preserve' with 'conserve' the setting of St James the Great Church in the heritage requirement of the policy.
99. There is significant local opposition to this allocation. I am aware that the Council undertook an additional consultation to seek views on an alternative site to the north of Cordy Lane in February 2017. Sustainability Appraisal (SA) of the alternative site was also undertaken to assist in the consideration of the most appropriate location for development. I am satisfied that the evidence demonstrates the proposed allocation is the most appropriate when assessed against the alternatives.

100. The allocation lies on the eastern edge of the village and is contained by the recreation ground to the west, Brinsley Brook to the east, Cordy Lane to the north and open fields to the south bounded by existing hedgerows. In the GBR it performed marginally better than the alternatives, having defensible boundaries and lesser impact in terms of the five Green Belt purposes. I am satisfied that enhanced planting would provide a long-term defensible boundary to the weaker southern edge of the site. In light of the above, and the overriding need for housing, I consider that exceptional circumstances exist to remove this site from the Green Belt.
101. The developer has secured a legal interest in the site and there are no unresolvable infrastructure constraints or viability issues. Having regard to the SoCG and the evidence of the site promoter at the hearing, whilst the site does not have planning permission, I am satisfied that the delivery of homes on the site will begin in the next 5 years.

Policy 6.1 Walker Street, Eastwood

102. This predominantly brownfield site is located within the urban area of Eastwood. It is owned by Nottinghamshire County Council and contains the site of the former Lyncroft Primary School. This is now vacant following the building of a replacement school on the northern part of the site.
103. The allocation is for 200 dwellings. In the interests of effectiveness to provide flexibility for the type of housing to be delivered on the site having regard to viability, the requirement for the provision of 30 extra care units is no longer justified. **MM13** (Policy 6 – Eastwood site allocation) and **MM14** (Policy 6.1 - Walker Street, Eastwood) amend this policy requirement.
104. The site is being actively promoted by the landowner and a grant of £1million has been obtained from the Land Release Fund to prepare the site for development and fund new road infrastructure. Whilst there is no planning permission in place, I am satisfied from the SoCG and the time limitations for delivery of homes imposed on the grant funding, that housing completions on the site would contribute to the 5-year housing land supply.
105. It is envisaged that the site should be accessed by two or more access points on different road frontages, taking account of the terraced nature of the site. In the interests of effectiveness, **MM14** amends the justification text to set out that the matter of access would be addressed as part of a future planning application and that multiple access points also forms a Key Development Aspiration.
106. **MM14** updates the policy with regard to the completion of the replacement primary school. It also provides clarity on the expectations about walking and cycling routes through the site and the provision of green infrastructure. This ensures the policy is effective.
107. Concern has been raised about the potential for increased flooding. **MM14** requires the provision of SuDS to the northern edge of the site. It also requires that the development does not increase the risk of flooding elsewhere in order to be consistent with the Framework and in the interest of effectiveness.

108. Following consultation from the Nottingham West Clinical Commissioning Group, a requirement for a community hub including a health facility on the site has been identified. **MM14** adds the requirement for 0.4 hectares of land at the south west corner to meet this need.

Policy 7.1 Land south of Kimberley, including Kimberley Depot

109. This mixed brownfield and greenfield site includes the Council's Depot and is partly located within the Green Belt. It is allocated for 105 dwellings. As the Kimberley Caravan site to the north has become available, it is proposed to extend the site to the north and include this area within the allocation. This part of the site is not in the Green Belt. The enlargement of the site is justified to make an efficient use of previously developed urban land and contribute towards housing supply. **MM16** increases the capacity of the site from 105 to 118 as a result of the inclusion of this additional land.
110. The part of the site in the Green Belt is bounded by the urban area of Kimberley to the north including the Kimberly Caravan site, the Kimberley Dismantled Railway Line LWS and the A610 to the south west, and woodland to the south east. It is well contained and makes a limited contribution to the purposes of the Green Belt.
111. There are concerns about the deliverability of the site due to the need to relocate the existing operational uses. The Council has outlined a programme for bringing the site forward including discussions with Erewash Borough Council for a shared facility leading to a sale of the site in Autumn 2022. The housing trajectory envisages the completion of housing on the site towards the latter end of the plan period, 2024/25. This would give time for issues to be resolved. Based on the evidence before me I consider that there is a realistic prospect of the site coming forward in the timeframe envisaged.
112. The policy is unclear about the expectation for green infrastructure and associated footpath connections. **MM16** adds the requirement for a new section of the Great Northern Path to run through the site and the need to ensure that the development mitigates any negative impacts on the LWS at the southern boundary and also that the future management of the LWS is secured. This ensures the policy is justified and effective.
113. The policy lacks clarity about the enhancement of bus routes to or within the site. In the interests of effectiveness, the modification amends the policy and the justification text to outline that the development would be expected to provide a financial contribution to secure such enhancements.
114. No unresolvable constraints to development have been identified and both landowners are supportive of the allocation.

Policy 7.2 Land south of Eastwood Road, Kimberley

115. This 1.1-hectare site located in the urban area was previously allocated for housing development in the 2004 Local Plan. It comprises a residential property with grazing land to the rear. The LPP2 proposes to allocate the site for 40 dwellings to be delivered in 2021/22.
116. Whilst I acknowledge that the site, despite being allocated some years ago, has not been developed, there is no evidence before me to suggest that the site is not deliverable. There are no impediments to development and there is a willing landowner.
117. In terms of green infrastructure, the policy is unclear as to the expectations of development. In the interests of effectiveness, **MM17** requires that a new section of the Great Northern Path be provided in a green infrastructure connection through the site.
118. The site is an irregular shape with a finger of land to the south of 27-49 Eastwood Road. The modification requires that this section of the site forms green infrastructure recognising its more limited development potential. This raises concern about whether the remaining site area would be able to deliver 40 homes. A high-density scheme would not be in keeping with the character of the town, especially as the site is on the edge of the built-up area. Accordingly, I consider that the site capacity should be reduced. The Council's Strategic Housing Land Availability Assessment (SHLAA) 2017/18 assumes a default density of 30 dwellings per hectare. **MM17** reduces the number of homes to be built on the site from 40 to 25. This ensures the policy is justified and effective.
119. The policy is unclear about the expectations for the enhancement of bus routes to or within the site. **MM17**, in the interests of effectiveness, clarifies the policy and the justification text to outline that the development would be expected to provide a financial contribution to secure such enhancements.

Policy 7.3 Eastwood Road Builders Yard, Kimberley

120. This brownfield site, located within the urban area of Kimberley, is contained on all sides by existing residential development. It was formerly allocated for housing in the 2004 Local Plan. It comprises a number of garages and a former builder's yard and is allocated for 22 dwellings to be delivered in 2023/24.
121. This forms a challenging site with contamination and remediation issues. It is also in multiple ownership and is in a poorer market area of the borough raising viability concerns. As a result, I am not persuaded that the site would be deliverable or developable in the plan period.
122. **MM15** (Policy 7 - Kimberley Site Allocations) and **MM18** (Policy 7.3 – Eastwood Road Builders Yard) delete the allocation from the plan in the interests of effectiveness.

Housing Trajectory and 5 Year Housing Land Supply

123. The SHLAA 2017/18 provides analysis of build rates on a number of sites, providing average build rate data. This evidence supports the Council's assumption that on larger sites over 50 dwellings, a delivery of around 50 homes per developer per year would be achievable. I am satisfied that the delivery rates outlined in the housing trajectory are reasonable and that the LPP2 would assist in ensuring a rolling 5-year supply of deliverable housing land.
124. The anticipated delivery on several of the allocations requires revision following consideration of lead in times, build out rates and advice from site promoters. **MM19** makes the necessary amendments to the housing trajectory for effectiveness. **MM2** is also necessary to revise Table 3 of the LPP2 to update the proposed housing supply figures to reflect the changes to site capacities discussed above and ensure the Plan is positively prepared and effective.

Conclusion on Issue 2

125. There has been a robust process of site selection. The allocations put forward in the LPP2 are deliverable and developable and subject to the MMs outlined above, the Key Development Requirements are justified. The ACS recognised the need to release land from the Green Belt to meet the housing needs of the borough. For those site allocations located within the Green Belt, I am satisfied that in each case, the need for housing, the lack of alternatives in sequentially preferable locations outside of the Green Belt and their limited impact on the openness and purposes of the Green Belt constitute exceptional circumstances to justify the alteration of the Green Belt boundaries.

Issue 3 -Whether the approach to employment provision and town and district centres is justified, effective and consistent with national policy and the ACS.

Employment

Overall provision

126. Policy 4 of the ACS requires that in Broxtowe, 34,000 square metres of office/research development floorspace be provided as well as a minimum of 15 hectares (ha) of land for new and relocated industrial and warehouse uses. In addition, the ACS promotes significant new economic development as part of sustainable urban extensions including land in the vicinity of HS2 Toton and at the Boots site which straddles Broxtowe and Nottingham City Council areas.
127. The Council is seeking to provide 32.7 hectares of employment floorspace in LPP2. This is made up of existing major commitments at Mushroom Farm, Eastwood (23.4 ha), Beeston Business Park (3.5 ha) and Aero Fabrications, Eastwood (3.5 ha), cumulatively providing around 30.4 ha. It is appropriate to take account of these commitments in the overall supply as they form new developments which will contribute to the employment needs of the borough

in the plan period. This leaves a shortfall of 2.7 hectares. This is anticipated to be provided on the Boots, Beeston site (2ha manufacturing floorspace), Toton (4.5 ha, 18,000 square metres of mainly office development), Chetwynd (3.75 ha, 15,000 square metres of office uses) and through conversions of underused town and district centre units (1.25 ha office uses).

128. The above sources amount to approximately 11.5 hectares resulting in an exceedance of the ACS requirement for both office/research floorspace and industrial/warehouse uses. This overprovision provides a degree of flexibility if the employment allocations on sites such as Toton and Chetwynd are delayed. I am satisfied that based on the evidence, adequate provision is made in the LPP2 to meet the employment requirement of the ACS.
129. It is unclear from the text of the LPP2 how the employment requirement is to be met through existing commitments and proposed allocations. **MM2** provides clarity to ensure the plan is justified and effective.

Employment policies

Policy 9 Retention of good quality existing employment sites

130. Policy 9 seeks to retain good quality existing employment sites in order to maintain the economy and retain local jobs. In the interests of effectiveness, **MM21** clarifies that once completed, committed employment sites will be protected under this policy.

Town and District Centre Uses

Retail provision

131. The Broxtowe, Gedling, Nottingham City and Rushcliffe Retail Study 2015 identified that there was limited convenience or comparison retail floorspace capacity in Broxtowe. Any surplus capacity should be directed to Beeston, the only designated town centre in the borough, followed by the other district and local centres subject to market demand.
132. Phase 1 of Beeston Town centre redevelopment has been completed. The second phase of 'The Square' is allocated for a mixed-use retail led development including residential uses in Policy 11 of the LPP2. **MM23** increases the number of homes to be constructed in this development from 100 to 132 to accord with the planning permission granted. The modification also ensures that development provides an active frontage at ground floor to maintain the vitality of the town centre. This is necessary for effectiveness.
133. The policy makes no provision for safe and attractive pedestrian and cycle links to the surrounding area. It also fails to secure public realm improvements to enhance the setting of the conservation area and quality of adjacent open space. Furthermore, it is unclear about the green infrastructure and open space expectations for development. **MM23** rectifies these shortcomings in the interest of effectiveness.
134. The LPP2 proposes the contraction of Eastwood, Stapleford and Kimberley District Centre boundaries. The Beeston Town Centre boundary is contracted

to the west and south west and extended to the north east. These revisions provide more compact centres and encourage other uses at ground floor, including residential in areas no longer within the respective boundaries. The Retail Study 2015 confirms that these minor amendments would not result in unmet retail need. I consider that the revisions proposed are justified and consistent with national policy in maintaining the vitality and viability of these centres. **MM25** amends the Inset map for Kimberley District Centre as it is incorrect and does not illustrate the boundary changes proposed.

Town Centre and District Centre Policies

Policy 10 Town Centre and District Centre Uses

135. Policy 10 provides guidance on Town Centre and District Centre uses, aiming to achieve a balance between maintaining retail function and allowing flexibility for centres to accommodate a mix of uses. Part 1b) i) and ii) of the policy permits main town centre uses other than Use Class A1 retail uses at ground floor, provided certain percentages for different uses are not exceeded. Based on the evidence, I consider that an amendment to part 1b) i) of the policy is necessary to maintain the vitality and viability of town centres. **MM22** amends the policy accordingly.

136. Part 1b) iii) of the policy requires a main town centre use within a Town or District Centre to submit an impact assessment to demonstrate there would be no adverse impact on the vitality and viability of the centre. This would be inconsistent with paragraph 26 of the NPPF which only requires an impact assessment for proposals outside of town centres. **MM22** therefore deletes this requirement. Part 1c) of the policy is not effective as it is unclear what would constitute 'reasonable steps' to secure the use of upper floors. In order to remedy this shortcoming, the modification adds further guidance in the justification text.

Policy 12 Edge of Centre A1 retail in Eastwood

137. Policy 12 relates specifically to the existing Morrisons site on the edge of the District Centre of Eastwood, whilst Policy 13 provides policy guidance for main town centre uses in any edge of centre and out of centre location. **MM24** is necessary for effectiveness, to explain that Policy 12 applies to limited alterations and extensions to the existing Morrisons store. For all other development outside the identified site, Policy 13 would apply. The modification also provides clarity on what is meant by limited alterations and extensions for effectiveness.

Policy 13 Proposals for main town centre uses in edge of centre and out of centre locations

138. It is unclear in Part 1b) of Policy 13 how proposals would demonstrate that they would be located in an area of deficiency and what criteria may be used to assess if they met local needs. **MM26** provides an explanation in the interests of effectiveness and to provide clarity to a decision maker.

139. The NPPF in paragraph 26 sets a 2500 square metre threshold for the requirement for an impact assessment for out of centre retail, office and leisure developments. It also however allows for locally set thresholds.

Policy 13 sets out a local threshold of 500 square metres. Evidence to justify this is set out in the 2015 Retail Study.

140. Paragraph 016 of the Planning Practice Guidance Ensuring the vitality of town centres, sets out criteria which are important to consider in setting a local threshold. The retail study whilst considering the scale of new retail commitment and retail trends does not assess all of these criteria. I am therefore not satisfied that a locally set threshold is justified. **MM26** deletes the local threshold and replaces it with the default threshold of 2500 square metres set out in national policy. The modification also amends the associated justification text.

Policy 14 Centre of Neighbourhood Importance (Chilwell Road/High Road)

141. Policy 14 is ineffective as it is unclear as to what is meant by the 'inefficient use of upper floors' of premises in the Centre of Neighbourhood Importance. **MM27** provides an explanation in the interest of effectiveness.

Conclusion on Issue 3

142. Subject to the MMs outlined above, I consider that the approach to employment provision and town and district centres in the LPP2, is justified, effective and consistent with the NPPF and the ACS.

Issue 4 – Whether the LPP2 makes appropriate provision for Gypsy and Traveller Sites, having regard to the evidence of need and the ACS.

143. The South Nottinghamshire Gypsy and Traveller Accommodation Assessment 2014-2029, which covers the areas of Broxtowe, Gedling, Nottingham City and Rushcliffe was published in January 2016. It identified a need of 2 pitches for Broxtowe for the period 2014-2029. Policy 9 of the ACS requires sites to be allocated in the LPP2 to meet the identified need.
144. Planning Policy for Traveller Sites (PPTS) requires local planning authorities to identify and update annually, a supply of specific deliverable sites sufficient to provide 5 years' worth of sites against their locally set targets. No sites are allocated in the Plan. Instead Policy 16 aims to identify suitable sites in the existing built up area by 2019. The Council have provided a detailed timeframe for the identification of a site/ sites and the preparation and adoption of a Supplementary Planning Document.
145. I am satisfied on the evidence before me that the Council is committed to undertaking this work by the end of 2019. I am aware that a similar approach has been adopted in the Gedling LPP2. Bearing in mind the small number of pitches required to meet the need over the plan period, I am satisfied that the approach put forward by the Council would be a reasonable and pragmatic way to meet the boroughs needs. Although the LPP2 does not allocate a site/sites, it commits the Council to making provision by the end of 2019. I am satisfied that this would achieve the aims of national policy in the PPTS and comply with the ACS. **MM29** is necessary to outline the Council's proposed way forward in the interests of effectiveness.

Conclusion on Issue 4

146. In conclusion, subject to the above MM, I consider that the LPP2 makes appropriate provision for Gypsy and Traveller Sites, having regard to the evidence of need and the ACS.

Issue 5 – Whether the approach to the provision of affordable housing, housing size, mix and choice is justified, effective and consistent with national policy and the ACS.

147. Policy 15 of the LPP2 provides policy guidance on a number of issues including affordable housing; the mix of house size, type, tenure and density; the provision of accessible and adaptable homes; and self-build/custom homes.
148. Policy 8.5 a) of the ACS sets a 30% affordable housing target for Broxtowe. Policy 8.6 provides for a local variation in affordable housing requirements and states that the mix and threshold for affordable housing would be set out in the LPP2.
149. Policy 15 of the Plan takes account of the different housing sub market areas in the borough. Development in the weaker sub markets such as Stapleford and Eastwood, generally having a lower viability and therefore less scope to contribute to affordable housing at the higher level.
150. Part 1 of the policy requires 30% or more affordable housing on the newly allocated sites in Awsworth, Bramcote, Brinsley, Stapleford and Toton as well as on any site in the Green Belt comprising more than 10 dwellings. Part 2 of the policy states that newly allocated sites in Kimberley should provide 20% or more affordable housing.
151. The site west of Coventry Lane (Policy 3.3) is in Stapleford but despite being located in a weaker housing sub market is required to provide 30% affordable housing. The Nottingham Core Viability Update Study 2013 and the updated Whole Plan and Community Infrastructure Levy Viability Assessment 2018 conclude that large sites create their own market enhancing viability. Although Stapleford is a weaker housing sub market, I am satisfied that the viability evidence for large sites supports a 30% affordable housing requirement for this site.
152. Part 3 of the policy requires affordable housing contributions from other sites of more than 10 units at different rates depending on which sub market area the site is located. The 2013 viability evidence only tested schemes of 20 units whilst the later 2018 assessment tested schemes of 1, 15 or 25 units. I accept that there is a lack of evidence to demonstrate scheme viability specifically at the 10-unit threshold. However, the policy only requires the higher 30% affordable housing contribution for other development sites in Beeston. The 2013 report found this area to be the better sub market area, generating robust residual values up to and beyond 30% affordable housing. This was confirmed in the 2018 assessment for all schemes from a single dwelling to larger developments except for apartments. I am therefore satisfied based on the evidence that part 3 of the Policy is appropriate and justified in this regard.

153. In order to build in flexibility on a site by site basis, part 4 of the policy accepts a lesser amount of affordable housing where reduced viability can be demonstrated through a financial appraisal. This provides a degree of flexibility. In the interests of clarity and effectiveness, **MM28** makes it clear that viability assessment will also apply to the requirements for accessible and adaptable homes.
154. Part 3 of the policy also sets out a requirement for affordable housing contributions for C2 uses. The 2018 viability evidence however suggests that such schemes are not viable. This requirement is therefore unjustified. **MM28** removes this Use Class from the policy.
155. Concern has been expressed with regard to the inclusion of the phrase 'or more' for the provision of affordable housing. Whilst I accept that the evidence does not test viability above 30%, there may be some sites where a greater contribution could be viable. **MM28** adds to the justification text to explain the policy expectation in this regard, that a higher contribution would not be expected but would be acceptable. I consider this is necessary for effectiveness.
156. There is concern that the policy does not make sufficient provision for housing for the elderly. **MM28** expands part 6 of the policy to make reference to meeting the needs of all residents in the borough and all age groups (including the elderly). Having regard to the aging population in the borough, this modification is justified and effective. It also adds to the justification text to make it clear that dementia friendly housing, supported living or other forms of homes for the elderly would be supported.
157. The modification also amends the justification text to provide clarity on the meaning of 'size' in the policy, that it relates to the number of bedrooms in a dwelling. This ensures the policy is effective. **MM28** also revises the justification text to provide examples of where exceptional circumstances referred to in part 5 of the policy may justify off site affordable housing provision and to provide further guidance with regard to housing mix and tenure requirements in part 6 of the policy. These amendments are necessary to ensure the policy is justified and effective.
158. Part 8 of Policy 15 requires the provision of 5% self-build or custom homes in development of more than 20 dwellings. This requirement however is unjustified. There is insufficient evidence in the Self Build register to demonstrate such a demand in the borough. **MM28** therefore deletes this part of the policy and associated justification text.

Conclusion on Issue 5

159. Subject to the MM outlined above, I am satisfied that the approach to the provision of affordable housing, housing size, mix and choice is justified, effective and consistent with national policy and the ACS.

Issue 6 - Whether the relevant development management policies are justified, effective and consistent with national policy and the ACS.

160. Not every policy is discussed in this section. Where policies are not mentioned, I consider them to be sound and it is unnecessary to comment on them. I shall discuss the policies that require modification to make them sound in turn.

Policy 1 Flood Risk

161. Policy 1 provides a range of criteria which must be met by development in areas at risk of any form of flooding. In the interests of effectiveness, **MM1** clarifies that development may be permitted in areas protected by the Nottingham Trent Left Bank Flood Alleviation Scheme or other flood defences of equivalent standard of protection.

162. The policy does not clearly distinguish between the requirements for maintaining greenfield and reducing brownfield surface water runoff rates or make reference to the use of sustainable urban drainage systems. **MM1** is therefore necessary to address this issue and make the policy effective. The modification also amends the justification text to provide clarity on the policy expectation for flood resistance and resilience mitigation.

Policy 8 Development in the Green Belt

163. Whilst the LPP2 is being examined against the 2012 Framework, any future planning applications for development within the Green Belt would be determined against the 2019 Framework. **MM20** is necessary to ensure the policy is effective in referring to the relevant paragraphs of the 2019 Framework.

164. Part 3 of the policy states that the health and wellbeing benefits of a change of use to outdoor sport and recreation would constitute 'very special circumstances' which clearly outweigh the 'by definition' harm to the Green Belt. Firstly, whilst not actually stating so, the policy infers that a such a change of use of land forms inappropriate development, which it does not. Secondly it misinterprets paragraph 144 of the 2019 Framework in terms of when 'very special circumstances would exist. In order to ensure consistency with national policy, **MM20** deletes this section and the associated justification text.

165. The MM also provides clarity in the justification text on how increases in volume would be assessed. It also clarifies the definition of original building in the NPPF for effectiveness.

Policy 17 Place-making, Design and Amenity

166. The Framework in paragraph 17 highlights design as one of the 12 core principles stating that planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings. Policy 10 of the ACS supports this objective and requires standards of design, sustainability and place making to be set out in Part 2 Local Plans.

167. In order to reflect national policy and ACS Policy 10, Policy 17 should refer to achieving safe and convenient access and the encouragement of walking and cycling. **MM30** is necessary to make an appropriate amendment to ensure the LPP2 is effective.
168. Concern has been raised about the requirement of part 3 of the policy. This expects major development on sites released from the Green Belt, comprising 10 or more dwellings, to score 9 or more greens in the 'Building for Life 12' design tool.
169. Having regard to the core planning principles and section 12 of the Framework, I am satisfied that the principle of using a design tool to demonstrate high quality design is justified. It is however unclear how part 3 of the policy would be applied and what evidence would be required to show that a proposal meets the required standard. **MM30** expands the justification text to explain that evidence should be provided to show where poorer quality solutions are unavoidable because of particular scheme circumstances or constraints. This ensures the policy is justified and effective.
170. The policy is also unclear in respect of householder development and the expectations with regard to annexed development and other structures which may cause risk to pedestrians or road users by reducing visibility for drivers entering or leaving a driveway. **MM30** addresses these deficiencies in the interests of effectiveness.
171. A further modification to the justification text in **MM30** is necessary to provide examples of low-cost measures to benefit wildlife eg insect houses and to explain the Council's approach to enforcement. These modifications add clarity for developers and decision makers.

Policy 20 Air Quality

172. This policy aims to tackle the issue of air quality, which forms a significant issue in the borough due to nitrogen dioxide emissions from vehicles using the M1 and A52. The policy does not explain what are considered to be 'reasonable steps' to provide effective alternatives to modes of transport other than the car. The expectation with regard to electric charging points is also unclear. **MM31** is necessary to provide this guidance. This would ensure the policy is effective and to give clarity to a decision maker.

Policy 23 Proposals affecting Designated and Non-Designated Heritage Assets.

173. Policy 11.2 of the ACS states that LPP2 will set out further details about conservation and enhancement of the historic environment.
174. Policy 23 aims to do this, but it is not consistent with the Framework. Part 2 of the policy provides a different balancing exercise for developments causing harm to the significance of designated heritage assets. Part 3c) of the policy seeks to 'preserve and enhance the character and appearance of an asset'

rather than 'conserve and enhance'. **MM32** is therefore necessary to rectify these shortcomings.

175. The modification also adds to the justification text to identify other local heritage assets in the interest of effectiveness.

Policy 24 The Health and Wellbeing Impacts of Development

176. This policy seeks to reduce health inequalities by requiring that a Health Impact Assessment Checklist be completed for developments of a certain scale. It also provides guidance on hot food takeaways within 400m of a school.
177. The Policy does not however explain how its requirements could be met. **MM33** is required to explain how an applicant can demonstrate compliance with an appropriate healthy eating scheme such as the Healthy Options Takeaway (HOT) Merit Scheme operated by the Council. This ensures the policy is justified and effective.

Policy 26 Travel Plans

178. Policy 26 requires all major developments of 10 or more dwellings to prepare a travel plan. A modification to the justification text is necessary to clarify that the policy relates to all large sites and that the level of detail required for a travel plan would be proportionate to the size and scale of the development proposed. **MM34** is required to ensure the policy is effective.

Policy 27 Local Green Space

179. The NPPF in paragraph 76 states that local communities through local and neighbourhood plans should be able to identify for special protection, green areas of particular importance to them. It goes on to say that by designating land as Local Green Space, local communities will be able to rule out new development other than in very special circumstances. Paragraph 77 sets out criteria for the designation of areas of Local Green Space.
180. With the exception of the field off Cornwall Avenue, Beeston Rylands, the designation of the other areas of land identified in this policy do not meet the above NPPF criteria. This is because they form extensive tracts of land and are more than local in character. Furthermore, they are located in the Green Belt, thus designation would not afford them any greater protection. The field off Cornwall Avenue is reasonably close to the community it serves, local in character, not an extensive tract of land and demonstrably special to the local community. I am therefore satisfied that there is justification for the designation of this piece of land as a Local Green Space.
181. **MM35** amends the policy and justification text accordingly, deleting all the other identified sites to ensure the policy is consistent with the Framework, justified and effective. The areas deleted from this policy are more appropriately added to Policy 28 as green infrastructure assets.

Policy 28 Green Infrastructure Assets

182. Policy 28 of the LPP2 seeks to prevent harm to green infrastructure assets and to secure their enhancement if development proposals would lead to increased use. However, the policy does not make reference to the loss of such assets and therefore lacks effectiveness. In order to address this shortcoming and to ensure the protection of such assets in line with national policy, **MM36** is required. The modification also revises the justification text to make it clear that replacement facilities or alternative provision could be a benefit which may outweigh any harm to a green infrastructure asset. This ensures consistency with the Framework and effectiveness.
183. Part 1 of the policy provides a list of green infrastructure assets. As discussed above, areas of land deleted from Policy 27, which are not justified as Local Green Space, are added to this policy. **MM36** makes the required amendment.
184. The need for financial contributions in accordance with the Broxtowe Green Space Standard to ensure the provision and maintenance of playing pitches is inappropriate in this policy. **MM36** makes the necessary deletion in the interests of effectiveness. An additional modification is required for clarity to explain that the recreational routes listed are long distance strategic routes.

Policy 31 Biodiversity

185. National planning policy expects the planning system to minimise impacts on biodiversity and provide net gains where possible. Policy 31 does not adequately reflect this objective or sufficiently build on the approach in the ACS.
186. In part 2c) of the policy, reference should be made to section 41 of the Natural Environment and Rural Communities (NERC) Act 2006 to make the policy effective. These are UK priority species and habitats which should be protected. Furthermore part 3 of the policy is not consistent with the Framework as it only refers to harm and not to the significant harm or loss to a biodiversity asset. **MM37** addresses these issues to ensure Policy 31 is consistent with national policy and the ACS.

Policy 32 Developer Contributions

187. This policy aims to strike an appropriate balance between ensuring that infrastructure requirements to make development acceptable in planning terms are met without compromising the viability of development. **MM38** is required to expand the policy and add to the justification text in order to ensure that all relevant matters are covered by the policy. It also ensures that the infrastructure contributions sought are assessed in accordance with the Nottinghamshire County Council Contribution Strategy.
188. A further addition to the justification text is necessary to explain how playing pitch space and green space contributions will be assessed. The above modifications ensure that the policy is justified, effective and that its expectations are clear to a decision maker.

Conclusion on Issue 6

189. In summary, subject to the MMs referred to above, the development management policies of the plan are justified, effective and consistent with national policy and the ACS.

Public Sector Equality Duty

190. In reaching the conclusions above, I have had due regard to the Public Sector Equality Duty contained in the Equality Act 2010. The policies of the plan, including the design and housing policies make provision for the disabled, take account of age and address the needs of other protected groups, including the provision of gypsy and traveller accommodation. I do not consider that my findings will impact negatively on anyone with a relevant protected characteristic in respect of the matters addressed by Section 149 of the Act.

Assessment of Legal Compliance

191. My examination of the legal compliance of the LPP2 is summarised below.

192. The Local Plan has been prepared in accordance with the Council's Local Development Scheme.

193. Consultation on the Local Plan and the MMs was carried out in compliance with the Council's Statement of Community Involvement and the Regulations.

194. Sustainability Appraisal has been carried out on the submitted Plan and the MMs and is adequate.

195. The Habitats Regulations Assessment Report November 2018 sets out why an Appropriate Assessment is not necessary for the LPP2. Natural England agrees. The changes proposed as part of the MMs do not alter this conclusion.

196. The Local Plan includes policies designed to secure that the development and use of land in the local planning authority's area contribute to the mitigation of, and adaptation to, climate change e.g. Policy 19: Pollution, Hazardous Substances and Ground Conditions and Policy 20: Air Quality.

197. The Local Plan complies with all relevant legal requirements, including in the 2004 Act (as amended) and the 2012 Regulations with one exception.

MM39 provides a new Appendix 1 setting out a schedule of policies superseded by the LPP2 as required by the Regulations.

Overall Conclusion and Recommendation

198. The Plan has a number of deficiencies in respect of soundness for the reasons set out above, which mean that I recommend non-adoption of it as submitted, in accordance with Section 20(7A) of the 2004 Act. These deficiencies have been explored in the main issues set out above.

199. The Council has requested that I recommend MMs to make the Plan sound and capable of adoption. I conclude that with the recommended main modifications set out in the Appendix the Broxtowe Part 2 Local Plan satisfies the requirements of Section 20(5) of the 2004 Act and meets the criteria for soundness in the National Planning Policy Framework.

Helen Hockenhull
Inspector

This report is accompanied by an Appendix containing the Main Modifications.

Appendix – Main Modifications

The modifications below are expressed either in the conventional form of ~~strike through~~ for deletions and underlining for additions of text, or by specifying the modification in words in *italics*.

The page numbers and paragraph numbering below refer to the submission local plan, and do not take account of the deletion or addition of text.

Main Modifications (MM)

Main Modification Number	Page No/Policy/Para	Details of Amendment
MM1	Page 20 – Policy 1	<p>Policy 1: Flood Risk</p> <p>Development will not be permitted in areas at risk from any form of flooding unless:</p> <ol style="list-style-type: none"> 1. There are no suitable and reasonably available alternative locations for the proposed development in a lower-risk area outside the Green Belt; and 2. In the case of fluvial flooding, the proposal is protected by the Nottingham Trent Left Bank Flood Alleviation Scheme or other flood defences of equivalent <u>quality standard of protection; and</u> 3. Provision is made for access to watercourses (8 metres for ‘main river’) and flood risk management assets; and 4. Measures are included to: <ol style="list-style-type: none"> a) mitigate any residual fluvial flood risk; b) provide flood compensation where it is appropriate; and c) ensure, <u>including by the use of Sustainable Drainage Systems (SuDS), that: that surface water run-off is reduced by 30% compared with predevelopment rates.</u> <ol style="list-style-type: none"> i. <u>developments on greenfield sites maintain greenfield (pre-development) surface water run off rates</u> ii. <u>developments on brownfield sites reduce surface run off by a minimum of 30% compared with pre-development rates.</u>
	Page 21 – Policy 1 – Para 1.4	<p>Justification Text</p> <p>1.4 With regard to point 4 of the policy, flood mitigation will be required in all cases (whether the site is defended or not). Examples of mitigation include flood resistance/resilience measures <u>such as the raising of finished floor levels</u>, emergency planning and good site design that does not increase risk to others. The Environment Agency will also require flood compensation (i.e. at</p>

Main Modification Number	Page No/Policy/Para	Details of Amendment
		least equivalent replacement of lost flood storage) in areas which are not defended by an appropriate standard of flood protection (such as the Nottingham Trent Left Bank Flood Alleviation Scheme).
MM2	Page 22-23 – Policy 2 – Para 2.1-2.9	<p>Policy 2</p> <p>2.1 The following section allocates <u>Policies 3 - 7 allocate</u> sites across the borough for development. Only sites that can accommodate 10 or more dwellings are included.</p> <p>2.2 Development is also expected to come forward on other smaller sites, and applications for planning permission will be determined in line with the first part of the <u>Part 1</u> Local Plan, (the Aligned Core Strategy) and the policies set out in this document.</p> <p>2.6 The site allocations comprising 20 or more dwellings are appropriate for an element of self-build or custom-build homes. The Council will review the demand for plots and may seek additional provision will seek provision on its own sites and other larger sites where necessary, in accordance with evidence of demand on the custom and self build register.</p> <p>2.7 In addition to the specific site allocations there are existing planning commitments in the form of extant planning permissions <u>and a limited number of other urban sites where delivery is expected within the plan period which make up the remainder of the supply.</u> For s- <u>Sites of 10 or more dwellings with extant planning permission</u> these have been shown on the overview plans <u>Policies Map</u> but have not been discussed in further detail as all of these sites benefit from planning permission and therefore have already been through an additional level of scrutiny and public consultation.</p>

Main Modification Number	Page No/Policy/Para	Details of Amendment																																																
		<p><u>2.8</u> The supply (as detailed in the 17/18 SHLAA) and as amended following further developer discussion shows:</p> <p><u>Table 3: Housing Figures</u></p> <table><tr><th><u>Settlement</u></th><th><u>Number of houses built 2011 - 2018</u></th><th><u>Number of houses on extant planning permissions and other deliverable urban sites</u></th><th><u>Number of houses on allocations made in this plan</u></th><th><u>Core Strategy Requirement</u></th><th><u>Total Supply</u></th></tr><tr><td><u>Main Built up Area</u></td><td><u>677</u></td><td><u>2072</u></td><td><u>2380</u></td><td><u>Minimum 3,800</u></td><td><u>5129</u></td></tr><tr><td><u>Awsworth</u></td><td><u>33</u></td><td><u>72</u></td><td><u>250</u></td><td><u>Up to 350</u></td><td><u>355</u></td></tr><tr><td><u>Brinsley</u></td><td><u>14</u></td><td><u>29</u></td><td><u>110</u></td><td><u>Up to 150</u></td><td><u>153</u></td></tr><tr><td><u>Eastwood</u></td><td><u>314</u></td><td><u>509</u></td><td><u>200</u></td><td><u>Up to 1,250</u></td><td><u>1023</u></td></tr><tr><td><u>Kimberley</u></td><td><u>102</u></td><td><u>250</u></td><td><u>143</u></td><td><u>Up to 600</u></td><td><u>495</u></td></tr><tr><td><u>Other Rural</u></td><td><u>4</u></td><td><u>53</u></td><td><u>0</u></td><td><u>No Requirement</u></td><td><u>57</u></td></tr><tr><td></td><td></td><td></td><td></td><td><u>6,150</u></td><td><u>7212</u></td></tr></table>	<u>Settlement</u>	<u>Number of houses built 2011 - 2018</u>	<u>Number of houses on extant planning permissions and other deliverable urban sites</u>	<u>Number of houses on allocations made in this plan</u>	<u>Core Strategy Requirement</u>	<u>Total Supply</u>	<u>Main Built up Area</u>	<u>677</u>	<u>2072</u>	<u>2380</u>	<u>Minimum 3,800</u>	<u>5129</u>	<u>Awsworth</u>	<u>33</u>	<u>72</u>	<u>250</u>	<u>Up to 350</u>	<u>355</u>	<u>Brinsley</u>	<u>14</u>	<u>29</u>	<u>110</u>	<u>Up to 150</u>	<u>153</u>	<u>Eastwood</u>	<u>314</u>	<u>509</u>	<u>200</u>	<u>Up to 1,250</u>	<u>1023</u>	<u>Kimberley</u>	<u>102</u>	<u>250</u>	<u>143</u>	<u>Up to 600</u>	<u>495</u>	<u>Other Rural</u>	<u>4</u>	<u>53</u>	<u>0</u>	<u>No Requirement</u>	<u>57</u>					<u>6,150</u>	<u>7212</u>
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		<p><u>2.9</u> The Core Strategy requirements for industrial, warehouse and office/research development will be met by a combination of sources: existing employment commitments, as shown on the Policies Map, at Mushroom Farm, Eastwood, Aero Fabrications, Eastwood and Beeston Business Park; employment development as part of mixed-use development at Chetwynd Barracks (policy 3.1), the Toton Strategic Location for Growth (policy 3.2) and Boots, Beeston (Core Strategy policy 4); and conversions of under-used town</p>																																																

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		<p><u>and district centre uses (as encouraged by policy 10). Site allocations specifically for employment uses are therefore not required.</u></p>
MM3	Page 30 – Policy 3.1 and Paragraphs 3.4-3.5	<p>Policy 3.1 Chetwynd Barracks</p> <p>3.4 3.3 Former Ministry of Defence (MOD) site which, as per the 2016 ministerial announcement is no longer needed for national defence purposes. The site is previously developed (albeit that much of the site is open) and contains a number of buildings and structures related to the use as an MOD site including; barracks, staff housing, firing range, <u>playing fields</u> and car parking.</p> <p><u>3.4 Delivery of development on the site will continue beyond the plan period. The Key Development Requirements, as set out below, relate to the site as a whole and are required to ensure that the Barracks is treated as one entity and that a comprehensive and cohesive development is achieved to ensure that future development opportunities are not compromised.</u></p> <p>Key Development Requirements:</p> <p><u>1. Strategic Masterplan:</u></p> <p>a) <u>A Strategic Masterplan must be prepared for Chetwynd Barracks and approved by Broxtowe Borough Council as the Local Planning Authority as part of the planning application process. The Strategic Masterplan should incorporate and demonstrate how the requirements set out in this policy have been complied with.</u></p> <p><u>2. Delivery:</u></p> <p>a) <u>Development proposals will be required to be in general conformity with the Strategic Masterplan.</u></p> <p>b) <u>Infrastructure requirements must be delivered at a rate and scale to</u></p>

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		<p><u>meet the needs that arise from the proposed development, in accordance with the Infrastructure Delivery Plan.</u></p> <p>c) <u>Development proposals must contribute proportionately towards the delivery of those infrastructure items set out in this policy and in the Infrastructure Delivery Plan.</u></p> <p><u>3. New & Existing Homes:</u></p> <p>a) <u>500 Homes (within the plan period), 800+ with the capacity for 1,500 overall.</u></p> <p>b) <u>Ensure that new development integrates with any retained MOD residential accommodation to the north of the site.</u></p> <p><u>4. Connections & Highways:</u></p> <p>a) <u>Provide attractive and convenient walking and cycling routes through the site connecting to the proposed HS2 station, and to the tram and to other recreational routes and nearby facilities.</u></p> <p>b) <u>Provide a bus route through the site.</u></p> <p>c) <u>Upgrade existing access points and road network within the site, with Chetwynd Road to be prioritised for buses, cyclists and pedestrians.</u></p> <p>d) <u>Ensure that the ability to provide a north/south road to link to the Tram Park and Ride site is positively facilitated by development.</u></p> <p>e) <u>Highway infrastructure must be considered in conjunction with requirements for the Toton Strategic Location for Growth and wider area as progressed through the Gateway Study and transport modelling.</u></p> <p><u>5. Green Infrastructure, Open Space and Sports Pitches:</u></p> <p>a) <u>Retain and enhance Green Infrastructure corridors around the eastern and northern areas of the site and create attractive links between open</u></p>

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		<p><u>spaces.</u></p> <ul style="list-style-type: none"> <u>b) Retain and enhance the existing playing fields and sports facilities (including the pavilion) on the south eastern corner of the site.</u> • Link open space at the east of the site. <u>c) Retain existing large mature trees and grass verges and incorporate these into a boulevard approach to the street scene.</u> <u>d) Retain existing Hobgoblin Wood.</u> <u>e) Ensure that management of woodland, green infrastructure and open spaces is secured in perpetuity.</u> <u>f) Provide on-site sustainable drainage system.</u> <p><u>6. New facilities:</u></p> <ul style="list-style-type: none"> <u>a) Provide a new Primary School and Medical Centre within close proximity to the open space playing pitches and sports facilities at the south east of the site.</u> <u>b) Provide small retail/service centre to meet local need along the main through route.</u> <u>c) Provision of Provide small scale employment development.</u> <p><u>7. Heritage:</u></p> <ul style="list-style-type: none"> <u>a) Provide public access to the Listed Memorial to workers of National Filling Factory No.6, (additional bullet point deleted) Provide public space to the south of the memorial and retain/enhance the existing memorial garden.</u> <u>b) Retain and reuse of existing military buildings (non-designated heritage assets) where possible, if not possible, the development should seek to incorporate the existing footprint of the building into the building development layout.</u>

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		<p>Key Development Aspirations;</p> <ol style="list-style-type: none"> 1. Mitigate highways impact on the wider road network to ensure that congestion is not made worse than currently exists. 2. Retain and re-use existing military buildings where possible, if not possible then incorporate existing footprint into the building layout. <p><u>1. Sustainable transport measures will be fully utilised to reduce reliance on the private car. Where there are residual cumulative impacts on the highways network these should be mitigated to ensure that they are not severe.</u></p>
	Page 30 – Policy 3.1 – new paragraphs	<p>**Delete all existing justification text**</p> <p><u>Justification</u></p> <p><u>3.6 The site and its sustainability credentials lead to the potential for development that goes well beyond the end of the plan period – 2028. The site as a whole is considered to have capacity for 1,500 new homes which must be provided as part of a comprehensive redevelopment with the provision of all required infrastructure (set out in the Key Development Requirements). The extent of development beyond 2028 will be the subject for review of the Part 1 Local Plan which will be undertaken with other Greater Nottingham authorities following the adoption of this Part 2 Local Plan. This will involve discussions with key stakeholders and wider consultation, including full engagement with the Toton and Chilwell Neighbourhood Forum, which intends to produce a neighbourhood plan covering Chetwynd Barracks and the surrounding area including land adjacent to the HS2 Station at Toton. However, to ensure comprehensive development of the site, consideration has been given to the potential capacity of the site and the key development requirements beyond</u></p>

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		<p><u>the plan period.</u></p> <p><u>Strategic Masterplan</u></p> <p><u>3.7 The Council requires a joined-up, collaborative, cohesive and proactive approach to be taken to the planning and implementation of the significant development opportunity presented by Chetwynd Barracks and the Toton Strategic Location for Growth.</u></p> <p><u>3.8 A Strategic Masterplan will be required to provide a high-level overarching framework to ensure that planning and delivery of development and infrastructure is properly coordinated across the two sites. It must be consistent with the Toton Strategic Location for Growth Illustrative Concept Framework (Map 8) and provide further guidance on site specific matters including the extent to which the requirements of Policy 3.1 have been complied with.</u></p> <p><u>3.9 As a minimum, the Strategic Masterplan will set out:</u></p> <ul style="list-style-type: none"> <u>• A vision and guiding principles/objectives for Chetwynd Barracks;</u> <u>• The strategic framework for development including key roads, cycle routes, landscape features, development plots and land use mix. This should include linkages to integrate the development with the Toton Strategic Location for Growth (site allocation 3.2);</u> <u>• The quantum of residential and employment development and how such development will be phased; and</u> <u>• The infrastructure requirements for Chetwynd Barracks including when, how and whom would deliver each requirement. This will include</u>

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		<p><u>details of delivery of any infrastructure requirements shared with the Toton Strategic Location for Growth (Policy 3.2) and will have regard to phasing of development.</u></p> <p><u>3.10</u> <u>It is envisaged that the preparation of the Strategic Masterplan would be led by the landowners/site promoter. Nottinghamshire County Council chairs the Toton Delivery Board (which has been tasked by local authority partners with the realisation of aspirations at Toton Strategic Location for Growth and the surrounding area including Chetwynd Barracks). Given this, it is anticipated that the County Council will play a key role in the preparation of the Strategic Masterplan together with Broxtowe Borough Council, landowners/site promoters (including adjacent landowners), Chetwynd: The Toton and Chilwell Neighbourhood Forum, infrastructure providers and other statutory consultees. Public consultation must be undertaken on the draft Strategic Masterplan prior to finalisation.</u></p> <p><u>3.11</u> <u>Planning applications and any other consenting mechanisms must be in general conformity with the Strategic Masterplan, which has been formally approved by Broxtowe Borough Council.</u></p> <p><u>Key Development Requirements</u></p> <p><u>3.12</u> <u>The Key Development Requirements apply to the whole Chetwynd Barracks site to ensure the allocation is planned as a single entity thereby ensuring a comprehensive and cohesive development is achieved. The policy identifies those elements of the development that are expected to be delivered within the plan period.</u></p> <p><u>3.13</u> <u>To facilitate the full scale of development at Toton and Chetwynd</u></p>

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		<p><u>Barracks and provide necessary capacity on the local highway network highway improvements will be required. These should be consistent with the proposals set out in the East Midlands HS2 Growth Strategy and the emerging Gateway Study.</u></p> <p>3.14 <u>The details of the retail / service centre referenced in this policy will be addressed as part of the Masterplanning requirement (above).</u></p> <p>3.15 <u>The small scale employment provision amounts to primarily B1 Use Office development (2 – 3.5 Ha).</u></p> <p><u>Delivery</u></p> <p>3.16 <u>In order to deliver sustainable development at Chetwynd Barracks and realise the aspirations set out in the East Midlands HS2 Growth Strategy, significant investment in infrastructure is required to meet the needs of residents and businesses. This includes transport, utilities, flood and surface water management measures, green infrastructure and open space and community infrastructure. The Council has prepared an Infrastructure Delivery Plan that sets out the infrastructure required to support growth at this location over the plan period and beyond.</u></p> <p><u>The Council will undertake a periodic review of the Infrastructure Delivery Plan as information changes. This is to ensure it continues to provide an effective tool to support co-ordinated delivery of development and associated infrastructure across Chetwynd Barracks. The Council will work collaboratively with partners to ensure that the necessary infrastructure identified in the Infrastructure Delivery Plan is delivered and phased appropriately.</u></p>

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		<p><u>To promote efficient and effective joint working and to front load the planning process, the use of Planning Performance Agreements will be strongly encouraged for development proposals brought forward at Chetwynd Barracks. This will promote joint working between all parties, including statutory consultees, and will assist in focusing the issues that will need to be addressed prior to the submission of planning applications.</u></p>
MM4	Page 76-82 – Policy 3.2 and Paragraphs 3b.1-3b12	<p>Policy 3.2: Land in the vicinity of the HS2 Station at Toton (Strategic Location for Growth)</p> <p>Strategic policy context <u>Aligned Core Strategy (ACS) Policy 2: The Spatial Strategy, Policy 4: Employment Provision and Economic Development, Policy 15: Transport Infrastructure Priorities and Policy 16: Green Infrastructure, Parks and Open Space.</u></p> <p>What the Aligned Core Strategy says <u>Policy 2.3a iii) identifies a strategic location for growth on land east and west of Toton Lane including Toton Sidings in the vicinity of the proposed HS2 station at Toton, in Broxtowe. The note to Policy 2.3 confirms that as a strategic location for growth, it will be allocated through the Part 2 Local Plan. The plan specifies that the allocation should include a minimum of 500 homes with the appropriate mix of this and other development to be determined in the Part 2 Local Plan.</u></p> <p><u>Policy 4e confirms that significant new employment development will take place at land in the vicinity of the proposed HS2 station at Toton, in Broxtowe. The supporting text to this policy (at paragraph 3.4.6) specifies that development within the vicinity of the HS2 Station at Toton will include a</u></p>

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		<p><u>minimum provision of 18,000 square metres of B Class employment floor space. There is evidence that this employment element of development in this location will prove more attractive to the market in the later years of the plan period and quite possibly beyond 2028 when the Station is operational.</u></p> <p><u>Policy 15.7 confirms that any development permitted in or adjacent to the proposed strategic location for growth at Toton shall allow for adequate provision for the construction of the HS2 route, the station, vehicle access to it and an extension of the NET route which as a minimum shall be to the station and which shall also allow for its potential future extension to Erewash Borough. The supporting text (at paragraph 3.15.2) states that in the unlikely event of the Government not proceeding with the HS2 station at Toton, then the development specified under Policy 15.7 will not be required but a future extension to the tram route into Erewash Borough should not be prejudiced, subject to technical and financial feasibility, and the support of the relevant transport and planning authorities.</u></p> <p><u>Policy 16 supporting text (at paragraph 3.16.9) states, with reference to a strategic approach to Green Infrastructure that this will include a minimum of 16 hectares of Green Infrastructure on land at the strategic location for growth in the vicinity of the proposed HS2 station in Broxtowe.</u></p> <p>3.9 3.20 Delivery of development on the site will continue beyond the plan period. The Key Development Requirements, as set out below, relate in part to the first 5 years of the Local Plan <u>development proposals which are expected to come forward within the plan period</u>, but also to the site as a whole and are required to ensure that the site is treated as one entity and that a comprehensive and cohesive development is achieved to ensure that future development opportunities are not compromised. For early phases of</p>

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		<p><u>development which comes forward within the plan period</u>, it is essential to ensure that the form of development is consistent with wider development opportunities in order to secure a high quality sense of place facilitating further development opportunities at the point that the HS2 station is open to passengers.</p> <p>Key Development Requirements within the plan period</p> <p><u>A. Land allocated at Toton Strategic Location for Growth will be brought forward for the following development within the plan period. Development proposals will be required to be in general conformity with the Toton Strategic Location for Growth Illustrative Concept Framework (shown on Map 8).</u></p> <ul style="list-style-type: none"> <u>i. Between 500 and 800 Homes of a minimum net density of 40 dwellings to the hectare and associated infrastructure to deliver this., (with an overall capacity of around 3,000 homes) which should be located at the south of the Strategic Location for Growth as identified on the Toton Strategic Location for Growth Illustrative Concept Framework.</u> <u>ii. Development proposals should comprise a blended density taking into account adjacent development (existing and proposed), topography and avoiding an inefficient use of land.</u> <u>iii. Minimum of 18,000 square metres for mixed employment (B Use Classes) to support realisation of an Innovation Campus and provide high skilled jobs to support economic growth in the immediate area and wider region.</u> <u>iv. Limited local neighbourhood retail and community facilities (including</u>

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		<p>health and education) provision of a scale that is proportionate to development to be delivered within the plan period and that does not compete with the retail offer in nearby centres including Long Eaton, Stapleford and Sandiacre.</p> <p>v. <u>Provision of a multi-functional green infrastructure corridor to the south of the area including along the southern boundary that provides safe and convenient pedestrian and cycle access between the HS2 station, Toton Fields Local Wildlife Site and Hobgoblin Wood within the Chetwynd Barracks (site allocation 3.1). This will be a significant corridor in the area.</u></p> <p>vi. <u>Undergrounding of the high voltage electricity cables at the south of the site.</u></p> <p>vii. <u>Development should be located and designed to complement and not prejudice proposals for access to the HS2 Hub Station and further build-out of the Innovation Campus which is to be delivered beyond the plan period.</u></p> <p>viii. <u>Highway infrastructure must be considered in conjunction with requirements for the Chetwynd Barracks allocation (Policy 3.1) and wider area as progressed through the Gateway Study and transport modelling.</u></p> <p>Key Development Requirements beyond the <u>end of the</u> plan period</p> <p>The development of an innovation village comprising the following minimum and to be confirmed as part of the review of the Greater Nottingham Aligned</p>

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

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		<p><u>Strategic Masterplan</u></p> <p><u>B.</u> A Strategic Masterplan must be prepared for development expected to be delivered beyond the plan period at Toton Strategic Location for Growth and approved by Broxtowe Borough Council as the Local Planning Authority by December 2020. The Strategic Masterplan should:</p> <ul style="list-style-type: none"> i. <u>incorporate and demonstrate how the requirements set out in Part D of this policy have been complied with; and</u> ii. <u>be consistent with the development proposals set out in Part A of this policy and illustrated in the framework (Map 8).</u> <p><u>C.</u> Development proposals expected to be delivered beyond the plan period will be required to be in general conformity with the Strategic Masterplan.</p> <p><u>Key Development Requirements to be subject to the Strategic Masterplan</u></p> <p><u>D.</u> Land allocated at Toton Strategic Location for Growth is expected to be brought forward for the following development, on a phased basis, to achieve a comprehensive, high quality development. The precise type, quantum and form of development including infrastructure will be subject to further assessment as part of the preparation of the Strategic Masterplan and future revisions to the Infrastructure Delivery Plan.</p> <p>Community Provision 3b.5 Aspirations:</p>

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		<p>i. Provide space for provision of an expanded or potentially relocated George Spencer Academy including a new Primary School.</p> <p>ii. Provide space for provision of a relocated Leisure hub with space for a Leisure eCentre including indoor sports centre and 25m swimming pool and outdoor sports pitches.</p> <p>Provide a new community centre. Provide a new health centre. Provide a new neighbourhood scale retail centre.</p> <p>iii. <u>Provide space for further retail and community facilities (including health and education) of a scale that is proportionate to development to be delivered that does not compete with the retail offer in nearby centres including Long Eaton, Stapleford and Sandiacre</u></p> <p>Traffic / Transport / Connectivity 3b.6 Aspirations:</p> <p>iv. A system that flows well for all modes of transport including <u>a multi modal transport hub adjacent to the station and</u> proper consideration of access both from Long Eaton and Stapleford, and how the HS2 site will connect and complement development at the Chetwynd Barracks site <u>including the necessary highway improvements to provide acceptable access to both sites. As a minimum t</u>This will include good connectivity for cycling and pedestrians from the northern end of Chetwynd Barracks to access the tram and HS2 station via a network of interconnected Green Infrastructure. It will also enable the provision of high quality transport links to the other nearby centres in Broxtowe and Erewash,</p>

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		<p>the three city centres of Derby, Leicester and Nottingham, the airport and strategic rail connected development at Roxhill in Leicestershire to the south and towns in East Derbyshire and West Nottinghamshire to the north.</p> <p><u>v.</u> Maximise the potential for trips to and beyond the station to be achieved through non-private car modes of transport. This should include:</p> <p><u>a.</u> Tram extension to HS2 station which should be high level access and designed to facilitate its further extension over the HS2 Station and which should be complete prior to the opening of the station. It should be designed in such a way as to allow for its potential expansion <u>extension</u> to Long Eaton, Derby and East Midlands Airport. This will need to include a bridge <u>access provision</u> over the station of sufficient size to accommodate different modes of transport which in addition to the tram would be bus, car, cycle and pedestrian.</p> <p><u>b.</u> Safe and attractive pedestrian and cycling links between new and existing communities including Toton, Long Eaton, Stapleford and Sandiacre utilising attractive routes though the location to the HS2 hub and neighbouring areas.</p> <p><u>vi.</u> A hierarchy of attractive routes and interconnected places should be created. Green routes should be provided and, where necessary, preserved and enhanced to assist with this including the Erewash Valley/Canal and additional green space to the north of existing settlements at Toton and Chilwell and to the south of Stapleford.</p> <p><u>vii.</u> Pedestrian access should be provided to the station from the east with</p>

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		<p>an additional secondary western access. This should include a safe route either over <u>or under</u> the station.</p> <p><u>viii.</u> In terms of cycling provision, development should be compatible with future north-south and east-west segregated cycle routes. Cycling should be made a viable option for accessing the hub from within a five mile radius. NET extensions should incorporate a tram-side shared path (to extend to Derby if the tram is extended this far).</p> <p><u>ix.</u> Bessell Lane should be incorporated in plans to access the station and significant improvements will need to be made to the quality of the public realm to encourage better connections to Stapleford Town District Centre and to assure the quality of the cycling provision on this north-south route including extension of Midland Street, Long Eaton. On a wider scale the plan to open Bennerley Viaduct should be taken into account with its potential to create wider major leisure routes attracting visitors to use Toton Hub as a starting point for cycling tours. A link should be provided to national cycle route 6 along the Erewash Canal directly to the HS2 Hub station and cycle storage should be provided at the station.</p> <p><u>x.</u> Private vehicle access to the station to be provided via the A52, terminating in ideally underground parking or failing this a multi-storey car park to serve the station.</p> <p><u>xi.</u> Good quality transport links from the HS2 station to nearby town centres including a north/south link road to provide local vehicle, walking and cycling access to the station and to facilitate through bus services.</p>

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		<p><u>xii.</u> Onward rail service connections to other principal East Midlands Stations <u>including Ilkeston Station</u>.</p> <p>The provision of a comprehensive and well contained transport interchange in very close proximity to the station and ideally being contained entirely on HS2 operational land.</p> <p><u>xiii.</u> Prevent overspill parking in existing residential areas when the station is operational. This may include Toton to become 'residents only parking' area to mitigate issues with Station/Tram traffic.</p> <p>Green Infrastructure</p> <p>3b.7 Aspirations:</p> <p><u>xiv.</u> Extensive multi-purpose interconnected Green Infrastructure routes to be provided to connect areas of growth and existing communities all of which should be of sufficient width and quality to provide attractive and usable links in the following locations:</p> <p>Along the southern boundary of the location north of existing communities of Toton and Chilwell, between Hobgoblin Wood in the east and Toton Fields Local Wildlife Site in the west, this will be a significant corridor in the area, and should incorporate both pedestrian and cycle access to HS2 station;</p> <p><u>a)</u> Along the northern boundary of the location south of Stapleford <u>this should comprise a narrow, graded tree and shrub roadside corridor to improve screening of the Innovation Campus from the A52;</u></p>

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		<p><u>b)</u> Along the Erewash Canal to the west of the location (incorporating flood mitigation on the low lying Sidings part of the site) <u>and Erewash River (between Toton Washlands and Stapleford)</u>;</p> <p><u>c)</u> Along a north/south corridor immediately to the west of Toton towards Bessell Lane.</p> <p><u>xv.</u> A new primary route through the centre of the location linking development areas to the HS2 Hub linking <u>and</u> to a high quality 'station square' as part of a new attractive principal pedestrian route.</p> <p><u>xvi.</u> No loss of trees which are the subject of Tree Preservation Orders and extensive additional planting to be undertaken at appropriate locations to enhance provision of wildlife corridors of varying widths.</p> <p><u>xvii.</u> Multi use sporting provision should be provided in appropriate locations ideally adjacent to the school for use by school children and others.</p> <p><u>Economic and Residential development</u></p> <p>3b.8 Aspirations:</p> <p><u>xviii.</u> <u>The site has an overall capacity of around 3,000 homes.</u></p> <p><u>xix.</u> The creation of an Innovation village <u>Campus as part of a mixed use development</u> to provide significant numbers of new high skilled jobs to drive economic development in the immediate area and the wider region.</p> <p><u>xx.</u> The provision of iconic tall buildings in close proximity to the station and on the western edge of the higher land further west. This is to provide</p>

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		<p>suitable premises for economic ambitions to be met in a flexible format to allow for, and encourage, a mix of uses and also to provide a visual link to the northern gateway of the site leading to Stapleford District Centre and in doing so encourage additional investment in, and enhancements to, Stapleford District Centre.</p> <p><u>xxi.</u> This development may include large scale conferencing facilities, university research/development provision, possible potential for hotels and other high tech developments seeking premises in proximity to a HS2 station.</p> <p><u>xxii.</u> <u>Specific delivery mechanism for the 18,000 square metres employment floorspace to be delivered by 2028.</u></p> <p>School / Leisure 3b.9 Aspirations: Option to provide space on the eastern side of Toton Lane for a 'South Broxtowe Leisure Hub', if required. This would include a new Leisure Centre and associated indoor and outdoor facilities and a relocated GSA School campus.</p> <p>Housing 3b.10 Aspiration: 500 housing units provided as part of a high quality mixed use development with a minimum net density of 40 dwelling per hectare</p> <p>Land Assembly 3b.11 Aspiration:</p>

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		<p>Provide a School site of sufficient scale to accommodate the full educational needs of 3 to 18-year olds at George Spencer Academy within the strategic location and potentially as part of a school/Leisure hub on the eastern side of Toton/ Stapleford Lane.</p> <p><u>xxiii. Relocate the plant nursery, electricity substation, sewage works and Network Rail/ DB Schenker off site subject to the viability of such proposals and appropriate relocation sites being identified and secured.</u></p> <p><u>xxiv. The necessary remediation of land; and</u></p> <p><u>xxv. Flood and surface water mitigation required to ensure any development is appropriately protected from the risk of flooding.</u></p> <p><u>Delivery</u> <u>Infrastructure requirements must be delivered at a rate and scale to meet the needs that arise from the proposed development, in accordance with the Infrastructure Delivery Plan.</u></p> <p><u>Development proposals must contribute proportionately towards the delivery of those infrastructure items set out in this policy and in the Infrastructure Delivery Plan.</u></p>
	Page 78 – Policy 3.2 – new paragraphs	<p><u>Justification</u> <u>3.22 Toton Strategic Location for Growth is a site of approximately 154 hectares which will be brought forward for a mixed-use development both within and beyond the plan period. The site has good sustainability credentials being in the south of the Borough and adjoining the main built up area of Nottingham. It provides an opportunity to deliver well-integrated, high quality, mixed tenure housing and employment development, which makes best use of</u></p>

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		<p><u>the land around HS2 hub station and reflects the policy and aspirations in the Greater Nottingham Aligned Core Strategy and the East Midlands HS2 Growth Strategy.</u></p> <p><u>Development within the Plan Period</u></p> <p><u>3.23</u> <u>Outline planning permission (17/00131/ROC) was granted in 2017 for 500 homes, which comprises 282 homes on land to the north of the safeguarded tram route and 212 homes to the south. Reserved Matters approval (17/00499/REM) has been granted for the northern part of the scheme. The outline planning permission makes provision for a range of other uses including: a local centre (380 square metres convenience store, two 95 square metre retail outlets (Use Classes A1, A3, A4 and A5), primary school, day nursery, pub/restaurant, residential care facility, open space, medical surgery and community use.</u></p> <p><u>3.24</u> <u>The infrastructure to support these planning applications is also sufficient to support the development in line with the residential led development area as shown on the Toton Strategic Location for Growth Illustrative Concept Framework.</u></p> <p><u>3.25</u> <u>Given that the infrastructure issues are addressed in full there will be no delay in bringing forward development in line with the Housing Trajectory (as shown in Table 5 of the Plan).</u></p> <p><u>Strategic Masterplan</u></p> <p><u>3.26</u> <u>The Council requires a joined-up, collaborative, cohesive and proactive approach to be taken to the planning and implementation of the significant development opportunity presented by Toton Strategic Location for Growth and Chetwynd Barracks.</u></p>

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		<p><u>3.27 A Strategic Masterplan will be required to provide a high-level overarching framework to ensure that planning and delivery of development and infrastructure is properly coordinated across the two sites. The Strategic Masterplan must be prepared to guide the delivery of the employment floorspace to be delivered before 2028. It must be consistent with the Toton Strategic Location for Growth Illustrative Concept Framework (Map 8) and provide further guidance on site specific matters including the extent to which the requirements of Part D of this policy have been complied with.</u></p> <p><u>3.28 As a minimum, the Strategic Masterplan will set out:</u></p> <ul style="list-style-type: none"> • <u>The vision and guiding principles/objectives for the Strategic Location for Growth which shall have regard to the following points:</u> <ul style="list-style-type: none"> ○ <u>Planned development that uses the locational advantages of the hub station to strengthen and reinforce the roles of existing settlements across the East Midlands.</u> ○ <u>Establishment of a major new high tech research/institute adjacent to the hub station which adds value to the existing East Midlands offer.</u> ○ <u>Well-integrated high quality mixed tenure housing and employment development (including provision for relocated businesses), which makes best use of the land around the hub station and reflects the policy and aspirations in the Aligned Core Strategy.</u> ○ <u>The avoidance of major retail development that would undermine the role of existing centres.</u> ○ <u>Maintenance of the integrity of the Derby-Nottingham Green Belt</u>

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		<p><u>west of the M1.</u></p> <ul style="list-style-type: none"> ○ <u>Continuing to invest in infrastructure elsewhere that supports the roles of existing settlements.</u> <ul style="list-style-type: none"> • <u>The strategic framework for development expected beyond the plan period including key roads, landscape features, development plots and land use mix. This should include linkages to integrate the development with Chetwynd Barracks (site allocation 3.1) and should reflect the high level land use mix and key roads/landscape features identified in the Toton Strategic Location for Growth Illustrative Concept Framework.</u> • <u>The quantum of residential and employment development and how such development will be phased.</u> • <u>The infrastructure requirements for the Strategic Location for Growth including when, how and who would deliver each requirement. This will include details of delivery of any infrastructure requirements shared with Chetwynd Barracks (site allocation 3.1) and will have regard to the phasing of development.</u> <p><u>3.29</u> <u>In preparing the Strategic Masterplan regard should be had to the following site characteristics:</u></p> <ul style="list-style-type: none"> • <u>The area around the station is a low valley and development here will be able to incorporate tall buildings within a campus setting. Such buildings would be linked with the extensive network of Green</u>

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		<p><u>Infrastructure and transport connections detailed above and will include access over the railway line. This should include landmark buildings announcing the route towards Stapleford and the northern gateway of the site onto the A52. There will be the potential to accommodate significant mixed use floorspace in this area which lends itself to development blended into an extensive network of Green Infrastructure including that to the west along the Erewash River and Canal. This area will contain a multi modal transport hub adjacent to a new station square and will include local north/ south connections over the station to link Long Eaton to the south with Stapleford and Sandiacre to the north, via a significantly enhanced Bessell Lane northern gateway to the site.</u></p> <ul style="list-style-type: none"> • <u>The area including and to the north of the residential led development area defined in the Toton Strategic Location for Growth Illustrative Concept Framework includes the high plateau. To the west of Toton/ Stapleford Lane the density of development could be increased from south to the north with lower densities towards the south. This could include a transition both in scale and use of buildings from the taller buildings around the HS2 Station. The buildings in this location would be linked with the same network of Green Infrastructure and transport and it is within this area that the tram would be extended to the station, possibly on a segregated route. The station would be accessed from the A52 within this area, and with the relocation of the school and sewage treatment works there will be scope for further large scale gateway buildings fronting onto the A52.</u>

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		<ul style="list-style-type: none"> • <u>The area to the east of the residential led development area shown on the Toton Strategic Location for Growth Illustrative Concept Framework could incorporate a Leisure and education hub with a relocated George Spencer Academy whilst maintaining sufficient space to link the Chetwynd development.</u> <p><u>3.30 Nottinghamshire County Council chairs the Toton Delivery Board (which has been tasked by local authority partners with the realisation of aspirations at Toton Strategic Location for Growth and the surrounding area). Given this, it is anticipated that the County Council will play a key role in the preparation of the Strategic Masterplan together with Broxtowe Borough Council, landowners/site promoters (including adjacent landowners), Chetwynd: The Toton and Chilwell Neighbourhood Forum, infrastructure providers and other statutory consultees. Public consultation must be undertaken on the draft Strategic Masterplan prior to finalisation.</u></p> <p><u>3.31 Planning applications and any other consenting mechanisms must be in general conformity with the Concept Framework and Strategic Masterplan, which has been formally approved by Broxtowe Borough Council.</u></p> <p><u>Key Development Requirements</u></p> <p><u>3.32 The Key Development Requirements apply to the whole strategic location for growth to ensure the allocation is planned as a single entity thereby ensuring a comprehensive and cohesive development is achieved. The policy identifies those elements of the development that are expected to be delivered within the plan period. The High Speed Two station hub should be encouraged to make provision for: interchange between classic and HS2 services, bus and</u></p>

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		<p><u>tram services, cycling and walking, park and ride, taxi services; and drop-off facilities.</u></p> <p>3.33 <u>To facilitate the full scale of development at Toton and Chetwynd Barracks and provide necessary capacity on the local highway network highway improvements will be required. These should be consistent with the proposals set out in the East Midlands HS2 Growth Strategy and the emerging Gateway Study.</u></p> <p><u>Delivery</u></p> <p>3.34 <u>In order to deliver sustainable development at the Strategic Location for Growth and realise the aspirations set out in the East Midlands HS2 Growth Strategy, significant investment in infrastructure is required to meet the needs of residents and businesses. This includes transport, utilities, flood and surface water management measures, green infrastructure and open space and community infrastructure. The Council has prepared an Infrastructure Delivery Plan that sets out the infrastructure required to support growth at this location over the plan period and beyond.</u></p> <p>3.35 <u>The Council will undertake a periodic review of the Infrastructure Delivery Plan as information changes. This is to ensure it continues to provide an effective tool to support co-ordinated delivery of development and associated infrastructure across the Toton Strategic Location for Growth. The Council will work collaboratively with partners to ensure that the necessary infrastructure identified in the Infrastructure Delivery Plan is delivered and phased appropriately.</u></p> <p>3.36 <u>To promote efficient and effective joint working and to front load the planning process, the use of Planning Performance Agreements will be</u></p>

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		<u>strongly encouraged for development proposals brought forward at Toton Strategic Location for Growth. This will promote joint working between all parties, including statutory consultees, and will assist in focusing the issues that will need to be addressed prior to the submission of planning applications.</u>
	Page 78 – Policy 3.2 – Para 3.28	<u>Map 8: Toton Strategic Location for Growth Illustrative Concept Framework</u>
MM5	Page 32 – Policy 3.3 – Para 3.7-3.9	<p>Policy 3.3: Bramcote (east of Coventry Lane)</p> <p>3.7 3.38 Located in the Main Built up Area of Nottingham, Bramcote is to the east of the M1 motorway, bisected by the A52. The site is located to the north of the A52 and is situated inbetween Bramcote Hill to the south, the railway line to the north, Coventry Lane to the west and residential development to the east. The site is <u>very largely</u> greenfield and is a former playing field associated with the adjacent school which has been unused as such for many years.</p> <p>3.8 3.39 The following key development requirements must be met.</p> <p>Key Development Requirements:</p> <p><u>1. New Homes:</u></p> <p>a) 300 500 homes (within the outline shown on Map 11).</p> <p><u>2. Connections and Highways:</u></p> <p>a) Incorporate design measures to slow the speed of traffic on Coventry Lane.</p> <p>b) <u>Provide Safe pedestrian and cycling routes including crossing points provided/enhanced on surrounding roads including linkings to the redeveloped school, the development on the western side of Coventry Lane in Stapleford and the Erewash Valley Trail. and playing pitches on the eastern side of Coventry Lane.</u></p> <p>c) <u>Provide safe pedestrian links between housing and redeveloped school</u></p>

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		<p>and playing pitches.</p> <p>d) Vehicular access to the site shall only be via Coventry Lane- <u>and should be via a single junction which serves both allocations Policy 3.3 (East of Coventry Lane Bramcote) and Policy 3.4 (West of Coventry Lane Stapleford).</u></p> <p>e) Enhance bus routes adjacent to <u>or within</u> the site.</p> <p><u>3. Green Infrastructure and Sports Pitches:</u></p> <p>a) Provide enhanced Green Infrastructure corridors linking urban areas of Nottingham to the east with Bramcote and Stapleford Hills, Bramcote Park, Boundary Brook, Pit Lane Wildlife Site, Nottingham Canal and Erewash Valley Trail <u>in the west.</u></p> <p>b) <u>Ensure that any loss of the Local Wildlife Site land is mitigated/compensated at equivalent quality within close proximity to its current location.</u></p> <p>c) <u>Development should not prejudice the use of the existing sports facilities at Bramcote School or Leisure Centre.</u></p> <p><u>4. New facilities:</u></p> <p>a) Provide a replacement school at a location south of the ridgeline, the ridge should be kept free of built development (within the outline shown on <u>Map 11</u>).</p> <p>b) School redevelopment is to be delivered in conjunction with or prior to housing development and no houses are to be occupied until the school is substantially complete.</p> <p><u>5. Heritage:</u></p> <p>a) Remove vegetation from the sandstone cutting off Moor Lane <u>in a way that does not compromise its stability.</u></p> <p>Key Development Aspirations;</p> <p>1. Mitigate highways impact on the wider road network to ensure that</p>

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		<p>congestion is not made worse than currently exists.</p> <p><u>1. Sustainable transport measures will be fully utilised to reduce reliance on the private car. Where there are residual cumulative impacts on the highways network these should be mitigated to ensure that they are not severe.</u></p> <p>2. Replacement Leisure Centre (if required).</p>
	Page 32 – Policy 3.3 – new paragraphs	<p><u>Justification</u></p> <p><u>3.40 Whilst it is recognised that there is no current bus route adjacent to the site there is significant development within the area that makes the provision of such a bus route a realistic possibility. As part of a planning application it will be expected that the applicant demonstrates the development will assist in securing such a bus route. This could be a financial contribution, improved pedestrian crossing points, the design of the scheme to make the provision of the route more attractive and / or improvements to the existing stop on Coventry Lane.</u></p> <p><u>3.41 The Local Wildlife Site (LWS) was reviewed by the Nottinghamshire Biological Records Centre who determined that the area of qualifying interest is restricted to a smaller (approximately 0.7ha) to the south west corner.</u></p> <p><u>3.42 It is envisaged that the LWS can be mitigated / compensated for either within the site itself or on land immediately to the south of the allocation on land belonging to the Council.</u></p> <p><u>3.43 The existing Council owned Bramcote Leisure Centre is currently located within the red outline shown on Map 12 as the area to accommodate the</u></p>

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		<p><u>school and leisure centre redevelopment. The Council is exploring options to rationalise the existing ageing Leisure Centres into two new ‘leisure hubs’ (one to service the north and one for the south of the Borough). Work on this strategy is on-going however; there is a realistic possibility that a leisure hub in the south of the Borough would either be located within close proximity to the existing Bramcote Leisure Centre or at the Strategic Location for Growth in Toton. The Council recognises the desire from the local community to have the replacement leisure centre in Bramcote and the key development aspiration provides flexibility for this to be delivered either by the Council or by another developer.</u></p> <p><u>3.44 The area of land shown outlined in red in Map 12 is to be removed from the Green Belt to accommodate the redevelopment of the School and Leisure Centre.</u></p> <p><u>3.45 As Nottinghamshire County Council reported to their Policy Committee on 14 November 2018 the investment in new school buildings should not be delayed waiting for receipts from property sales. Nottinghamshire County Council will fund and cash flow the development of the school and will be reimbursed from receipts from the development of the residential allocation.</u></p>
	Page 33 – Policy 3.3 – Map 8	<p>Map 8-11: Bramcote (east of Coventry Lane) Map amended to:</p> <ul style="list-style-type: none"> • Include Hillside Gospel Hall Trust land (church) immediately adjacent to the southern boundary of the residential allocation. • Site size amended to take account of the additional land. • Housing figure amended from 300 to 500 dwellings.
MM6	Page 36 – Policy 3.4 – Para 3.10	<p>Policy 3.4 Stapleford (west of Coventry Lane)</p> <p>3.10 Located in the Main Built Up Area of Nottingham, Stapleford is a town to</p>

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		<p>the east of the M1 motorway, contained largely by the A52 to the south and east. The site is located to the north east of Stapleford District Centre and is situated in-between Stapleford Hill (to the south), the railway line (to the north), Coventry Lane and Bramcote Crematorium to the east and the S<u>strategic Aligned</u> Core Strategy allocation of Field Farm to the west. The site is mixed greenfield and brownfield and is used for both equestrian, residential and an engineering depot which has a large existing bell-mouth access onto Coventry Lane.</p> <p>Key Development Requirements:</p> <p><u>1.New Homes:</u></p> <p>a) 240 homes.</p> <p><u>2. Connections and Highways:</u></p> <p>a) <u>Provide Ssafe pedestrian and cycling routes including crossing points provided/enhanced on surrounding roads including linkings to the redeveloped school, the development on the eastern side of Coventry Lane in Bramcote, the Field Farm development and the Erewash Valley Trail. and playing pitches on the eastern side of Coventry Lane.</u></p> <p>b) <u>Vehicular access to the site shall only be via Coventry Lane and should be via a single junction which serves both allocations Policy 3.3 (East of Coventry Lane Bramcote) and Policy 3.4 (West of Coventry Lane Stapleford).</u></p> <p>c) Incorporate design measures to slow the speed of traffic on Coventry Lane.</p> <p>d) Enhance bus routes adjacent to <u>or within</u> the site.</p> <p><u>Green Infrastructure:</u></p> <p>a) Provide enhanced Green Infrastructure corridors linking urban areas of Nottingham to the east with Bramcote and Stapleford Hills, Bramcote Park, Boundary Brook, Pit Lane Wildlife Site, Nottingham Canal and</p>

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		<p>Erewash Valley Trail <u>in the west.</u></p> <p>b) Provide a buffer between the crematorium and Stapleford Hill to ensure tranquil setting of crematorium is not compromised and ensure the new housing will not be in shade for extended periods of time due to the proximity of Stapleford Hill.</p> <p>Key Development Aspirations;</p> <p>1. Mitigate highways impact on the wider road network to ensure that congestion is not made worse than currently exists.</p> <p><u>1. Sustainable transport measures will be fully utilised to reduce reliance on the private car. Where there are residual cumulative impacts on the highways network these should be mitigated to ensure that they are not severe.</u></p>
		<p><u>Justification</u></p> <p><u>3.49 Whilst it is recognised that there is no current bus route adjacent to the site there is significant development within the area that makes that make the provision of such a bus route a realistic possibility. As part of a planning application it will be expected that the applicant demonstrates the development will assist in securing such a bus route. This could be a financial contribution, improved pedestrian crossing points, the design of the scheme to make the provision of the route more attractive and / or improvements to the existing stop on Coventry Lane.</u></p>
MM7	Page 38 – Policy 3.5 – Para 3.13	<p>Policy 3.5: Severn Trent, Beeston</p> <p>3.13 <u>3.51</u> Located in the Main Built Up Area of Nottingham, the site is located to the south east of Beeston Town Centre and is situated directly adjacent to the Sstrategic <u>Aligned</u> Core Strategy allocation of Boots (to the east) in-between the Beeston Canal (to the south), the railway line (to the north) and</p>

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		<p>the existing residential area of Beeston Rylands to the west. The site is brownfield and has previously been used as a sewage treatment works by Severn Trent Water.</p> <p>Key Development Requirements:</p> <p><u>1. New Homes:</u></p> <p>a) 150 <u>100</u> homes to be located towards the north of the site.</p> <p><u>2.Connections and Highways:</u></p> <p>a) Provide enhanced Green Infrastructure corridors linking urban areas of Beeston to the north and west with the canal side towpath <u>and ensure that the management of the Green Infrastructure is secured in perpetuity.</u></p> <p>b) Provide pedestrian <u>and cycling</u> bridge to link to the canal side <u>towpath, unless it can be demonstrated that it is not required.</u></p> <p>c) Vehicle access to only be at the north of the site onto Lilac Grove <u>via existing Severn Trent land or to the east of the site via the adjacent Boots development.</u></p> <p><u>3.Green Infrastructure and Sports Pitches:</u></p> <p>a) Provide soft landscaping and minimise external lighting along the canal side boundary.</p> <p>b) <u>Ensure that the residential development is designed in such a way that new residents are not exposed to any undue noise or disturbance from the sports pitches, and in this way ensure that the sports pitches can be fully utilised without giving rise to noise complaints from nearby residents.</u></p> <p>c) <u>Development should be located to ensure an appropriate stand-off distance between the residential and the waste recycling centre and the sewage treatment works and landscaping screening measures should be incorporated to avoid potential future land use conflict.</u></p>

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		<p>d) <u>Retain hedgerows and incorporate these into any landscaping scheme.</u></p> <p>Key Development Aspirations; 1. Mitigate highways impact on the wider road network to ensure that congestion is not made worse than currently exists.</p> <p><u>1. Sustainable transport measures will be fully utilised to reduce reliance on the private car. Where there are residual cumulative impacts on the highways network these should be mitigated to ensure that they are not severe.</u></p>
	Page 38 – Policy 3.5 – new paragraph	<p><u>Justification</u> <u>3.49 One of the key benefits of the new development is that it is immediately adjacent to existing sports facilities, new development must be designed in such a way that the new residents and the users of the sports pitches will not be adversely affected.</u></p>
	Page 39 – Policy 3.5 – Map 12	<p>Map 12 <u>14</u>: Severn Trent Beeston Map amended to:</p> <ul style="list-style-type: none"> • Exclude the area of land to the south west; and re-designate as Local Green Space • Exclude the area of land which is currently in use as a sewage treatment works. • Site size amended to take account of the reduction in land. • Housing figure amended from 150 to 100 dwellings.
MM8	Page 40 – Policy 3.6 and Para 3.16	<p>Policy 3.6: Beeston Maltings</p> <p>3.16 <u>3.55</u> Located in <u>Beeston</u> (the Main Built up Area of Nottingham), the site is located to the south of Beeston Town Centre <u>within close proximity to Beeston Railway Station.</u> and is the residual land left after a previous 2004</p>

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		<p>housing allocation. The site is bounded <u>or lined</u> on three sides by existing <u>mainly</u> residential development with the railway line forming the southern boundary. The site is vacant brownfield <u>which was previously a car garage and was previously</u> a brewery of which the remaining malting building was demolished in 2012. <u>The site is the residual part of a larger 2004 Local Plan Housing Allocation.</u></p> <p>Key Development Requirements:</p> <p><u>1. New Homes:</u></p> <p>a) 56 homes.</p> <p><u>2. Connections and Highways:</u></p> <p>a) Provide attractive and usable walking and cycling <u>routes through the site to links to the south west of the site. the new and existing adjacent residential properties to the railway footbridge in the east and the open space in the west.</u></p> <p><u>3. Green Infrastructure:</u></p> <p>a) <u>Incorporate soft landscaping to act as a wildlife corridor immediately adjacent to the railway line.</u></p> <ul style="list-style-type: none"> Provide an adequate noise buffer to the garage site off Dovecote Lane. <p>Key Development Aspirations;</p> <p>1. Mitigate highways impact on the wider road network to ensure that congestion is not made worse than currently exists.</p> <p><u>1. Sustainable transport measures will be fully utilised to reduce reliance on the private car. Where there are residual cumulative impacts on the highways network these should be mitigated to ensure that they are not severe.</u></p>

Main Modification Number	Page No/Policy/Para	Details of Amendment
	Page 41 – Policy 3.6 – Map 13	<p>Map 13-15: Beeston Maltings Map amended to:</p> <ul style="list-style-type: none"> • Include land immediately adjacent to the southern boundary of the residential allocation. • Site size amended to take account of the additional land.
MM9	Page 42 – Policy 3.7 and Para 3.19	<p>Policy 3.7: Cement Depot Beeston</p> <p>3.19 3.58 Located in Beeston (the Main Built up Area of Nottingham) the site is a previously developed brownfield <u>former cement depot</u> site owned by Network Rail. The site was formerly a cement depot designated by Network Rail as a strategic freight site. The site is directly adjacent to the railway line to the south and is contained on two sides by existing residential housing and <u>Beeston Railway Station Road</u> to the west.</p> <p>Key Development Requirements:</p> <p><u>1. New Homes:</u> a) 24 <u>40</u> homes.</p> <p><u>2. Connections and Highways:</u> a) Provide attractive and usable walking and cycling links <u>through the site</u> to the railway station <u>to provide an ‘off-road’ section of the National Cycle Network Route 6.</u></p> <p><u>3. Green Infrastructure:</u> a) <u>Incorporate soft landscaping to act as a wildlife corridor immediately adjacent to the railway line.</u></p> <p>Key Development Aspirations; 1. Mitigate highways impact on the wider road network to ensure that congestion is not made worse than currently exists.</p>

Main Modification Number	Page No/Policy/Para	Details of Amendment
		<p><u>1. Sustainable transport measures will be fully utilised to reduce reliance on the private car. Where there are residual cumulative impacts on the highways network these should be mitigated to ensure that they are not severe.</u></p>
MM10	Page 44 – Policy 3.8 and Para 3.22	<p>Policy 3.8 Land fronting Wollaton Road Beeston</p> <p>3.22 3.61 Located in Beeston (the Main Built up Area of Nottingham) the site is previously developed brownfield land in private ownership which is currently used as a hand car wash. Just outside the Town Centre boundary the site is bounded by a training centre to the rear and mixed ground floor retail and upper floor residential on either side and <u>with</u> a Lidl supermarket to the front.</p> <p>Key Development Requirements:</p> <p><u>1. New Homes:</u></p> <p>a) 12 homes.</p> <p><u>2. Heritage:</u></p> <p>a) <u>Respect Preserve or enhance</u> the setting of the <u>Anglo-Scotian Mills</u> Listed Building.</p>
MM11	Page 50 – Policy 4.1 and Para 4.4	<p>Policy 4.1 Land west of Awsworth (inside the bypass)</p> <p>4.4 The site is located on the western edge of the settlement and is contained by the bypass which was constructed in 1996. The site is predominantly greenfield agricultural land although it does contain <u>two existing dwellings</u> a small number of existing dwellings.</p> <p>Key Development Requirements:</p> <p><u>1. New Homes:</u></p>

Main Modification Number	Page No/Policy/Para	Details of Amendment
		<p>a) 250 homes.</p> <p><u>2. Connections and Highways:</u></p> <p>a) <u>Provide safe pedestrian and cycle crossing points across the bypass towards Bennerley Viaduct.</u></p> <p>b) <u>Enhance Provide walking and cycling routes through the site and enhance links to the wider network including to Ilkeston Railway Station.</u></p> <p>c) <u>Enhance bus routes near to or within the site.</u></p> <p><u>3. Green Infrastructure:</u></p> <p>a) <u>Enhance Green Infrastructure corridors including the Great Northern Path by linking Awworth with Ilkeston/Cotmanhay via Bennerley Viaduct.</u></p> <p>b) <u>Retain hedgerows where possible and incorporate these into any landscaping scheme.</u></p> <p>c) <u>Ensure that development protects and mitigates any negative impact on Common Toads should they be found on the site.</u></p> <p><u>4. Heritage:</u></p> <p>a) <u>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.</u></p> <p>Key Development Aspirations;</p> <p>1. Mitigate highways impact on the wider road network to ensure that congestion is not made worse than currently exists.</p> <p><u>1. Sustainable transport measures will be fully utilised to reduce reliance on the private car. Where there are residual cumulative impacts on the highways network these should be mitigated to ensure that they are not severe.</u></p> <p>2. Vehicular access to the site is expected <u>will be</u> from the bypass although</p>

Main Modification Number	Page No/Policy/Para	Details of Amendment
		more limited vehicular access is expected from Newtons Lane and Barlow Drive North (designed to deter 'rat-running').
	Page 50 – Policy 4.1 – new paragraphs	<p><u>Justification:</u></p> <p><u>4.6</u> Bennerley Viaduct is a Grade II* Listed railway viaduct spanning the Erewash Valley. Bringing the viaduct back into use through the provision of public access across the viaduct forms an important part of an aspiration for a network of long-distance walking and cycling routes. New residential development should make a proportionate contribution to enable this aspiration to be realised.</p> <p><u>4.7</u> As part of a planning application it will be expected that the applicant demonstrates the development will assist in securing enhancements to the existing bus route. This could be a financial contribution, improved pedestrian crossing points, the design of the scheme to make the provision of the route more attractive and / or improvements to existing stops that serve the site.</p> <p><u>4.8</u> As a result of discussions involving the Borough Council, Developer and Nottinghamshire County Council there is a position whereby an acceptable access can be achieved from the bypass which will have the additional benefit of providing the most direct route for walkers and cyclists to Bennerley Viaduct.</p>
MM12	Page 56 – Policy 5.1	<p>Policy:-5.1: East of Church Lane Brinsley</p> <p>Key Development Requirements:</p> <p><u>1. New Homes:</u></p> <p>a) 110 Homes.</p> <p><u>2. Connections and Highways:</u></p> <p>a) Enhance bus routes adjacent to <u>or within</u> the site.</p> <p><u>3. Green Infrastructure:</u></p>

Main Modification Number	Page No/Policy/Para	Details of Amendment
		<p>a) Enhance Green Infrastructure corridors by linking areas of Brinsley to north and west and D H Lawrence country to the east (including Vine Cottage and routes past the Headstocks to Eastwood).</p> <p>b) Provide SuDS <u>and additional planting</u> to the south of the residential allocation <u>as shown on Map 22.</u></p> <p>4. Heritage:</p> <p>a) Preserve <u>Conserve</u> the setting of St James the Great Church including open vistas towards the Headstocks.</p> <p>Key Development Aspirations;</p> <p>1. Mitigate highways impact on the wider road network to ensure that congestion is not made worse than currently exists.</p> <p><u>1. Sustainable transport measures will be fully utilised to reduce reliance on the private car. Where there are residual cumulative impacts on the highways network these should be mitigated to ensure that they are not severe.</u></p>
	Page 56 – Policy 5.1 – new paragraphs	<p><u>Justification:</u></p> <p><u>5.6</u> As part of a planning application it will be expected that the applicant demonstrates the development will assist in securing enhancements to the existing bus route. This could be a financial contribution, improved pedestrian crossing points, the design of the scheme to make the provision of the route more attractive and / or improvements to the existing stop on Church Lane.</p> <p><u>5.7</u> It is recognised that there is a pedestrian crossing and bends in the road close to the site entrance which would have the effect of slowing vehicle speeds. As part of a planning application it will be expected that the contributions to sustainable transport measures will assist with this.</p>

Main Modification Number	Page No/Policy/Para	Details of Amendment
		<u>5.8 Additional planting to the south of the residential allocation will act as a screen to the residential development and will help to reinforce the open vista between the headstocks and the Grade II* Listed St James the Great Church which is important to retain.</u>
	Page 57 – Policy 5.1 – Map 22	<u>Map 22: Brinsley Allocation Area for Open Space and Sustainable Drainage System</u>
MM13	Page 59 – Policy 6	<p>Policy 6: Eastwood Site Allocation</p> <p>The following site is allocated for residential development, as shown on the Policies Map:</p> <ul style="list-style-type: none"> Policy: 6.1 Walker Street, Eastwood: 200 homes and 30 extra care units.
MM14	Page 62 – Policy 6.1 and Para 6.4	<p>Policy: 6.1: Walker Street, Eastwood</p> <p>6.4 The site is located centrally within Eastwood within the urban area. The site is within the ownership of Nottinghamshire County Council and is predominantly brownfield. The site contains the existing former Lynncroft Primary School which is proposed for relocation <u>has been relocated</u> within the existing site to the north.</p> <p>Key Development Requirements:</p> <p><u>1. New Homes:</u></p> <p>a) 200 homes and 30 extra care units.</p> <p><u>2. Connections and Highways:</u></p> <p>a) <u>Provide attractive and usable walking and cycling links through the site.</u></p> <p><u>3. Green Infrastructure and Open Space:</u></p> <p>a) Retain ‘the Canyons’ as open space.</p> <p>b) <u>Enhance Green Infrastructure corridors through the site including</u></p>

Main Modification Number	Page No/Policy/Para	Details of Amendment
		<p><u>enhancing the wildlife corridor to the rear of houses on Garden Road and connect to the wider area via the D H Lawrence heritage trail.</u></p> <p>c) <u>Ensure that development does not increase the risk of flooding elsewhere.</u></p> <p>d) <u>Provision of SuDS at the northern edge of the site.</u></p> <p>4. Heritage:</p> <p>a) <u>Maintain views of D H Lawrence heritage from Walker Street as part of the D H Lawrence heritage trail.</u></p> <p>5. New Facilities:</p> <ul style="list-style-type: none"> • Redevelop Lynncroft Primary school on Walker Street site frontage. <p>a) <u>Provide a 0.4 hectare site at the south west corner of the site for a new community hub including a health facility.</u></p> <p>Key Development Aspirations;</p> <p>1. Mitigate highways impact on the wider road network to ensure that congestion is not made worse than currently exists.</p> <p><u>1. Sustainable transport measures will be fully utilised to reduce reliance on the private car. Where there are residual cumulative impacts on the highways network these should be mitigated to ensure that they are not severe.</u></p> <p><u>2. Provide vehicular access points from Lynncroft (via the former school access) and from Wellington Place with the potential to extend this into the remainder of the site.</u></p>
	Page 62 – Policy 6.1 – new paragraph	<p>Justification:</p> <p><u>6.6 The provision of two or more access points on different road frontages is an important principle. This is a matter that can appropriately be addressed as part of a planning application particularly given the £1million funding secured for the provision of the new access road(s) and the need to ensure that this is</u></p>

Main Modification Number	Page No/Policy/Para	Details of Amendment
		<u>spent in a timely manner.</u>
MM15	Page 65 – Policy 7 and Para 7.1	<p>Policy 7: Kimberley Site Allocations</p> <p>7.1 Kimberley is located to the west of Nottingham between Nuthall and Eastwood. It is an ancient settlement recorded in the Domesday book. Kimberley developed historically as a result of the local coal mining, brewing and lace making industry <u>industries</u> with the former brewery still present as a landmark of the town.</p> <p>The following sites are allocated for residential development, as shown on the Policies map:</p> <ul style="list-style-type: none"> • Policy: 7.1 Land South of Kimberley including Kimberley Depot: 405 <u>118</u> homes • Policy: 7.2 Land south of Eastwood Road, Kimberley: 40 <u>25</u> homes • Policy: Eastwood Road Builders Yard, Kimberley: 22 homes
MM16	Page 68 – Policy 7.1	<p>Policy 7.1: Land south of Kimberley including Kimberley Depot</p> <p>Key Development Requirements:</p> <p><u>1. New Homes:</u></p> <p>a) 405 <u>118</u> homes.</p> <p><u>2. Connections and Highways:</u></p> <p>a) Enhance bus routes adjacent to or within the site.</p> <p>b) Vehicular access to the site to be obtained through existing ‘Kimberley Depot’ access.</p> <p>c) <u>In conjunction with the adjacent allocation (Policy 7.2), create a new section of the Great Northern Path by providing a Green Infrastructure connection along the existing Kimberley Depot access road to Goodwin Drive and enhancement to the route which connects via the underpass</u></p>

Main Modification Number	Page No/Policy/Para	Details of Amendment
		<p><u>to Awsworth.</u></p> <p><u>3. Green Infrastructure:</u></p> <p>a) <u>Enhance Green Infrastructure corridors by linking urban areas of Kimberley to the north and east.</u></p> <p>b) <u>Ensure that development mitigates any negative impact on the Local Wildlife Site at the southern boundary and ensure that the management of the Local Wildlife Site is secured in perpetuity.</u></p> <p>c) <u>Maintain area of Green Infrastructure to link to the rear of properties on Eastwood Road.</u></p> <p><u>4. Land Ownership:</u></p> <p>a) <u>Secure alternative provision for the Broxtowe Borough Council Depot and Kimberley Caravans.</u></p> <p>Key Development Aspirations;</p> <p>1. Mitigate highways impact on the wider road network to ensure that congestion is not made worse than currently exists.</p> <p><u>1. Sustainable transport measures will be fully utilised to reduce reliance on the private car. Where there are residual cumulative impacts on the highways network these should be mitigated to ensure that they are not severe.</u></p>
	Page 68 – Policy 7.1 – new paragraph	<p><u>Justification</u></p> <p><u>7.5 As part of a planning application it will be expected that the applicant demonstrates the development will assist in securing enhancements to the existing bus route. This could be a financial contribution, improved pedestrian crossing points, the design of the scheme to make the provision of the route more attractive and / or improvements to the existing stop on Eastwood Road.</u></p>
	Page 69 – Policy 7.1 – Map 27	<p>Map 27: Land south of Kimberley including Kimberley Depot</p> <p>Map amended to:</p>

Main Modification Number	Page No/Policy/Para	Details of Amendment
		<ul style="list-style-type: none"> • Include Kimberley Caravan site; • Increase housing figure from 105 to 118 dwellings.
MM17	Page 70 – Policy 7.2 – Para 7.7	<p>Policy: 7.2: Land south of Eastwood Road Kimberley</p> <p>Key Development Requirements:</p> <p><u>1. New Homes:</u></p> <p>a) 40 <u>25</u> homes.</p> <p><u>2. Connections and Highways:</u></p> <p>a) Vehicular access to be obtained from Eastwood Road.</p> <p>b) Enhance bus routes adjacent to <u>or within</u> site.</p> <p>c) <u>In conjunction with the adjacent allocation (Policy 7.1), create a new section of the Great Northern Path by providing a Green Infrastructure connection along the existing Kimberley Depot access road to Goodwin Drive and enhancement to the route which connects via the underpass to Awsworth.</u></p> <p><u>3. Green Infrastructure:</u></p> <p>a) Enhance Green Infrastructure corridors by linking urban areas of Kimberley to the north and east.</p> <p>b) <u>Incorporate the field to the rear of 27- 49 Eastwood Road into the Green Infrastructure provision.</u></p> <p>Key Development Aspirations;</p> <p>1. Mitigate highways impact on the wider road network to ensure that congestion is not made worse than currently exists.</p> <p><u>1. Sustainable transport measures will be fully utilised to reduce reliance on the private car. Where there are residual cumulative impacts on the highways network these should be mitigated to ensure that they are not severe.</u></p>

Main Modification Number	Page No/Policy/Para	Details of Amendment
	Page 70 – Policy 7.2 – Para 7.8	<p>Justification: <u>7.9 As part of a planning application it will be expected that the applicant demonstrates the development will assist in securing enhancements to the existing bus route. This could be a financial contribution, improved pedestrian crossing points, the design of the scheme to make the provision of the route more attractive and / or improvements to the existing stop on Eastwood Road.</u></p>
MM18	Page 72 – Policy 7.3	<p>Policy: 7.3: Builders Yard, Eastwood Road Kimberley</p> <p>Key Development Requirements:</p> <ul style="list-style-type: none"> • 22 homes. • Vehicular access to be obtained from Eastwood Road. <p>Key Development Aspirations;</p> <p>1. Mitigate highways impact on the wider road network to ensure that congestion is not made worse than currently exists.</p>
	Page 72 – Policy 7.3 – Para 7.12	<p>What the Sustainability Appraisal says <u>7.12 XXX This site has positive effects on several objectives but only minor because of its relatively smaller homes capacity; but and no negative effects.</u></p>
	Page 73 – Policy 7.3 – Map 29	Map 29: Builders Yard Eastwood Road Kimberley

MM19	Page 75 – Table 4	Table 4 5: Housing Trajectory
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	2011 /12	2012 /13	2013 /14	2014 /15	2015 /16	2016 /17	2017 /18	2018 /19	2019 /20	2020 /21	2021 /22	2022 /23	2023 /24	2024 /25	2025 /26	2026 /27	2027 /28	TOTAL
MBA SHLAA Sites	40	21	86	42	54	192	246 <u>242</u>	157 <u>112</u>	232 <u>315</u>	215 <u>416</u>	160 <u>314</u>	110 <u>268</u>	125 <u>387</u>	20 <u>186</u>	<u>74</u>			1700 <u>2749</u>
MBA Allocations	-	-	-	-	-	-	-	50	250	430	450	390	453	176	170	180	180	2729
Chetwynd Barracks	-	-	-	-	-	-	-	-	-	-	-	-	<u>100</u>	<u>100</u>	<u>100</u>	<u>100</u>	<u>100</u>	500
Toton Strategic Location for Growth	-	-	-	-	-	-	-	-	<u>50</u>	<u>100</u>	<u>100</u>	<u>100</u>	<u>100</u>	<u>50</u>	<u>100</u>	<u>100</u>	<u>100</u>	800
Bramcote (east of Coventry Lane)	-	-	-	-	-	-	-	-	-	<u>100</u>	<u>100</u>	<u>100</u>	<u>100</u>	<u>100</u>	-	-	-	500
Stapleford (west of Coventry lane)	-	-	-	-	-	-	-	-	-	<u>100</u>	<u>100</u>	<u>40</u>	-	-	-	-	-	<u>240</u>
Severn Trent (Lilac Grove)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	<u>50</u>	<u>50</u>	<u>100</u>
The Square Beeston	-	-	-	-	-	-	-	-	-	-	<u>66</u>	<u>66</u>	-	-	-	-	-	<u>132</u>
Beeston Maltings	-	-	-	-	-	-	-	-	-	-	-	-	<u>50</u>	<u>6</u>	-	-	-	56
Beeston Cement Depot	-	-	-	-	-	-	-	-	-	-	-	-	<u>40</u>	-	-	-	-	<u>40</u>
Wollaton Road	-	-	-	-	-	-	-	-	-	-	-	-	<u>12</u>	-	-	-	-	<u>12</u>
Awsorth SHLAA Sites	1			4	6	22	20	40	40	40 <u>15</u>	40 <u>20</u>	40 <u>20</u>	40 <u>6</u>	5	6			124 <u>105</u>
Awsorth Allocations Land West of Awsorth (inside the Bypass)										100 <u>50</u>	100	50 <u>100</u>						250
Brinsley SHLAA Sites		2	9	2		1	2	<u>1</u>	<u>2</u>	<u>3</u>			<u>1</u>	1	21			38 <u>43</u>
Brinsley Allocations East of Church Lane Brinsley										55 <u>45</u>	55 <u>45</u>	<u>20</u>						110
Eastwood SHLAA Sites	98	18	45	26	22	48	96 <u>57</u>	100 <u>141</u>	96 <u>78</u>	80 <u>103</u>	80 <u>70</u>	29 <u>20</u>	32 <u>51</u>	25 <u>45</u>	<u>1</u>			795 <u>823</u>
Eastwood Allocations Walker Street Eastwood								50	50	50	50 <u>75</u>	<u>75</u>						200
Kimberley SHLAA Sites	1	26	10	4	18	21	34 <u>22</u>	50 <u>39</u>	43 <u>58</u>	39 <u>41</u>	<u>4</u>	<u>4</u>	77 <u>85</u>	40 <u>19</u>				333 <u>352</u>
Kimberley Allocations	-	-	-	-	-	-	-	-	-	-	40	-	22	84	13	8	-	167
Land South of Kimberley inc. Kimberley Depot														<u>18</u>	<u>50</u>	<u>50</u>		118
Land South of Eastwood Road Kimberley											<u>25</u>							<u>25</u>
Other Rural						1	<u>3</u>		<u>4</u>	<u>46</u>					<u>3</u>			1 <u>57</u>
Windfall Allowance								30	30	30	30	30	30 <u>60</u>	30 <u>60</u>	30 <u>60</u>	30 <u>60</u>	30 <u>60</u>	300
Past Completions (Net)	140	67	150	78	100	285	<u>324</u>											820 <u>1144</u>
Total Projected Completions	140	67	150	78	100	285	398 <u>324</u>	447 <u>293</u>	711 <u>507</u>	1009 <u>1069</u>	975 <u>1019</u>	619 <u>813</u>	749 <u>992</u>	351 <u>590</u>	240 <u>415</u>	218 <u>360</u>	240 <u>310</u>	6747 <u>7512</u>
Cumulative Completions	140	207	357	435	535	820	1218 <u>1144</u>	1665 <u>1437</u>	2376 <u>1944</u>	3385 <u>3013</u>	4360 <u>4032</u>	4979 <u>4845</u>	5728 <u>5837</u>	6079 <u>6427</u>	6319 <u>6842</u>	6537 <u>7202</u>	6747 <u>7512</u>	6747 <u>7512</u>
PLAN – Annual Housing Target	140	60	360	360	360	360	360	430	430	430	430	430	400	400	400	400	400	6150
PLAN - Housing Target (Cumulative)	140	200	560	920	1280	1640	2000	2430	2860	3290	3720	4150	4550	4950	5350	5750	6150	6150
MONITOR - Dwellings above or below cumulative housing target	0	7	-203	-485	-745	-820	-782 <u>-856</u>	-765 <u>-993</u>	-484 <u>-916</u>	95 <u>-277</u>	640 <u>312</u>	829 <u>695</u>	1178 <u>1287</u>	1129 <u>1477</u>	969 <u>1492</u>	787 <u>1452</u>	597 <u>1362</u>	597 <u>1362</u>
Remaining Years	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	

MM20	Page 85 – Policy 8	<p>Policy 8 Development in the Green Belt</p> <ol style="list-style-type: none"> Proposals for diversification of the rural economy will be supported provided that they comply with the relevant parts of paragraphs 89 <u>145</u> and 90 <u>146</u> of the NPPF. 'Disproportionate additions' to a building will be treated as those that, <u>taken cumulatively</u>, exceed 30% of the volume of the original building. The health and well-being benefits of changes of use to open land to outdoor sport and outdoor recreation will constitute 'very special circumstances' which clearly outweigh the 'by definition' harm to the Green Belt, subject to assessment of their effect on the openness of the Green Belt, and on the purposes of including land in the Green Belt. 3. References to 'towns' in paragraph 80 <u>134</u> of the NPPF will be treated as applying to settlements within the Main Built up Area of Nottingham and Awsworth, Brinsley, Cossall, Eastwood, Kimberley, Strelley and Trowell in line with Policy 3a of the Aligned Core Strategy.
	Page 85 – Policy 8 – Para 8.1-8.2	<p>Justification</p> <p>8.1 With regard to point 2 of the policy, <u>this applies to all forms of development and relates to volume (not footprint)</u>. Calculations of increases in volume will not include any existing outbuildings. The need for removal of permitted development rights will be considered on a case-by-case basis and with regard to particular aspects of the General Permitted Development Order. <u>Original building relates to a building as it existed on 1 July 1948 or, if constructed after 1 July 1948, as it was built originally (as defined within Annex 2 (Glossary) of the NPPF).</u></p> <p>8.2 The government and the Borough Council place considerable</p>

		<p>importance on promoting healthy communities. The NPPF does not indicate that any changes of use of open land are 'not inappropriate' in the Green Belt. However, the Council believes that in Broxtowe protection of the Green Belt can be combined with supporting changes of use to outdoor sport and outdoor recreation in order to encourage healthy lifestyles, and this belief is recognised in point 3 of the policy. In assessing the impact of such proposals on the openness of the Green Belt, attention will be paid to detailed matters including the scale of the proposal and the parking and lighting arrangements.</p>
MM21	Page 87 – Policy 9 – Para 9.1	<p>Policy 9: Retention of good quality existing employment sites</p> <p>9.1 ... The schedule of sites will be reviewed on an annual basis and any updates will be taken into account in future decision-making. The <u>most recent review undertaken in late 2016 to inform the most recently published SHLAA</u> indicates that the following sites, as shown on the Policies Map, are viable employment sites for B Class employment uses and should be retained for this purpose. <u>Once completed, all committed employment sites will be protected by Policy 9.</u></p>
MM22	Page 90 – Policy 10	<p>Policy 10: Town Centre and District Centre Uses</p> <p>b) Comprises another 'main town centre use' as defined in the NPPF, provided the class of use does not;</p> <ul style="list-style-type: none"> i. Result in over 10% of the ground floor frontage of the centre falling within this <u>Use Class</u>, or 20% for <u>Use Classes A2 and A3</u>; or ii. Result in over <u>50% 60%</u> of the primary frontage of the centre (<u>taking all elements of the frontage combined</u>) falling within a Use Class other than A1.; and iii. <u>Result in an adverse impact on the vitality and viability of the centre.</u>

	<p>Page 90-91 – Policy 10 – Para 10.1 onwards</p>	<p>Justification</p> <p>10.1 The policy is intended to encourage higher density development in more compact centres, making it easier and more likely to walk from one side of the centre to another, and increasing the vitality and viability of centres in this way-, <u>as well as enabling an opportunity for physical activity with associated health and wellbeing benefits.</u></p> <p>10.3 Part 1. c) of the policy seeks to prevent upper floors being left vacant or under-utilised. <u>Proposals will be expected to take reasonable steps to secure the use of upper floors which may include: demonstrating how upper floors will be utilised for a main town centre use or residential use; incorporating a separate access to upper floors to allow for them to be used independently; or providing clear justification why upper floors cannot be utilised.</u></p> <p><u>What the Sustainability Appraisal says</u></p> <p>10.6 The policy is considered likely to have positive effects on a number of objectives, including housing, health, energy and climate change, employment, social, and natural resources and flooding.</p>
MM23	<p>Page 94 – Policy 11</p>	<p>Policy 11: The Square, Beeston</p> <p>Key Development Requirements:</p> <p><u>1. New Homes:</u></p> <p>a) <u>400-132 homes (minimum).</u></p> <p><u>2. Connections and Highways:</u></p> <p>a) <u>Enhance the provision of clear, direct safe and attractive pedestrian and cycling links to surrounding areas (including Middle Street and Station Road)</u></p> <p><u>3. Green Infrastructure and Open Space:</u></p> <p>a) <u>Public realm enhancements-improvements to the east (including the</u></p>

		<p><u>provision of seating and soft landscaping) to enhance the setting of the Conservation Area and quality of adjacent open space.</u></p> <p>b) <u>Ensure new open spaces form part of a network of spaces.</u></p> <p>4. New Facilities:</p> <p>a) Cinema.</p> <p>b) Emphasis on viable uses to encourage a vibrant evening economy such as food and drink and leisure uses.</p> <p>c) Landmark Buildings which provide a gateway into Beeston from the south and tram/bus terminus to the southwest.</p> <p>d) <u>Ensure that development provides active frontages at Ground Floor level.</u></p>
MM24	Page 96 – Policy 12 – Para 12.1-12.2	<p>Policy 12: Edge-of-Centre A1 Retail in Eastwood</p> <p>Formatting change: <u>Move policy text to top of page. Move new justification text (as stated below) to below policy. Insert new title below new justification text: 'Eastwood District Centre'. Current paragraphs 12.1, 12.2, 12.3, and 12.4 will then follow.</u></p> <p>Add justification text:</p> <p><u>12.1 For limited alterations and extensions (as defined below) within the identified area, Policy 12 would apply. For all other forms of development, and for development outside of the identified area, Policy 13 would apply.</u></p> <p><u>12.2 'Limited alterations and extensions are defined as:</u></p> <ul style="list-style-type: none"> <u>Any alterations or minor extensions that would result in additional retail (Use Class A1) floorspace and / or ancillary floorspace not exceeding 500 sq.m. gross, in total.</u>
MM25	Page 99 – Policy 12 – Map 36	<p>Map 36 32: Kimberley District Centre</p> <p>Map amended to:</p> <ul style="list-style-type: none"> Expand Kimberley District Centre along Main Street and to include

		properties on James Street.
MM26	Page 102 – Policy 13	<p>Policy 13: Proposals for main town centre uses in edge-of-centre and out-of-centre locations</p> <p>2. Impact assessments will be required for all edge-of centre and out-of-centre retail, leisure, office or food and drink uses of 500 <u>2,500</u> square metres gross or more.</p>
	Page 102-103 – Policy 13 – Para 13.1-13.7	<p>Justification</p> <p><u>13.1 Part 1 b) recognises that the NPPF supports the development of accessible local services and community facilities, such as local shops. Proposals will be required to demonstrate that the development will meet an outstanding local need which will benefit the local community. Deficiency may include there being no existing local services and facilities within a reasonable walking distance of a residential area.</u></p> <p>13.7 It also recommends a local floorspace threshold for impact assessments of 500 square metres for both convenience and comparison retailing (paragraph 16.34) and advises that this threshold should apply to changes of use and variation of conditions (paragraph 16.35).</p>
MM27	Page 104 – Policy 14	<p>Policy 14: Centre of Neighbourhood Importance (Chilwell Road / High Road)</p> <p>Within the Centre of Neighbourhood Importance, as defined on the Policies Map, permission will be granted for main town centre uses, as defined in the NPPF, or housing and only providing <u>provided that</u> such a use does not;</p>
	Page 104 – Policy 14 – Para 14.3 onwards	<p>Justification</p> <p><u>14.3 Part 4 of the policy regarding the</u> The use of the upper floors is considered important as it supports the Aligned Core Strategy aim of urban concentration and regeneration; <u>and</u> it encourages the use of empty or under-used spaces for residential and commercial uses which will add to the vitality and viability of the Centre of Neighbourhood Importance and</p>

		<p>also the nearby Town Centre of Beeston.</p> <p>14.4 The 'inefficient use of upper floors', as referred to in part 4 of Policy 14, is defined as '<u>keeping vacant or not fully utilising the space on floors above the ground floor for a productive town centre or ancillary use</u>', such as:</p> <ul style="list-style-type: none"> • <u>Additional retail showroom facilities</u> • <u>Ancillary facilities or services, such as toilets, staff room or kitchen</u> • <u>Residential</u> • <u>Offices</u> • <u>Other town centre uses</u>
MM28	Page 106 – Policy 15	<p>Policy 15: Housing Size, Mix and Choice</p> <p>3. For proposals on unallocated <u>other</u> sites for development of more than 10 units within Use Classes C2 or C3, affordable housing should be provided at the following proportions:</p> <ul style="list-style-type: none"> • 'Beeston' submarket: 30% or more; • 'Eastwood' submarket: 10% or more; • 'Kimberley' submarket: 20% or more; • 'Stapleford' submarket: 10% or more. <p>4. Any applications which propose less affordable housing, <u>or fewer 'accessible and adaptable dwellings'</u> than is indicated in parts 4,2 and 3 <u>1, 2, 3 or 7</u> of this policy must be accompanied by a viability assessment.</p> <p>6. Developments of market and affordable housing should provide an appropriate mix of house size, type, tenure and density to ensure that the needs of the residents of all parts of the Borough, <u>and all age groups (including the elderly)</u>, are met.</p> <p>8. For developments of more than 20 dwellings, at least 5% of provision should be in the form of serviced plots for self-build or</p>

	<p>Page 107-108 – Policy 15 – Para 15.1-15.6</p>	<p>custom-build homes by other delivery routes.</p> <p>Justification</p> <p>15.1 (at the end of the main paragraph and before the bullet points):</p> <p><u>In parts 1, 2 and 3 of the policy, the phrase “or more” means that at least the specified proportion of affordable housing should be provided; a higher proportion would not be expected but may be acceptable, if proposed by an applicant. In parts 5 and 6 of the policy, the word “size” relates to the number of bedrooms in the home.</u></p> <p>15.3 Any permission granted contrary to part 4, 2 or 3 <u>1, 2, 3 or 7</u> the policy will be subject to a clause requiring viability to be reviewed in the future.</p> <p>15.3-15.4: <u>With regard to part 5 of the policy, examples of potential exceptional circumstances might include those where:</u></p> <ul style="list-style-type: none"> • <u>On-site provision of affordable housing would undermine other housing or regeneration objectives;</u> • <u>The type of affordable housing that is needed would not reflect the character of the area;</u> • <u>There is already a high proportion of affordable housing within the immediate area;</u> • <u>Specialist forms of affordable housing could be provided off-site but not on-site;</u> • <u>There would be only a modest number of affordable housing units provided and there would be resultant difficulties for on-going management.</u> <p>15.4-15.5 15.5 With regard to part 6 of the policy, the appropriate mix of size, type, tenure and density will be assessed in liaison between the Council’s</p>
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		<p>housing and planning departments, in accordance with the Council's Housing Strategy <u>and taking account of the latest relevant information, including the Social and Affordable Housing Need Study and any subsequent update to this Study.</u></p> <p>15.5 15.6 Given the relatively high proportion of elderly people in the Borough, it is important that a sufficient proportion of new housing makes appropriate provision for people with mobility issues. Part 7 of the policy addresses this matter. <u>As a general principle, the Council will also be supportive of the provision of dementia-friendly housing, supported living and other forms of homes for elderly people.</u></p> <p>15.6 <u>Self-build and custom-build homes can help to meet the needs of local people who have expressed interest in this form of development via the Council's Register. They can also provide a boost to small-scale local housebuilders and add to the variety of housing provision. Part 8 of the policy is intended to help in these regards.</u></p>
MM29	Page 110 – Policy 16	<p>Policy 16: Gypsies and Travellers</p> <p>A suitable site will be identified within the existing built up area to accommodate the requirement for two pitches for Gypsies and Travellers to ensure the identified need is met. This provision will be made by <u>the end of 2019.</u></p>
	Page 110 – Policy 16 – new paragraph	<p>Justification</p> <p><u>16.4 The Council intends to produce a Supplementary Planning Document (SPD) which will identify sites within the urban area to meet this need. Work on the SPD is likely to be undertaken predominantly in-house and may involve the use of consultants if necessary. It will be undertaken in consultation with the Gypsy and Traveller community and any other affected residents. A report will be prepared and considered by the Council</u></p>

		and it is intended that the SPD will be adopted in approximately November 2019.
MM30	Page 111-112 – Policy 17 – Policy Text	<p>Policy 17: Place-making, Design and Amenity</p> <ol style="list-style-type: none"> 1. For all new development, permission will be granted for development which, where relevant: <ol style="list-style-type: none"> i) Provides sufficient, well-integrated, parking <u>and safe and convenient access</u>; and n) <u>Encourages walking and cycling; and</u> 2. Applicants for housing developments of 10 dwellings or more will be required to submit a design and access statement which includes an assessment of the proposals against each of the 'Building for Life <u>12</u>' criteria (see Appendix 5 <u>2</u>). 4. In the case of householder development (including extensions, <u>annexes</u>, outbuildings and boundary treatments): <ol style="list-style-type: none"> e) Fences and walls <u>Development (including fences, walls and other structures)</u> should not cause risk to pedestrians or road users by reducing visibility for drivers when entering or exiting the driveway-; f) <u>Annexes should not be disproportionate to the size of the dwelling and the plot and should only be used in association with the main dwelling.</u>
	Page 112-113 – Policy 17 – Para 17.2 onwards	<p>Justification</p> <p>17.2 Part 1 of the policy is largely based on 'Building for Life' ('BfL12'), a widely-used guide to better design that is aligned to the National Planning Policy Framework and the National Planning Practice Guidance and is endorsed by the Design Council and the Home Builders Federation.</p>

		<p>Details of BfL12 itself are in Appendix 1 and this should be used as a design tool and a basis for discussion throughout the pre-application and community engagement stages of all major applications. <u>When applying part 3 of the policy, applicants should show evidence of how their development performs against each question, justifying either a green or amber outcome. Any ambers should be those where sub-optimal solutions are unavoidable because of the particular circumstances of the scheme or constraints beyond the control of the applicant (and where there is evidence to support this).</u></p> <p>17.4 With regard to parts 1,3 and 4 innovative design will be encouraged in appropriate circumstances.</p> <p>17.5 <u>With regard to part 1o), c</u>Consideration of simple, low-cost design details can produce significant benefits for wildlife without harming the viability of the development or the amenity of future occupants. <u>Examples could include insect houses and porous boundary treatment, such as gaps in/under fences, to allow small mammals (especially hedgehogs), amphibians etc to pass through unhindered.</u></p> <p>17.6 <u>Enforcement action should be proportionate to the breach of planning control to which it relates and taken when it is expedient to do so.</u> This policy will be used to assess whether it is expedient to take enforcement action in relation to breaches of planning control, <u>for example when a breach is clearly contrary to the policy. Further details of the Council's approach will be provided within</u> It will also form the basis of a comprehensive enforcement plan which will be prepared and then reviewed on an annual basis.</p> <p><u>What the Sustainability Appraisal says</u></p> <p>17.7 <u>The policy has significant positive effects upon the social, biodiversity and green infrastructure, environment and landscape and transport</u></p>
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		objectives, resulting from improvements to the design of built development.
MM31	Page 119 – Policy 20 – Policy Text	<p>Policy 20: Air Quality</p> <p>3. Electric Vehicle charging points will be required in all housing developments of 10 or more houses and commercial developments of 1,000sqm <u>square metres</u> or more of floorspace.</p>
	Page 119 – Policy 20 – Para 20.2-20.4	<p>Justification</p> <p><u>20.2</u> The ‘reasonable steps’ required to be taken, referred to within Policy 20 (part 1), will vary between different types and scale of development. In the case of smaller developments, these might include the provision of secure cycle storage facilities to encourage cycle use. In the case of larger developments, these might include the provision of well-lit connections to existing cycleways and footpaths and integration with public transport.</p> <p><u>20.3</u> The exact level of electric vehicle charging points and other facilities required will vary on a case-by-case basis, taking into account factors such as: sustainability of location; existing infrastructure; amount of car parking to be provided; and existing electric vehicle charging points within the area of the development.</p> <p>20.2 <u>20.4</u> A shift to the use of electric vehicles can...</p>
MM32	Page 124 – Policy 23	<p>Policy 23: Proposals affecting dDesignated and nNon-dDesignated hHeritage aAssets</p> <p>2. Proposals that affect heritage assets will be required to demonstrate an understanding of the significance of the assets and their settings, identify the impact of the development upon them and provide a clear justification for the development. in order that a decision can be made as to whether the merits of the proposals for the site bring public benefits which decisively outweigh the harm arising from the</p>

		<p>proposals. For designated heritage assets:</p> <ul style="list-style-type: none"> i. <u>Where substantial harm is identified, there must be substantial public benefits that outweigh the harm.</u> ii. <u>Where less than substantial harm is identified, the harm will be weighed against the public benefits of the proposal, including securing its optimum viable use.</u> <p>3. Proposals affecting a heritage asset and/or its setting will be considered against the following criteria, where relevant:</p> <ul style="list-style-type: none"> c) Whether the proposals would preserve <u>conserve and</u> enhance the character and appearance of the heritage asset by virtue of siting, scale, building form, massing, height, materials and quality of detail;
	Page 124 – Policy 23 – Para 23.1	<p>Justification</p> <p>23.1 This policy applies to all heritage assets, including Listed Buildings, Conservation Areas, Scheduled Monuments and non-designated assets of all kinds. <u>Bennerley Viaduct, Boots and D H Lawrence heritage are of special importance. The proposals for the Awsworth site allocation (Policy 4) are designed to minimise impact on the Viaduct, while proposals at Boots (Core Strategy Policy 2) are being carefully assessed so as to minimise impacts on the listed buildings there. Proposals for Chetwynd Barracks (Policy 3.1) should recognise the importance of designated and non-designated heritage assets within the site.</u></p>
MM33	Page 146 – Policy 24	<p>Policy 24: The hHealth and Wellbeing IImpacts of dDevelopment</p> <ul style="list-style-type: none"> 1. A Health Impact Assessment Checklist, as set out on pages 140-151 in Appendix 5, will be required for applications for; 2. Hot food takeaways of any size within 400m of any part of the grounds of a school will be assessed against the hot food takeaway question within this checklist <u>expected to show how they comply with an appropriate healthy eating scheme, unless such takeaways</u>

		are within the defined boundary of a Town or District Centre.
	Page 146 – Policy 24 – Para 24.3	Justification 24.3 One of the specific points in the checklist on the following pages is the question of whether the proposal seeks to restrict the development of hot food takeaways (A5) in specific areas. An appropriate way for operators of hot food takeaways to address these issues is to comply with the 'Healthier Options Takeaway (HOT) Merit scheme', which is operated by Broxtowe Borough Council in conjunction with Nottinghamshire County Council and the other district and borough councils within Nottinghamshire.
MM34	Page 153 – Policy 26 – Para 26.1	Policy 26: Travel Plans Justification 26.1 The site allocations have been selected in accordance with Policy 2 (the spatial strategy) of the Aligned Core Strategy and therefore are considered to be in the most sustainable locations. For all other large sites that come forward for development it is important that the transport impacts are assessed and where necessary mitigated in order to promote sustainable development. <u>Travel Plans will be expected to include details of how developments will encourage walking, cycling and the use of public transport. Travel Plans should be proportionate to the size and scope of the proposed development to which they relate and be tailored to particular local circumstances. Guidance regarding the form and scope of the Travel Plan can be provided as part of pre-application advice.</u>
MM35	Page 154 – Policy 27	Policy 27: Local Green Space The following areas are designated as Local Green Space, in accordance with paragraphs 76-78 of the National Planning Policy Framework. 1. Prominent Areas for Special Protection: a) Bramcote Hills and Bramcote Ridge b) Burnt Hill, Bramcote

		<p> c) Catstone Hill Ridge, Strelley d) Stapleford Hill e) Windmill Hill, Stapleford 2. The field off Cornwall Avenue, Beeston Rylands. 3. Protected Open Areas: </p> <p> a) Beeston Fields golf course and land to west b) Bramcote Ridge c) Chilwell Manor golf course 4. Land east and west of Coventry Lane at Bramcote and Stapleford, as shown on the plan on page 156. </p> <p> Within these areas, development that would be harmful to the character or function of the Local Green Space will not be permitted except in very special circumstances. </p> <p> The field off Cornwall Avenue, Beeston Rylands, is designated as Local Green Space, in accordance with paragraphs 99-101 of the National Planning Policy Framework. Within this area, development that would be harmful to the character or function of the Local Green Space will not be permitted except in very special circumstances. Applications will be considered with regard to paragraphs 143-147 of the National Planning Policy Framework. </p>
	<p>Page 155 – Policy 27 – Para 27.2-27.4</p>	<p>Justification</p> <p> 27.2 The land at Bramcote and Stapleford (item 3 in the policy) comprises a former area of Green Belt between Moor Farm Inn Lane, Moor Lane, Derby Road, Ilkeston Road and Coventry Lane, with the exception of land occupied by the schools which was previously designated as a ‘Major Developed Site within Green Belt’. Land to the north of Moor Farm Inn Lane is proposed for housing development and redevelopment is also proposed for some of the other school land. It is therefore particularly important that the rest of the land to the south of Moor Farm Inn Lane is </p>

		<p>protected from development. This area includes the Bramcote Hills Prominent Area for Special Protection, which is also referred to in item 1 in the policy, and other Green Infrastructure Assets (see Policy 28).</p> <p>27.2 3 Prominent Areas for Special Protection are hills and ridges comprising prominent areas of attractive landscape which provide distinct and permanent landmarks near the edge of the Greater Nottingham conurbation.</p> <p>27.4 <u>27.2</u> All the sites listed <u>The site referred to</u> in the policy have <u>has</u> been assessed as according with the criteria set out in the <u>NPPF</u> (paragraph 100) and are <u>is</u> considered to be: in reasonably close proximity to the community <u>they it serves</u>; local in character and not an extensive tract of land; and demonstrably special to the local community, holding a particular local significance.</p>
	Page 156 – Policy 27 – Map 61	Map 61: The Local Green Space at land east and west of Coventry Lane Bramcote and Stapleford
	Page 156 – Policy 27 – Map 38	<p><u>Map 38: Land to the east of Cornwall Avenue</u></p> <p>Additional Map detailing the new Local Green Space which was not included in the Publication Version of the Plan.</p>
MM36	Page 157 – Policy 28	<p>Policy 28: Green Infrastructure Assets</p> <p>1. Development proposals which are likely to lead to increased use of any of the Green Infrastructure Assets listed below, as shown on the Policies Map, will be required to take reasonable opportunities to enhance the Green Infrastructure Asset(s). These Green Infrastructure Assets are:</p> <p>a) Green Infrastructure Corridors (not shown on the Policies Map);</p>

		<p>b) Playing Pitches; c) Informal Open Spaces i.e. 'natural and semi-natural green space' and 'amenity green space'; d) Allotments; e) Recreational Routes; and f) Nature Reserves; <u>g) Golf Courses (Beeston Fields and Chilwell Manor); and</u> <u>h) A mix of Informal Open Spaces and flood mitigation measures (land off Thorn Drive, Newthorpe).</u> <u>i) Prominent Areas for Special Protection (Bramcote Hills and Bramcote Ridge; Burnt Hill, Bramcote; Catstone Hill Ridge, Strelley; Stapleford Hill; and Windmill Hill, Stapleford).</u></p> <p>2. In all cases listed in part 1, and in the case of school playing fields, permission will not be granted for development that results in any harm <u>or loss</u> to the Green Infrastructure Asset, unless the benefits of development are clearly shown to outweigh the harm.</p>
	<p>Page 157-158 – Policy 28 – Para 28.4-28.6</p>	<p>Justification</p> <p><u>28.4 In respect of part 2 of the policy, benefits which could outweigh the harm include the replacement of equivalent or better provision in terms of quantity and quality in a suitable location or the development is for an alternative sports and recreational provision, the needs for which clearly outweigh the loss.</u></p> <p><u>28.4 28.5 Broxtowe contains several strategic recreational routes, many of which are shown on page 158 Map 40 and the Policies Map. These routes may also be used for everyday journeys and for accessing services. The policy will apply to the specified routes and to all routes leading from the built-up areas into the countryside. The policy will apply to the following specified routes;</u> the Big Track;</p>

		<p>the Broxtowe Country Trail; the Erewash Valley Trail; the Great Northern Path; the Monks Way; the National Cycle Route; the Nottingham Canal Towpath/former Cromford Canal; and the Robin Hood Way.</p> <p><u>28.6</u> Prominent Areas for Special Protection are hills and ridges comprising prominent areas of attractive landscape which provide distinct and permanent landmarks near the edge of the Greater Nottingham conurbation.</p> <p>28.6 The need for the provision and maintenance of playing pitches, and associated developer contributions, will be assessed on a case-by-case basis, using evidence from the Playing Pitch Strategy (PPS, adopted in January 2017) and the Green Infrastructure Strategy (GIS, adopted in January 2015 July 2016). In smaller developments the improvement of existing facilities will be more relevant than the provision of new facilities; in larger developments onsite provision may be appropriate. The need for contributions for these and other types of green space will be assessed in accordance with the Broxtowe Green Space Standard, which is set out below (and on pages 19-20 of the GIS) and which was developed taking account of Natural England's Accessible Natural Greenspace Standards.</p> <p>Table 6: Broxtowe Green Space Standard</p> <table> <tr> <th>Green Space Type</th><th>Maximum distance that any household should be from the green space type</th><th>Minimum size of green space type</th></tr> <tr> <td>Parks and gardens</td><td>500m</td><td>1 ha</td></tr> <tr> <td>Natural and semi-</td><td>300m</td><td>2 ha</td></tr> </table>	Green Space Type	Maximum distance that any household should be from the green space type	Minimum size of green space type	Parks and gardens	500m	1 ha	Natural and semi-	300m	2 ha
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		<p>natural green space</p> <p>Outdoor sports facilities 500m 1 ha</p> <p>Amenity green space 300m 0.25 ha</p>
MM37	Page 168 – Policy 31	<p>Policy 31: Biodiversity Assets</p> <ol style="list-style-type: none"> 1. <u>All development proposals should seek to deliver a net gain in biodiversity and geodiversity and contribute to the Borough's ecological network. Permission will not be granted for development which would cause significant harm to sites and habitats of nature conservation or geological value, together with species that are protected or under threat. Support will be given to the enhancement and increase in the number of sites and habitats of nature conservation value, and in particular to meeting objectives and targets identified in the Nottinghamshire Biodiversity Action Plan.</u> 2. Development proposals which are likely to lead to the increased use of any of the Biodiversity Assets listed below, as shown on the Policies Map, will be required to take reasonable opportunities to enhance the Asset(s). These Biodiversity Assets(s) are; <ol style="list-style-type: none"> a) Sites of Special Scientific Interest, Local Wildlife Sites or Local Geological Sites (<u>as including those listed in Appendices 2, 3, 4 8, 9 and 10 and shown on the Policies Map</u>); or b) <u>Protected and p</u>Priority habitats and <u>p</u>riority species (<u>as including those identified in the Nottinghamshire Local Biodiversity Action Plan, and section 4.5 of the Green Infrastructure Strategy and section 41 of the Natural Environment and Rural Communities (NERC) Act 2006</u>); or c) Trees which are the subject of Tree Preservation Orders; or d) Aged or veteran trees; or e) Ancient Woodland (as shown on the Policies Map); or f) Hedgerows which are important according to the criteria of the

		<p>Hedgerow Regulations 1997; or</p> <p>g) Other trees and hedgerows which are important to the local environment.</p> <p>3. In all cases permission will not be granted for development that results in any <u>significant</u> harm <u>or loss</u> to the Biodiversity Asset, unless the benefits of development are clearly shown to outweigh the harm.</p>
MM38	Page 171 – Policy 32	<p>Policy 32: Developer Contributions</p> <p>1. Financial contributions may be sought from developments of 10 or more dwellings or 1,000 square meters <u>metres</u> or more gross floor space for provision, improvement or maintenance, where relevant, of;</p> <ul style="list-style-type: none"> a) Affordable housing; b) Health; c) Community facilities; d) Green Space <u>Infrastructure Assets</u>; e) Biodiversity; f) Education; and g) Highways, including sustainable transport measures. h) <u>Cycling, footpaths and public transport</u>; i) <u>The historic environment, heritage assets and/or their setting; and</u> j) <u>Flood mitigation measures, including SuDS.</u> <p>2. On-site provision of new playing pitches may be required for developments of 50 dwellings or more.</p>
	Page 171 – Policy 32 – new paragraphs	<p>Justification</p> <p><u>32.2 The type and size of contributions will be assessed with regard to Nottinghamshire County Council's Contributions Strategy.</u></p>

		<p><u>32.3 The need for the provision and maintenance of playing pitches, and associated developer contributions, will be assessed on a case-by-case basis, using evidence from the Playing Pitch Strategy (PPS, adopted in January 2017) and the Green Infrastructure Strategy (GIS, adopted in July 2016). In smaller developments the improvement of existing facilities will be more relevant than the provision of new facilities; in larger developments onsite provision may be appropriate. The need for contributions for these and other types of green space will be assessed in accordance with the Broxtowe Green Space Standard, which is set out below (and on pages 19-20 of the GIS) and which was developed taking account of Natural England's Accessible Natural Greenspace Standards.</u></p> <p><u>Table 6: Broxtowe Green Space Standard</u></p> <table> <tr> <th><u>Green Space Type</u></th><th><u>Maximum distance that any household should be from the green space type</u></th><th><u>Minimum size of green space type</u></th></tr> <tr> <td><u>Parks and gardens</u></td><td><u>500m</u></td><td><u>1 ha</u></td></tr> <tr> <td><u>Natural and semi-natural green space</u></td><td><u>300m</u></td><td><u>2 ha</u></td></tr> <tr> <td><u>Outdoor sports facilities</u></td><td><u>500m</u></td><td><u>1 ha</u></td></tr> <tr> <td><u>Amenity green space</u></td><td><u>300m</u></td><td><u>0.25 ha</u></td></tr> </table>	<u>Green Space Type</u>	<u>Maximum distance that any household should be from the green space type</u>	<u>Minimum size of green space type</u>	<u>Parks and gardens</u>	<u>500m</u>	<u>1 ha</u>	<u>Natural and semi-natural green space</u>	<u>300m</u>	<u>2 ha</u>	<u>Outdoor sports facilities</u>	<u>500m</u>	<u>1 ha</u>	<u>Amenity green space</u>	<u>300m</u>	<u>0.25 ha</u>
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<u>Amenity green space</u>	<u>300m</u>	<u>0.25 ha</u>															
MM39	Appendix 1	<p><u>Appendix 1: Schedule of superseded policies</u></p> <p><u>Regulation 8(5) of the Town and Country Planning (Local Planning) (England) Regulations 2012 requires that this Part 2 Local Plan (P2LP) identifies previous policies of the adopted development plan that are now superseded. Several policies of the 2004 Broxtowe Local Plan were</u></p>															

superseded by policies in the Aligned Core Strategy, the Part 1 Local Plan (P1LP), as detailed in Appendix E of the P1LP and as confirmed in the table below. Other policies of the 2004 Local Plan are superseded by policies in this P2LP, as detailed in the table below. Some policies of the 2004 Plan are not superseded (i.e. not replaced by new policies) but are nevertheless not retained as part of the development plan since they are no longer considered to be necessary, because the subject matter is no longer considered to be relevant or because the subject matter is considered to be adequately covered by the NPPF. These are noted in the table below. Some other policies of the 2004 Plan were not 'saved' following a review by the Secretary of State in 2007, as mentioned in the table below.

As a result of these issues, no policies of the 2004 Plan now form part of the development plan. This P2LP does not supersede any policies of the P1LP and all the policies of the P1LP therefore remain part of the development plan.

<u>2004 Local Plan policy</u>	<u>Superseded by:</u>
<u>K1 Sustainable development</u>	<u>(Not 'saved' in 2007.)</u>
<u>K2 The economy</u>	<u>(Not 'saved' in 2007.)</u>
<u>K3 Housing</u>	<u>(Not 'saved' in 2007.)</u>
<u>K4 Town centres</u>	<u>P2LP policy 10.</u>
<u>K5 The environment (1)</u>	<u>P2LP policy 8.</u>
<u>K6 The environment (2)</u>	<u>(Not 'saved' in 2007.)</u>

		<u>K7 Access and transport</u>	<u>(Not 'saved' in 2007.)</u>
		<u>K8 The needs of the disadvantaged</u>	<u>(Not 'saved' in 2007.)</u>
		<u>E1 Good design</u>	<u>P1LP.</u>
		<u>E2 Energy-efficient design and layout</u>	<u>P1LP.</u>
		<u>E3 Development within Conservation Areas</u>	<u>P1LP.</u>
		<u>E4 Demolition within Conservation Areas</u>	<u>(Not 'saved' in 2007.)</u>
		<u>E5 Listed Buildings</u>	<u>(Not 'saved' in 2007.)</u>
		<u>E6 Setting of Listed Buildings</u>	<u>(Not 'saved' in 2007.)</u>
		<u>E7 Advertising</u>	<u>(Not 'saved' in 2007.)</u>
		<u>E8 Development in the Green Belt</u>	<u>P2LP policy 8.</u>
		<u>E9 Visual impact of development on Green Belt</u>	<u>(Not 'saved' in 2007.)</u>
		<u>E10 Activities in the Green Belt</u>	<u>(Not 'saved' in 2007.)</u>
		<u>E11 Dwellings for agricultural workers</u>	<u>(Not 'saved' in 2007.)</u>
		<u>E12 Protected Open Areas</u>	<u>P2LP policy 28.</u>
		<u>E13 Prominent Areas for Special</u>	<u>P2LP policy 28.</u>

		<u>Protection</u>	
		<u>E14 Mature Landscape Areas</u>	<u>P2LP policy 30.</u>
		<u>E15 Sites of Special Scientific Interest</u>	<u>(Not 'saved' in 2007.)</u>
		<u>E16 Sites of Importance for Nature Conservation</u>	<u>P2LP policy 31.</u>
		<u>E17 Sites supporting species protected by law</u>	<u>(Not 'saved' in 2007.)</u>
		<u>E18 Local biodiversity</u>	<u>(Not 'saved' in 2007.)</u>
		<u>E19 Other nature conservation resources</u>	<u>P1LP.</u>
		<u>E20 Agricultural land quality</u>	<u>(Not 'saved' in 2007.)</u>
		<u>E21 Ancient Monuments</u>	<u>(Not 'saved' in 2007.)</u>
		<u>E22 Other sites of archaeological interest</u>	<u>(Not 'saved' in 2007.)</u>
		<u>E23 Greenwood Community Forest</u>	<u>P1LP.</u>
		<u>E24 Trees, hedgerows and Tree Preservation Orders</u>	<u>P2LP policy 31.</u>
		<u>E25 Renewable energy development</u>	<u>P1LP.</u>

		<u>E26 Pollution</u>	<u>P2LP policy 19.</u>
		<u>E27 Protection of groundwater</u>	<u>P2LP policy 19.</u>
		<u>E28 Protection of floodplains and flood risk</u>	<u>(Not 'saved' in 2007.)</u>
		<u>E29 Contaminated land</u>	<u>P2LP policy 19.</u>
		<u>E30 Derelict land</u>	<u>(Not 'saved' in 2007.)</u>
		<u>E31 Gassing landfill sites</u>	<u>P2LP policy 19.</u>
		<u>E32 Hazardous substances, hazardous installations and major pipelines</u>	<u>P2LP policy 19.</u>
		<u>E33 Light pollution</u>	<u>P2LP policy 19.</u>
		<u>E34 Control of noise nuisance</u>	<u>P2LP policy 19.</u>
		<u>E35 Telecommunications</u>	<u>(No longer considered to be necessary.)</u>
		<u>H1 New housing sites</u>	<u>P2LP policies 2-7.</u>
		<u>H2 Phasing of housing</u>	<u>P1LP.</u>
		<u>H3 Housing type and size</u>	<u>P1LP.</u>
		<u>H4 Subdivision or adaptation of existing buildings</u>	<u>P2LP policy 17.</u>
		<u>H5 Affordable housing</u>	<u>P2LP policy 15.</u>

		<u>H6 Density of housing development</u>	<u>P2LP policy 17.</u>
		<u>H7 Land not allocated for housing purposes</u>	<u>P2LP policy 17.</u>
		<u>H8 Businesses in residential areas and properties</u>	<u>P2LP policy 17.</u>
		<u>H9 Domestic extensions</u>	<u>P2LP policy 17.</u>
		<u>H10 Extensions for dependent relatives</u>	<u>P2LP policy 17.</u>
		<u>H11 Minor development</u>	<u>P2LP policy 17.</u>
		<u>H12 Loss of residential accommodation</u>	<u>(No longer considered to be necessary.)</u>
		<u>H13 Sites for Gypsies and Travelling Showpeople</u>	<u>P1LP.</u>
		<u>EM1 New employment sites</u>	<u>(No longer considered to be necessary.)</u>
		<u>EM2 Protection of employment land and premises</u>	<u>P1LP.</u>
		<u>EM3 Expansion/redevelopment of existing employment premises</u>	<u>P2LP policy 9.</u>
		<u>EM4 Exceptional developments</u>	<u>(Not 'saved' in 2007.)</u>
		<u>T1 Developers' contributions to</u>	<u>P2LP policy 32.</u>

		<u>integrated transport measures</u>	
		<u>T2 Improvements to bus facilities</u>	<u>P1LP.</u>
		<u>T3 Bus facilities in new development</u>	<u>P1LP.</u>
		<u>T4 Park-and-ride facilities</u>	<u>(No longer considered to be necessary.)</u>
		<u>T5 South Notts Rail Network (SNRN)</u>	<u>(No longer considered to be necessary.)</u>
		<u>T6 Nottingham Express Transit (NET)</u>	<u>P2LP policy 3.2.</u>
		<u>T7 Cycling routes and facilities</u>	<u>P1LP.</u>
		<u>T8 Millennium Cycle Route</u>	<u>(Not 'saved' in 2007.)</u>
		<u>T9 Pedestrian routes and facilities</u>	<u>P1LP.</u>
		<u>T10 Proposed road schemes</u>	<u>(No longer considered to be necessary.)</u>
		<u>T11 Guidance for parking provision</u>	<u>P2LP policy 17.</u>
		<u>T12 Facilities for people with limited mobility</u>	<u>P2LP policy 17.</u>
		<u>S1 Shopping and associated uses within town centres</u>	<u>P2LP policy 10.</u>
		<u>S2 Sites for retail and associated</u>	<u>P2LP policy 11.</u>

		<u>development</u>	
		<u>S3 Retail and associated development in locations outside town centres</u>	<u>P2LP policy 13.</u>
		<u>S4 Prime shopping frontages</u>	<u>P2LP policy 10.</u>
		<u>S5 Local shopping development</u>	<u>P2LP policy 13.</u>
		<u>S6 Protection of local shopping</u>	<u>(No longer considered to be necessary.)</u>
		<u>S7 Food and drink retailing outside town centres</u>	<u>P2LP policy 13.</u>
		<u>S8 Shopfront design</u>	<u>P2LP policy 18.</u>
		<u>S9 Security measures</u>	<u>P2LP policy 18.</u>
		<u>S10 Shopfront signage</u>	<u>P2LP policy 18.</u>
		<u>RC1 Leisure facilities</u>	<u>(No longer considered to be necessary.)</u>
		<u>RC2 Community and education facilities</u>	<u>(No longer considered to be necessary.)</u>
		<u>RC3 Community and education facilities: safeguarded sites</u>	<u>(No longer considered to be necessary.)</u>
		<u>RC4 Developers' contributions to education and community facilities</u>	<u>P1LP.</u>

		<u>RC5 Protection of open spaces</u>	<u>P2LP policy 28.</u>
		<u>RC6 Open space: requirements for new developments</u>	<u>P2LP policy 32.</u>
		<u>RC7 New playing fields</u>	<u>(No longer considered to be necessary.)</u>
		<u>RC8 New informal open space</u>	<u>(No longer considered to be necessary.)</u>
		<u>RC9 Contributions for maintenance of open spaces</u>	<u>P1LP.</u>
		<u>RC10 Allotments</u>	<u>P2LP policy 28.</u>
		<u>RC11 Cemetery extensions</u>	<u>P2LP policy 29.</u>
		<u>RC12 Caring institutions</u>	<u>(No longer considered to be necessary.)</u>
		<u>RC13 Day nurseries</u>	<u>(No longer considered to be necessary.)</u>
		<u>RC14 Footpaths, bridleways and cycle routes</u>	<u>P2LP policy 28.</u>
		<u>RC15 Long distance trails</u>	<u>P2LP policy 28.</u>
		<u>RC16 Greenways</u>	<u>P2LP policy 28.</u>
		<u>RC17 Outdoor recreation pursuits</u>	<u>(No longer considered to be necessary.)</u>

		RC18 Tourism facilities including <u>hotels</u>	P2LP policy 25.
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**BROXTOWE BOROUGH COUNCIL LOCAL DEVELOPMENT SCHEME
(with effect from 16 October 2019)**

Introduction

The Local Development Scheme (LDS) is a work programme that sets out how and when Broxtowe Borough Council will prepare and revise its planning policies in development plan documents (DPDs).

This LDS has to specify:

- Which DPDs will be prepared;
- What subject matter they will cover;
- What geographical area they will relate to;
- Whether any of them will be prepared jointly with other authorities;
- The timetables for their preparation and revision.

The previous LDS was adopted in 2018. This LDS wholly replaces the previous version.

DPDs

There will be two DPDs:

- 'Greater Nottingham Broxtowe, Gedling and Nottingham City Aligned Core Strategies Part 1 Local Plan' (ACS); and
- 'Broxtowe Part 2 Local Plan'.

Details of each are given below. The documents will be monitored on at least an annual basis as part of the Authority Monitoring Report (see below) and will then be the subject of a review if the monitoring indicates such a need. All policies in the ACS, together with specified policies in the Part 2 Local Plan, will be treated as being 'strategic' and any future Neighbourhood Plans will have to be consistent with these policies.

Aligned Core Strategies Part 1 Local Plan (ACS)

Subject matter: Sustainable development, climate change, the spatial strategy, the Green Belt, employment provision, economic development, Nottingham city centre, the role of town and local centres, regeneration, housing size, mix and choice, gypsies, travellers, travelling showpeople, design, enhancing local identity, the historic environment, local services, healthy lifestyles, culture, tourism, sport, managing travel demand, transport infrastructure priorities, green infrastructure, parks, open space, biodiversity, infrastructure and developer contributions.

Geographical area: The whole of Broxtowe, Gedling and Nottingham City.

Prepared jointly: The ACS is not a formal Joint Core Strategy and decisions relating to it have been made separately by each Council; however it was prepared in close liaison with Gedling Borough Council and Nottingham City Council.

Timetable: The ACS was adopted in September 2014. The timetable for its review is:

Stage	Date
Growth Options Consultation (Reg. 18)	January 2020
Draft Publication Consultation	March 2020
Publication Consultation (Reg. 19)	September 2020
Submission	January 2021
Examination Hearings	June 2021
Adoption	December 2021

Part 2 Local Plan (Site Allocations and Development Management Policies)

Subject matter: The allocation of sites for housing, employment, retail and other purposes. Also development management policies on a range of topics including the environment, housing, employment, transport, shopping, town centres, recreation and community facilities.

Geographical area: The whole of Broxtowe.

Prepared jointly: No.

Timetable:

Stage	Date
Submission	Summer 2018
Examination	Summer 2018 – Autumn 2019
Adoption	16 October 2019

Existing policies

With the adoption of the Part 2 Local Plan, all the policies of the 2004 Broxtowe Local Plan have been replaced by the ACS and the Part 2 Local Plan.

The Beeston Town Centre Supplementary Planning Document (SPD) was adopted in 2008. As an SPD, it is a statutory document and it was adopted following extensive consultation; however it does not have development plan status.

There are two further policy-related documents which were also the subject of public consultation but which do not have the status of DPDs or SPDs. These are the Kimberley Brewery Planning Brief (2007) and the Statement of Development Principles for the Regeneration of Boots Campus, Beeston (also 2007).

All of these documents are available on the Council's website.

Other documents

Nuthall's Neighbourhood Plan has been 'made' (finalised) and nine further Neighbourhood Plans are currently being prepared by Town Councils, Parish Councils and Neighbourhood Forums in the borough. Neighbourhood Plans are not DPDs and are therefore not detailed in this LDS; however details are available on the Council's website and the websites of the organisations concerned. When finalised, the policies of the Neighbourhood Plans will have development plan status.

The emerging Neighbourhood Plans relate to: Awsworth, Brinsley, Bramcote, Chetwynd, Cossall, Eastwood, Greasley, Kimberley, and Stapleford.

The Council's Statement of Community Involvement (SCI) was adopted in 2009. This sets out the processes of community involvement that the Council will use in the production of policy documents and the consideration of planning applications. The SCI is likely to be revised shortly.

Authority Monitoring Reports (AMRs, previously called Annual Monitoring Reports) will be produced on at least an annual basis. They give information about progress on the production of policy documents together with statistics on a range of key issues, including business development and housing.

The AMRs and SCI are also available on the Council's website.

Further information

If you would like further information on any of the issues referred to in this LDS, please contact the planning policy team by calling 0115 917 3452, emailing planningpolicy@broxtowe.gov.uk or writing to Planning Policy, Broxtowe Borough Council, Council Offices, Foster Avenue, Beeston, Nottingham NG9 1AB.

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