

**Kimberley Neighbourhood Plan
Submission Draft**

April 2019

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1. Introduction

1.1 The Kimberley Neighbourhood Plan has been prepared by Kimberley Town Council. It covers the area administered by Kimberley Town Council; shown outlined blue on Map One. It will be part of the development plan for Kimberley. It is intended to supplement the Broxtowe Aligned Core Strategy and Part Two local Plan.

1.2 The Broxtowe Council Part Two Local Plan is currently at the Public Examination Stage. There are no important points of difference between the Neighbourhood Plan and either the Broxtowe Core Strategy or the Part 2 local Plan. The Neighbourhood Plan does not repeat policies on such topics as Green Belt, allotments and design that are already in the adopted Core Strategy or are proposed to be included in the Part 2 Local Plan. The Town Council will, however, monitor the effectiveness of policies and will make proposals for amendment or modification where necessary.

1.3 A first draft Neighbourhood Plan was produced in 2016 and was the subject of public consultation. A leaflet was distributed to every household, two public meetings were held and a significant number of comments were made. The Town Council has moved on and prepared a more comprehensive set of policies and proposals that takes account of what people said during consultation, takes into consideration the National Planning Policy Framework published in July 2018 and takes note of additional sites for housing suggested by Broxtowe BC but not yet part of an adopted development plan .

1.4 The Neighbourhood Plan will form part of the context for planning decisions. The Plan will be given more weight as it goes through the process towards adoption. It is hoped to have an adopted Neighbourhood Plan by the middle of 2019.

1.5 The Plan is based on a number of background documents and these are available on the Town Councils website.

1.6 The Neighbourhood Plan covers the period 2018 to 2028.

1.7 An early review of the Neighbourhood Plan will be undertaken to incorporate a development brief for the Depot site and adjacent areas as well as a management plan for area of designated local green space

2. The Scope of the Plan

2.1 This Plan is to do with the physical development of Kimberley in the period 2018 to 2028. main focus of the Plan is on the following topic areas.

- Open Space Strategy
- Housing
- A regeneration and conservation plan for Kimberley Town Centre and the Kimberley Conservation Area

3. The context for the Neighbourhood Plan

3.1 The Town Council sees Kimberley as a pleasant place to live and work. It has kept much of its nineteenth century character, street pattern, significant heritage buildings and important remnants of the railway age. The town is certainly not without its problems and these include environmental the environmental effects of through traffic, a shortage of off street parking for older housing areas . Young people looking to set up home for the first time and the elderly wishing for housing ore suited to their needs have difficulty finding suitable accommodation. Nevertheless the environment in most of the town is of a good quality and the setting of the town is within an area of unspoilt but accessible landscape; especially to the North, West and South is a great asset that deserves to be protected and where possible enhanced.

3.2 Finance

There are a number of policies in the Plan such as the regeneration of Kimberley Town Centre which may require some pump priming by the town council. Whilst the funds available to the Council are limited the Neighbourhood Plan will help bids for funding from Nottinghamshire County Council, Broxtowe Borough Council and the Lotteries Fund. The Town Council will seek to maximise the share of the any future Community Infrastructure Levy and New Homes Bonus that comes to the town.

4 .Objectives

- Identify a Green Network that includes the most valuable footpaths and bridle ways, areas of biodiversity , wildlife corridors and open spaces and areas of green belt that serve an important planning function that warrant protection over and above greenbelt designation. These will include any green space element of the proposed development at the depot site that are indentified as part of the development brief that will be part of an early review of the Neighbourhood Plan
- To develop policies to protect, conserve and enhance the green network identified including where appropriate locally designated green spaces
- To identify opportunities for new housing and employment compatible with the green strategy set out above
- Improve the sustainability of the town's retail centre through traffic management and environmental improvements
- To conserve and enhance the character of the Kimberley Conservation Area
- Create a sustainable transport network by improving and enhancing footpath, cycle and bus routes to shopping centres , employment areas , schools and the wider transport network.
- Attract public and private sector investment, attract new employers and help create local jobs by improving the physical environment and infrastructure for business
- Set out design policies as a context for development briefs for new housing sites in particular the Depot Site as part of an early review of the Neighbourhood Plan .

5. An Open Space Strategy

There are four components of the Open Space Strategy. They are dealt with below.

5.1 Footpaths and bridleways

There are significant health benefits from Walking and Cycling. Footpaths and cycle ways are the strands in the green network. These are of special value where they

- lead from the town into the countryside through sites where there is pressure for housing development ; especially those that have a high level of biodiversity
- are used to connect components of recreation provision such as playing fields and allotments
- function of pathways as a way of sustainable travel within the town particularly to schools, shops, community centres employment centres and areas used for active recreation such as allotments and playing fields.

5.2 Areas of Biodiversity

The National Planning Policy Framework says “ *The planning system should contribute to and enhance the natural and local environment by:*

- *protecting and enhancing valued landscapes, geological conservation interests and soils;*
- *recognising the wider benefits of ecosystem services;*
- *minimising impacts on biodiversity and providing net gains in biodiversity*
- *where possible, contributing to the Government’s commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures*

Kimberley is a town in which good quality landscapes with high levels of biodiversity which penetrate deeply into the urban area. This creates both problems and opportunities which the Town Council will seek to manage effectively.

5.3 Designated local green space

Designated local green spaces are an extra layer of protection. The NPPF says they are appropriate

- *where the green space is in reasonably close proximity to the community it serves;*
- *where the green area is demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and*
- *where the green area concerned is local in character and is not an extensive tract of land.*
- *Local policy for managing development within a Local Green Space should be consistent with policy for Green Belts.”*

The green area between Church Hill and the A 610 connects under the A 610 and joins up with the footpath/ bridle way system around Awworth and Cossal . This area is not only of great recreational and bio diversity value but also has close connections with DH Lawrence.

Taking all these criteria into account the Town Council are proposing a Green Strategy as shown on Map

Policy GS1 Protective and Enhancement Measures for a Green Network

a) Footpaths and Bridleways

Within the Green Network shown on Map 2 footpaths and bridleways will be given a high priority for maintenance and enhancement. The bio diversity of hedges and woodlands adjacent to sustainable route-ways will be conserved . Closures and diversions will be resisted unless it can be shown they would result in net gains in terms of amenity and convenience

b) Areas of bio diversity value

Policies and Incentives available under the Planning Act and under grant regimes operated by DEFRA will be used to conserve and enhance areas of diversity value particularly the identified wetland nature reserve. Where appropriate the Town Council will consider limited funding to achieve these policy aims.

c) Locally designated green-spaces

Within designated green-spaces the protective policies set out in greenbelt will be given additional weight to the effect that very exceptional circumstances would need to be demonstrated for non greenbelt uses to be allowed. In the case of any form of housing development it would need to be shown that no alternative sites are available within Broxtowe and / or the Greater Nottingham Housing Market Area.

d) Recreation uses . Where development that is acceptable within the greenbelt is proposed; extra weight will be given to attractive and sustainable design of any buildings, hard areas and/or fences.

6. Housing

6.1. Taking account of provision already made, the fact that 600 dwellings during the period to 2028 is the maximum set out in the Core Strategy and the fact that significant additional land has been identified in the main built up area of Broxtowe it seems reasonable to plan for 100 dwellings additional to the brewery and the other committed sites. It is also the case that "Kimberley" in the Core Strategy also includes a substantial part of Nuthall Parish.

6.2 The Kimberley Depot Site

The Depot seems likely to become surplus to requirements early in the plan period and it is understood the owners of the adjacent caravan site wish to move to a more spacious site. The caravan site has potential as a brownfield housing site but it would be premature to recommend its allocation for housing until a suitable relocation site has been identified. The principle of mixed uses on the Depot site to include housing and open space was supported during public consultation. The previous draft Neighbourhood Plan included an employment site next to the A 610. It is now felt that proposal would discourage the redevelopment for housing and so it is not included in the second draft Plan. In order to fit in with the Part 2 Local Plan the site is recommended to be allocated for housing but some open space will need to be reserved. A development brief for the depot site will be prepared and will be incorporated in an early review of the Neighbourhood Plan

Housing Policy H1

The areas shown on Map 2 for housing are recommended to be taken out of the greenbelt and used for a mix of housing and open space in accordance with the development brief referred to in policy H2

Housing Policy H2

The site at Broxtowe will be developed in accordance with a Development Brief to be prepared . The Main features of the brief will be

Access

Vehicular access from Eastwood Road at the site of the current access to the Depot

Pedestrian access from a number of points including the railway embankment.

Housing

Approx 105 dwellings of which approximately

20% at high density

60% medium density

20% low density including a supported living complex for elderly persons and people with physical disability or mental health problems

Open space

A key feature of the brief will be green network to allow sustainable travel within the development and links to services in the town. The green network will link with the railway embankment and the area to the south of the embankment which will also be designated local green space.

A through cycle route will be incorporated in the network in consultation with Sustrans a charity that promotes a national cycle route network.

The green network may include a balancing pond and a reed bed to provide sustainable sewage treatment for certain types of effluent.

Policy H3 Affordable Housing

HS 3 Affordable Housing

The priorities for affordable housing are the provision of bungalows and one bed room flats. In the light of the likely mismatch between demand and supply in Kimberley priority for allocation of affordable housing in Kimberley should be given to Kimberley residents.

7. Traffic

7.1 We have analysed accident figures for the years 2012 to 2015 .The figures show

- That there were around 30 RTAs in Kimberley town in the four year period.
- Large parts of the town were accident free.
- There were 23 accidents on the A610 (from Giltbrook roundabout to the junction with the M1) and two of these were serious
- There were 12 accidents on Eastwood Road / Main Street but none of these were serious
- There was a serious accident in Green Street in 2013

Overall there is no evidence that Kimberley suffers more from road traffic accidents than any other similar urban area.

7.2 Some limited work has been carried out on traffic flows. Peak hour traffic on Main Street is high (10000 pcus per hour) but the number of obstacles in the form of mini roundabouts, pedestrian crossings and parked cars reduce the speed and hence the risk from through traffic flows. Safety would be improved if more pedestrian crossings were converted to “ green man” facilities.

7.3 The lack of off street parking space for houses in older areas of the town means that traffic flows are effectively in one direction at a time. Road widening is not a practical possibility. At the moment the system seems to work on the basis of people voluntarily giving way but the situation will be monitored and if necessary the use of traffic lights will be considered.

7.4 Kimberley has a frequent bus service to Nottingham but public transport within the town is poor particularly in a North South direction.

7.5 From time to time the possibility of extending the NET tram service to Kimberley has been discussed but there is no firm proposal and an extended route is not safeguarded in the Broxtowe Development Plan which is the context for this Neighbourhood Plan. No provision has been made for an extended tram route in Kimberley.

Policy T1 Transport

Since no part of the strategic highways network passes through Kimberley the priority within the town will be the safety and amenity of residents and visitors rather than the free flow of traffic.

The Town Council will encourage the development of local North South Bus Services to link Nuthall, Kimberley and Awsworth to Ilkeston Train Station and Phoenix Park park and ride

The Town Council will seek the conversion of pedestrian crossings on Eastwood Road, Main Street and Nottingham Road to green man operation

8 Kimberley Town Centre and Conservation Area

8.1 There are three elements to the conservation area

- The former Brewery
- The Chapel Street and Station Road area
- Main Street / James Street

8.2 The Brewery has been dealt with in detail by Broxtowe BC in the development brief and the planning conditions attached to the various permissions.

8.3 The Chapel Street and Station Road area are described in the Conservation Area Report as a mainly a residential area with a village-like character. The assets of the area include a number of good quality listed buildings, fine mature trees and an intricate street patter. The area is detached from the main retail centre and the emphasis will be on conservation

8.4 James street is described as being made up of small scale independent shops with a Victorian character with Intimate and enclosed views. At the time of the conservation area designations buildings audit over 70% of shop fronts were traditional and this has not changed a lot since then. The area seems to be holding its own but would benefit from publicity and promotion efforts.

8.5 The Main Street is dominated by the Sainsbury Supermarket and by the War memorial. A disused chapel has recently been successfully restored and put to a new use. West of Sainsbury's the issues are similar to James Street and the emphasis will be conservation but with some flexibility where this is necessary to maintain the commercial vitality of the area.

8.6 The frontage of the super market to Main Street is harsh and unattractive and not an appropriate setting for the War Memorial. Policies will include negotiating a landscaping scheme with Sainsbury to soften the frontage.

8.7 For the whole area there is a need to update the buildings audit carried out in 1989 to form a basis for more detailed policies on a block by block basis to be prepared jointly by the Town Council and Broxtowe Borough Council in close consultation with owners and occupiers .

Policy TC1

In the area shown on Plan Two the Town Council will encourage policies for vitality and conservation that are mutually supporting.

In the James Street and Chapel Street / Station Road area the priority will be conservation of the historic fabric and landscape

In the Main Street area conservation will be complemented by positive measures to improve the variety of the retail provision so as to create jobs and contribute to the local economy

The Town Council will seek to negotiate with Sainsbury PLC a landscaping scheme so as to improve the frontage of the super market to Main Street and the setting of the War Memorial

Where some pump priming is required the Town Council will make bids for funding from Nottinghamshire County Council, Broxtowe Borough Council and the Lotteries Fund. The Town Council will seek to maximise the share of the Community Infrastructure Levy and the New Homes bonus that comes to the town.