



Wednesday, 12 October 2022

A G E N D A

8. TOTON AND CHETWYND BARRACKS STRATEGIC MASTERPLAN SUPPLEMENTARY PLANNING DOCUMENT (Pages 3 - 224)

To seek the resolution of Council to adopt the amended Toton and Chetwynd Barracks Strategic Masterplan Supplementary Planning Document.

Appendix 3 – The Consultation Statement

Appendix 4 - The Toton and Chetwynd Barracks Strategic Masterplan Supplementary Planning Document are circulated as supplements to this agenda.

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APPENDIX 3

**TOTON AND CHETWYND BARRACKS STRATEGIC MASTERPLAN SUPPLEMENTARY PLANNING
DOCUMENT (SPD)
CONSULTATION STATEMENT**

Respondent	Comment Summary	Council Response	Action
<p>Individual 1</p> <p>Page 3</p>	<ul style="list-style-type: none"> Strongly objects to development around Wheatgrass Farm, in the region bounded by the A52 to the north and the tram line to the south. Supports development at Chetwynd Barracks but does not agree with development on Green Belt land. Holds that there is not much emphasis on green spaces or emphasis on carbon neutral strategies being employed. Suggests the planting of trees to offset the carbon footprint of development. 	<p>Development is not proposed in the Green Belt around Wheatgrass Farm</p> <p>The Council is not proposing development of Green Belt land.</p> <p>Various sections of the SPD address these issues.</p>	
Individual 2	<ul style="list-style-type: none"> Suggests new plans to be proposed following the IRP. 	The SPD has been reviewed following the IRP.	Additional text included in response to the IRP, the

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			rationale for the development and the potential for a railway station at Toton.
Individual 3	<ul style="list-style-type: none"> Expresses support. 	Noted.	
Individual 4 Page 4	<ul style="list-style-type: none"> Holds that a station at the Sidings has little purpose. Notes that as HS2 is no longer going to be at Toton, regards that the proposed development at Toton should instead be developed at East Midlands Parkway. Notes that justification text (specifically regarding the proposal's estimate of 84,000 jobs) for a number of issues is needed. 	<p>Noted.</p> <p>Not directly related to the main part of the SPD.</p>	
Individual 5	<ul style="list-style-type: none"> Opposes proposed development on the farmland between Toton, Stapleford, Chilwell, Beeston and Bramcote and holds that such development would negatively impact upon the environment and local green space. Proposes that if a new school is required, this should be the 'derelict one near to Bramcote 	The Council is not proposing development of Green Belt land. The vast majority of the land in this area is Green Belt and would remain as such.	

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	Baths'.	It is understood that this is being demolished.	
Individual 6	<ul style="list-style-type: none"> Strongly regards that Stapleford Lane cannot be used as a vehicular access point. Further holds that green spaces should be left and that the area cannot accommodate any additional housing or cars. 	Noted.	
Individual 7 Page 5	<ul style="list-style-type: none"> Requests that certain views within the Borough (including the view from the top of St Michael's Church from the A52) are maintained as far as possible. 	Agree - where possible.	
Individual 8	<ul style="list-style-type: none"> Notes that it would be ideal to consider small-gated communities such as high-quality retirement homes, with appropriate security measures. Notes that the Toton Park and Ride could accommodate coach pick up. Suggests the development of Victorian type manor house style properties comprising of small apartments. 	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p>	

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	<ul style="list-style-type: none"> Suggests that solar panels be included on new developments. 	The document already aspires for zero-carbon.	Wording of Net Zero Carbon section has been reviewed and expanded.
Individual 9 Page 6	<ul style="list-style-type: none"> Fully supports the development of Chetwynd Barracks for housing but holds that the use of personal vehicles should be discouraged for environmental reasons. Expresses concern regarding the proposed development of the fields surrounding the A52 from Bardill's Island to Bramcote. 	<p>Agree – where possible.</p> <p>The Council is not proposing development of Green Belt land.</p>	
Individual 10	<ul style="list-style-type: none"> Suggests, in view of the Environment Act, that paragraph 2.37 on page 32 be reworded to reflect the new legislation, e.g.: “development proposals are required to protect and enhance these, as well as creating new habitats to ensure biodiversity net gain”. Considers that Green Space and Green Infrastructure should be increased and that Wildlife Corridors should be connected. Holds that clarity is required confirming that 	<p>Agree</p> <p>Noted.</p> <p>The Council agrees that</p>	Section in relation to the Environment Act has been updated.

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Page 7	<p>Wildlife Corridors do not include back gardens.</p> <ul style="list-style-type: none"> • Regards that developer contributions should stay within the Neighbourhood Plan area. • Seeks clarity on Moor Wood. • Holds that advice given by Natural England has not been acted upon and would like to know why. 	<p>Wildlife Corridors should not include back gardens and the SPD text has previously been amended to reflect this position.</p> <p>Noted. Additional detail would need to be provided at the planning application stage.</p> <p>Noted.</p> <p>Natural England has not objected to the SPD within their latest representations to the consultation of the SPD.</p>	
Individual 11	<ul style="list-style-type: none"> • Regards that the Masterplan cannot progress until the “5-mile radius” cycle-route has been designed and further notes that the Masterplan fails to comply with the “walking 	Noted.	

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Page 8	<p>and cycling” elements of a number of local and national policies.</p> <ul style="list-style-type: none"> States that the cycling elements need to comply with the standards specified in <i>Cycle Infrastructure Design</i>. Proposes some changes to the text within the draft document, as well as additional text within certain sections. 	<p>All proposed cycle ways will comply with national standards.</p> <p>Noted.</p>	
	<ul style="list-style-type: none"> Regards that the Masterplan cannot progress until sufficient thought has been given to the likely bus-routes. States that the SPD fails to comply with the public transport elements of national / local policies. 	<p>Disagree. The Masterplan can progress. Thought has been given to potential bus-routes, but this could potentially be made more explicit in the text.</p> <p>Disagree.</p>	<p>Wording in relation to through-routing of bus routes has been added.</p>

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	<ul style="list-style-type: none"> Bus gates may be required to prevent rat-running. Regards that the SPD does not make clear the effects of certain traffic measures. 	<p>This has been considered within the SPD.</p> <p>Noted.</p>	
Individual 12 Page 9	<ul style="list-style-type: none"> In light of the IRP, requests that develops a new Masterplan based upon the new context that we are now in. Also requests that the Green Belt as well as green space sites are protected. 	<p>The SPD has been reviewed as a result of the IRP. The Council is not proposing development of Green Belt land.</p>	<p>Additional text included in response to the IRP, the rationale for the development and the potential for a railway station at Toton.</p>
Individual 13	<ul style="list-style-type: none"> Strongly objects to development at the area near Inham Road (outlined in red). Regards that the consultation process has been frustrating which would have caused many to not respond, therefore resulting in the consultation not being representative. 	<p>The Council is not proposing development of Green Belt land.</p> <p>Noted. The consultation has attracted a high number of responses both from members of the public and other organisations, but the Council will endeavour to</p>	

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		learn from any feedback to further improve future consultations.	
Individual 14 Page 10	<ul style="list-style-type: none"> States that following the cancellation of HS2 to Toton the whole plan should be shelved. Regards that a new station is not required and additional housebuilding would overdevelop an area which already suffers from poor road infrastructure. 	Noted. The SPD has been reviewed as a result of the IRP.	Additional text included in response to the IRP, the rationale for the development and the potential for a railway station at Toton.
Individual 15	<ul style="list-style-type: none"> Emphasises a desire to see increased green infrastructure as well as cycle paths and walk paths. 	The SPD includes significant proposals for green space and cycle paths.	
Individual 16	<ul style="list-style-type: none"> Poses a number of questions regarding the future of the proposed link road as well as putting forward other queries in relation to traffic management (such as on Swiney Way and Stapleford Lane). 	Noted. Technical work is ongoing. Local improvements may be needed, subject to any representations made by National Highways and	

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Page 11		Nottinghamshire Council during the planning application stage.	
	<ul style="list-style-type: none"> Also questions whether protection of historical features has been considered and notes the importance of them and their integration. 	This has been considered within the SPD. In addition, draft policies within the Neighbourhood Plan provide additional protection through a 'local list' of local heritage assets.	
	<ul style="list-style-type: none"> Appreciates the notion of carbon neutral homes and states that these should be designed so that they fit in with the character of the area. States the importance of green corridors and retaining trees. 	<p>Noted.</p> <p>The Council agrees with the importance of green corridors, and where possible, retaining trees.</p>	

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Page 12	<ul style="list-style-type: none"> Regards that the SPD does not deal with how roads being at full capacity during rush hour will be dealt with, or how additional traffic will be alleviated. <p>Notes that a link road from the A52 would dissect the fields off Baulk Lane and therefore queries whether anything will be put into place to protect wildlife.</p>	<p>Technical work is ongoing to try to better understand these issues.</p> <p>Technical work is ongoing, but the Council agrees that it will be necessary ensure that mitigation measures protect any potential impact upon wildlife.</p>	
Individual 17	<ul style="list-style-type: none"> Welcomes the proposition that some parts of Chetwynd road would be public transport/bicycle access only but express concerns about how big a vehicle (i.e. bus) could navigate through. Wishes for the development to make roads safer for pedestrians. Welcomes the net zero carbon aspect of the proposal and would like to see electric buses 	<p>The Council agrees that all development should promote highway safety and that, where possible, facilitate access by public transport, including buses.</p> <p>Controlled parking zones would unfortunately be</p>	<p>Wording in relation to through-routing of bus routes has been added.</p>

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	in operation. Also welcome the introduction of controlled parking zones around development.	outside of the scope of the SPD.	
Individual 18	<ul style="list-style-type: none"> Feels that the area near Birth Forest should be left alone and that the proposal for the A52 link road should be abandoned. 	All land currently allocated as 'Green Belt' remains protected under this designation. The SPD does not propose that Green Belt boundaries should be amended.	
Individual 19	<ul style="list-style-type: none"> Is against a through-road ever being created off Welbeck Gardens. 	Noted, although some links may be necessary so that the new development is well-linked with surrounding areas.	
Individual 20	<ul style="list-style-type: none"> Regards that the Council needs to provide homes and create jobs on land that could still be influential for the region. 	Agree.	
Individual 21	<ul style="list-style-type: none"> Regards that the extension of the NET tram to 	Agree. The Council would	

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Page 14	the Hub station remains essential and that a station at Toton should still be included in the Masterplan even without HS2 in the area. Notes that the advantages of HS2 can still be brought to the borough.	like to see the extension of the NET tramway into the Toton site.	
	<ul style="list-style-type: none"> Holds that the Masterplan should not adversely affect the operational needs of the freight train operators based at or using the Toton TMD. 	Agree.	
	<ul style="list-style-type: none"> Support the net-zero intentions. 	Noted.	
	<ul style="list-style-type: none"> Hold that significant community facilities must be readily accessible by public transport and active travel. 	Agree.	
	<ul style="list-style-type: none"> Welcome the enhancement of the Railway Corridor. 	Noted.	
Individual 22	<ul style="list-style-type: none"> States that the Masterplan should be revisited 	The SPD has been reviewed	Additional text included in

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Page 15	<p>in light of the decision not to bring HS2 to Toton.</p> <ul style="list-style-type: none"> Regards that the references to net-zero are undermined by the proposals in relation to the A52, which will encourage traffic and the use of cars. Encouraging cycling/walking and public transport should be a priority. Puts forward concerns about traffic congestion. Notes that the maintenance and enhancement of the open space network and the Green Belt is vital. Regards that the 'spine road' from Chetwynd should not cross the tram lines and should be terminated at the tram terminus. 	<p>as a result of the IRP.</p> <p>Noted. Technical work is ongoing in relation to the proposed link road, but mitigation measures will be required.</p> <p>Agree.</p> <p>Noted. It may be necessary for the road to continue in order to serve additional sites / land.</p>	<p>response to the IRP, the rationale for the development and the potential for a railway station at Toton.</p>
Individual 23	<ul style="list-style-type: none"> Holds that as the HS2 station will no longer be 	The Council considers that	Additional text included in

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Page 16	<p>at Toton, the intended development for Toton should not go ahead.</p>	<p>the site remains highly sustainable for a variety of development. There may be the potential for a mainline railway station at the site.</p>	<p>response to the IRP, the rationale for the development and the potential for a railway station at Toton.</p>
	<ul style="list-style-type: none"> For each proposed development, housing numbers and densities and floorspace etc as well as infrastructure should be specified. 	<p>Detailed issues will be considered at the planning application stage.</p>	
	<ul style="list-style-type: none"> Regards that the estimated capacity of the site for 4,500 homes must be justified. Holds that demand for employment land at the site must also be demonstrated, as well as a definition of the Innovation Campus. 	<p>This would be considered within the Greater Nottinghamshire Strategic Plan.</p>	
	<ul style="list-style-type: none"> Notes that the proposals will result in Toton losing much of its green space, and as such, regards that there should be replacement green spaces. Regards that detailed mechanisms for mitigating the noise from HS2 should be specified. 	<p>The SPD proposes that considerable areas of green space should be provided at the sites.</p> <p>No longer applicable as a result of the IRP decision</p>	

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<div> <div>Page 17</div> <div>Individual 24</div> </div>	<ul style="list-style-type: none"> Notes that a detailed survey of current and predicted traffic should be performed before proposing any new roads and that demand for adding cycle paths to existing roads must be justified. 	<p>Noted. Technical work is ongoing and there is ongoing liaison between the Borough Council and National Highways and Nottinghamshire County Council.</p>	
	<ul style="list-style-type: none"> Notes that the aerial photography is useful. Queries whether there could be provision for allotments. Regards that there is limited green space proposed and that more provision is needed. Holds that the primary focus should be on providing safe pedestrian and cycle routes and public transport. 	<p>Agree.</p> <p>Allotments are referenced on the Spatial Framework Plan.</p> <p>The Strategic Masterplan proposes significant areas of open green space.</p> <p>Agree. The Strategic Masterplan provides for safe pedestrian and cycle routes</p>	

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		with provision for public transport.	
Individual 25	<ul style="list-style-type: none"> Expresses concerns regarding additional traffic. Further holds that existing main roads such as Stapleford Lane is required to upgraded before the development begins. 	Technical work is ongoing in relation to these issues.	
Individual 26 Page 18	<ul style="list-style-type: none"> Requests that there is no development on the Green Belt and regards that road infrastructure is insufficient for any traffic increases and that road investment would be needed to support the housing developments. Is supportive of wildlife corridors and is pleased that there will be open space at Chetwynd Barracks. Holds that the extension of the tram to Long Eaton is critical and that local facilities need implementing in phase 2. 	<p>The Council is not proposing development of Green Belt land.</p> <p>Technical work is ongoing.</p> <p>Noted.</p> <p>Noted. Unfortunately, the SPD can only directly influence development within Broxtowe Borough (Long Eaton is located in Erewash Borough).</p>	
Individual 27	<ul style="list-style-type: none"> Regards that the location is 'not strategic'. 	Disagree. There remains an opportunity to create a	

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Page 19	<ul style="list-style-type: none"> Regards that green space is being developed for 'no real reason'. Requests that proportions of housing, affordable housing, office, industrial and leisure development are provided in the final document. Questions whether the Innovation Campus will create new jobs. It is positive that the lack of healthcare provision is finally being recognised and 	<p>strategic transport node connecting the strategic road network, tram and heavy rail. This is a sustainable location for growth.</p> <p>Disagree. Green Space is being developed for much needed housing and employment.</p> <p>Detailed issues will be considered at the planning application stage.</p> <p>The Council is of the view that a very significant number of good quality new jobs will be provided by the proposed development.</p> <p>Noted.</p>	

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	addressed.		
Individual 28	<ul style="list-style-type: none"> Notes concerns over the link road. States that a link road connecting Eskdale Drive to the A52 could cause congestion, create access difficulties and be dangerous around schools, as well as remove/spoil a popular area where people enjoy to walk. 	Technical work is ongoing. Mitigation measures will be needed.	
Individual 29	<ul style="list-style-type: none"> Feels that the final document should include provision/encourage custom and self-build development. 	It is not considered that there is enough demand for this.	
Individual 30	<ul style="list-style-type: none"> Does not think that the Barracks should be closing and further holds that infrastructure cannot support additional housing. 	Any decision to close the Barracks would be made by central government / the Ministry of Defence and so this issue is outside of the control of the Council. The Council needs to respond to the opportunities of land becoming available for development. New infrastructure would be provided as a part of any development of the site.	

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Individual 31	<ul style="list-style-type: none"> Regards that the implication of the proposed developments have not been considered in relation to Toton High Road, which is not able to cope with traffic demands. 	Technical work in relation to highways is ongoing.	
Individual 32	<ul style="list-style-type: none"> Holds that the Plan is very positive. 	Agree.	
Individual 33	<ul style="list-style-type: none"> Queries what will happen now that HS2 is not going to be at Toton. Queries who will make decisions and how the project will be managed especially if there are conflicts between ambitions within the plan. 	<p>The SPD has been reviewed following the IRP.</p> <p>Decisions will be made by the Council as part of the Development Management process. If established within primary legislation, the emerging East Midlands Development Corporation</p>	Additional text included in response to the IRP, the rationale for the development and the potential for a railway station at Toton.

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Page 22	<ul style="list-style-type: none"> Notes that protecting and retaining areas such as Hobgoblin Wood and the barracks sports field makes absolute sense. Highlights the importance of cars for many people's daily lives. 	<p>(EM DevCo Ltd) may take control of planning for the site in the future.</p> <p>Agree.</p> <p>Noted. Technical work is ongoing in relation to highways.</p>	
	<p>Individual 34</p> <ul style="list-style-type: none"> Holds that the overall plan has been well thought out and developed. Despite the HS2 setback at Toton, regards that the plan should still move forward in principle. 	<p>Agree. The Council aspires to see the sites developed and any opportunities maximised.</p>	
	<p>Individual 35</p> <ul style="list-style-type: none"> States that it is vital the existing Barracks sports ground is ring fenced for leisure/recreation and also notes the general importance of green and open spaces. States that surface water drainage at the Barracks is an issue. 	<p>Agree.</p> <p>Noted. Severn Trent Water were consulted as a part of the consultation of the SPD. This is already referred to</p>	

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Page 23 Individual 36	<ul style="list-style-type: none"> Queries why there is no tram link between both the Toton site and the Chetwynd site. States that there is no mitigation shown for traffic through Chilwell Village to the High Road or Field Lane. 	<p>within the 'Green Infrastructure' section of the SPD.</p> <p>Noted. The Chetwynd Barracks site is already located within very close proximity to the existing Toton Park and Ride railway station.</p> <p>Technical work is ongoing.</p>	
	<ul style="list-style-type: none"> Thinks that linking both projects (Sites) together would not be as beneficial as looking at both separately. States that it is vital the Chetwynd Neighbourhood Plan is taken on board. Consideration should be given to electric 	<p>Noted. There is a commitment within Broxtowe's Part 2 Local Plan for both sites to be considered together.</p> <p>Agree.</p>	

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	<p>vehicles and the infrastructure/power necessary for this. Ground Source heat pumps should also be considered.</p> <ul style="list-style-type: none"> Notes the facilities which will be needed at Chetwynd Barracks. 	<p>The Council agrees that a number of measures to transition to 'Net-Zero' should be considered at Toton and Chetwynd Barracks.</p> <p>Agree.</p>	<p>Wording of Net Zero Carbon section has been reviewed and expanded.</p>
<p>Page 24</p> <p>Individual 37</p>	<ul style="list-style-type: none"> Queries what sort of energy will be used for housing. 	<p>Noted. The implications of transitioning to 'Net-Zero' will need to be further considered following the adoption of this SPD.</p>	<p>Wording of Net Zero Carbon section has been reviewed and expanded.</p>
Individual 38	<ul style="list-style-type: none"> Queries whether Derby and Nottingham to East Midlands Parkway can be linked without HS2 at Toton. Holds that a station at Toton should still be provided. Regards that the feeder road from the Toton tram hub to the A52 is better routed via Toton 	<p>The Council understands that technical work to better understand some of these issues is ongoing.</p> <p>Technical work is ongoing.</p>	

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	<p>Lane.</p> <ul style="list-style-type: none"> Notes further concerns regarding traffic and its impacts. 	Technical work is ongoing.	
<p>Individual 39</p> <p>Page 25</p>	<ul style="list-style-type: none"> States that the whole vision and document requires a fundamental re-think [due to IRP]. States that the proposals do not take into account the impacts of Covid (eg. Working from home and implications for town centres). States that the proposals are 'anti-car'. Regards that investment in bus or cycle lanes is wasted and even counter-productive. The proposals will put a strain on the existing and proposed road networks. Off-road parking and electric vehicle charging 	<p>The SPD has been reviewed as a result of the IRP.</p> <p>This issue will be considered as a part of the production of the Greater Nottingham Strategic Plan (the Aligned Core Strategy)</p> <p>Disagree.</p> <p>Disagree.</p> <p>Technical work is ongoing.</p> <p>Agree.</p>	<p>Additional text included in response to the IRP, the rationale for the development and the potential for a railway station at Toton.</p>

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	<p>points at properties should be considered.</p> <ul style="list-style-type: none"> • Regards that terraced properties are not wanted in Toton. 	Noted.	
Individual 40 Page 26	<ul style="list-style-type: none"> • States that the proposed walking/cycling route which crosses Sandiacre Lock appears to cross private land. • Regards that the easier option for access to the towpath and then the subsequent station would be via the existing recognised footpaths at Dockholme Lock or Station Road in Sandiacre. 	<p>Noted.</p> <p>Noted.</p>	
Individual 41	<ul style="list-style-type: none"> • Holds that the definition of Open Space within the document is limited. • The walking and cycling links across the Erewash Canal and River Erewash do not align and that many of the green corridors do not link together. 	<p>Disagree. A wide range of Open Spaces are referred to within the document.</p> <p>Walking and cycling links are indicative and the routes may be influenced by a variety of factors. It is not necessary for all of the green corridors to link together although most</p>	

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Page 27	<ul style="list-style-type: none"> Regards that the location of proposed tram stops seems illogical A wider view needs to be take given the cancellation of HS2. The Toton West area will be visually and psychologically cut off from the rest of the development. Feels that there are limited connections to local centres. Disagrees with the proposed A52 link road and regards that altering Bardills round-about to a grade-separated junction would be far more beneficial solution. 	<p>do and the others are connected by open space.</p> <p>Noted.</p> <p>The SPD has been reviewed as a result of the IRP.</p> <p>Noted.</p> <p>Noted.</p> <p>Technical work is ongoing.</p>	<p>Additional text included in response to the IRP, the rationale for the development and the potential for a railway station at Toton.</p>

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Individual 42	<ul style="list-style-type: none"> Regards that the document fails to recognise Long Eaton as another potential hub for local development in need of rail connections. States that 'the potential access roads appear to cut across current farm land that contain well used public rights of way' and that 'converting these to roads will destroy this vital connectivity for accessing green spaces'. 	<p>Unfortunately, the SPD can only directly influence development within Broxtowe Borough (Long Eaton is located in Erewash Borough).</p> <p>Technical work is ongoing.</p>	
Individual 43	<ul style="list-style-type: none"> Is interested to know how the changes made to HS2 will impact the proposals for Chetwynd and Toton. 	Noted.	Additional text included in response to the IRP, the rationale for the development and the potential for a railway station at Toton.
Individual 44	<ul style="list-style-type: none"> Would like to know how traffic disruption will be kept to a minimum during construction phases. 	This would be considered as part of the planning application process through appropriate measures.	

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	<ul style="list-style-type: none"> Queries whether the trees overlooking Swiney Way can be preserved. Encourages the inclusion of a dedicated space for worship. 	<p>This is probably too great a level of detail for this SPD, but the Council will endeavour to retain trees wherever possible.</p> <p>Noted.</p>	
Individual 45 Page 29	<ul style="list-style-type: none"> States that the new proposals for electrification of the Midland Main Line and a proper station connection at Toton now require addressing. Notes that Bardills roundabout is difficult and confusing to many people and that the cross roads near Tesco are busy and the traffic lights struggle to keep the traffic flowing efficiently due to it being a four-way junction. 	<p>A station at Toton has been considered as part of a review of the SPD.</p> <p>Technical work is ongoing.</p>	
Individual 46	<ul style="list-style-type: none"> States that better bus connections between Attenborough Station and Beeston Station would be beneficial. 	Agree.	

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Individual 47	<ul style="list-style-type: none"> Would like to see plenty of affordable housing. 	The Council would expect 30% affordable housing to be provided.	
Individual 48	<ul style="list-style-type: none"> States that it is crucial for the development to be net zero carbon. 	Noted.	
Individual 49	<ul style="list-style-type: none"> Notes that as HS2 will no longer be at Toton, the whole strategy will need to be re-thought. Urges that the link from Depot Corner to the present Barracks entrance should be made available to all traffic. Has concerns about increased traffic. 	<p>The SPD has been reviewed as a result of the IRP.</p> <p>This is currently proposed by the SPD.</p> <p>Technical work is ongoing.</p>	Additional text included in response to the IRP, the rationale for the development and the potential for a railway station at Toton.

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	<ul style="list-style-type: none"> Feels that the inhabitants of the redeveloped Barracks area should have a choice of exiting towards Toton or Beeston, whichever part they live in. 	Noted.	
Individual 50	<ul style="list-style-type: none"> States that Woodstock Road junction with Stapleford Lane needs to be improved. 	Noted.	
Individual 51 Page 31	<ul style="list-style-type: none"> States that Stapleford Lane is already extremely congested so traffic planning needs to be done carefully. Strongly advocates the construction of one or more places of Christian worship. 	<p>Technical work is ongoing.</p> <p>Noted.</p>	
Individual 52	<ul style="list-style-type: none"> Notes that there is a definite need for new surgeries as well as new primary and a secondary school. 	Agree that new surgeries and primary schools should be provided.	
Individual 53	<ul style="list-style-type: none"> Notes that necessary infrastructure for 4500 homes will be integral. Regards that Green Belt should not be developed. 	<p>Agree.</p> <p>Agree.</p>	

Respondent	Comment Summary	Council Response	Action
Page 32 Individual 54	<ul style="list-style-type: none"> Is pleased to see cycling provision being considered. Holds that numerous sections rely heavily on the provision of HS2 and a revised timescale should be published. The layout of the plan (different sections) is good. 	<p>Agree.</p> <p>The SPD has been reviewed as a result of the IRP.</p> <p>Agree.</p>	Additional text included in response to the IRP, the rationale for the development and the potential for a railway station at Toton.
	<ul style="list-style-type: none"> All references to HS2 should be removed and now that there will be no HS2, there is no justification for development on the Green Belt. Points which rely on HS2 should be re-examined. Is pleased with the net zero carbon section. States that there is no need for additional 	<p>The SPD has been reviewed as a result of the IRP. The Green Belt is not proposed for development.</p> <p>The SPD has been reviewed as a result of the IRP.</p> <p>Noted.</p> <p>The Council would seek the</p>	<p>Additional text included in response to the IRP, the rationale for the development and the potential for a railway station at Toton.</p> <p>Additional text included in response to the IRP, the rationale for the development and the potential for a railway station at Toton.</p>

Respondent	Comment Summary	Council Response	Action
Page 32	<p>schools in the area as existing schools are not at capacity.</p> <ul style="list-style-type: none"> Considers that horse-riders should be catered for within the document. States that the 'new secondary road north of Swiney Way to Staplfd Lane should be controlled for local access only and no through traffic across the depot.' 	<p>views of the Local Education Authority at the planning application stage.</p> <p>Noted.</p> <p>Noted. Technical work is ongoing.</p>	The text has been amended to refer to equestrian users.
	<p>Individual 55</p> <ul style="list-style-type: none"> States that new homes should be accessible to first-time buyers. Concerned about losing the green space around Toton Sidings as this is used by horse riders and dog-walkers. 	<p>Agree.</p> <p>The SPD includes significant areas for Open Space.</p>	
	<p>Individual 56</p> <ul style="list-style-type: none"> Queries what the effect of no HS2 will be on the plan. 	<p>The SPD has been reviewed as a result of the IRP.</p>	

Respondent	Comment Summary	Council Response	Action
Individual 57	<ul style="list-style-type: none"> Hopes that the new homes include a large proportion of council housing. 	The Council would expect 30% affordable housing to be provided.	
Individual 58	<ul style="list-style-type: none"> As HS2 is no longer going ahead at Toton, the plan should be re-written. 	The SPD has been reviewed as a result of the IRP.	Additional text included in response to the IRP, the rationale for the development and the potential for a railway station at Toton.
Individual 59	<ul style="list-style-type: none"> States that the proposed cycling route in Section 7 is not suitable for designated cycling. Provides a number of observations. Queries what will be done to stop the housing estate west of Toton from becoming a 'free car park' for those using the station. 	<p>Noted.</p> <p>Technical work is ongoing in relation to highway issues.</p>	
Individual 60	<ul style="list-style-type: none"> Queries how the plans will change now that HS2 will not be at Toton. 	The SPD has been reviewed as a result of the IRP.	Additional text included in response to the IRP, the rationale for the development and the potential for a railway station at Toton.

Respondent	Comment Summary	Council Response	Action
<div>Individual 61</div> <div>Page 35</div>	<ul style="list-style-type: none"> States that a new link road from the A52 would dissect the fields off Baulk Lane which is the last vast green space in Toton. Queries what would be put in to place to protect wildlife? Queries whether Attenborough will get more services to spread capacity for a new station? States that the roads leading up to the A52 are already at full capacity. Queries how the proposals will be impacted by HS2 no longer being at Toton. Pleased that the plan recognises that's schools and GP surgeries are at capacity 	<p>This is an indicative design and the final design must take into account wildlife impact and mitigate accordingly.</p> <p>Attenborough is outside of the area of the SPD.</p> <p>Technical work is ongoing.</p> <p>The SPD has been reviewed as a result of the IRP.</p> <p>Noted.</p>	<p>Additional text included in response to the IRP, the rationale for the development and the potential for a railway station at Toton.</p>
Individual 62	<ul style="list-style-type: none"> Queries whether the link road will still go ahead now that HS2 will not be at Toton. States that the proposed green spaces should be more clearly depicted. 	<p>Technical work is ongoing.</p> <p>Disagree. These are clearly depicted in the document.</p>	

Respondent	Comment Summary	Council Response	Action
<div>Page 36</div>	<ul style="list-style-type: none"> • Pleased about the inclusion of carbon neutral homes but notes that the design of these should be in keeping with the area. • States that the Primary School and Medical Centre should be part of the Chetwynd High Street and therefore should be in Chetwynd East, not Chetwynd West. • Fig 22: The hatched area "Homes within the Plan Period" does not include any of Chetwynd West. However, the text (5.3) implies that 500 homes will be built in Chetwynd West within the plan period. 	<p>Agree.</p> <p>Noted.</p> <p>Noted.</p>	
Individual 63	<ul style="list-style-type: none"> • States that the number of jobs proposed to be added in the area should be better detailed with an indication of how many jobs are expected to be created in each of the Character Areas. • Regards that the document is too vague to create a "successful place" as it leaves too much still to be considered. 	<p>Noted.</p> <p>Disagree.</p>	

Respondent	Comment Summary	Council Response	Action
Page 37	<ul style="list-style-type: none"> Queries how policies will be enforced. Notes that the Primary School in Chetwynd should be part of the Plaza / Chetwynd High Street area to encourage footfall, not separated in Chetwynd West. Notes that Healthcare facilities should be part of the Plaza / Chetwynd High Street not separated into Chetwynd West. 	<p>The document will be a material consideration in the determination of any planning application.</p> <p>Noted.</p> <p>Noted.</p>	
Individual 64	<ul style="list-style-type: none"> States that care should be taken to ensure there is no mixed industrial/ commercial/residential development. Holds that more Green Space and Biodiversity is needed. Regards that the A52 link road will cause problems for Swiney Way. 	<p>Noted.</p> <p>The SPD includes significant Open Space and opportunities for Biodiversity.</p> <p>Technical work is ongoing.</p>	
Individual 65	<ul style="list-style-type: none"> Holds that more Green Space and 	The SPD includes significant	

Respondent	Comment Summary	Council Response	Action
Page 38	<p>Biodiversity is needed.</p> <ul style="list-style-type: none"> The Consultation should be updated and repeated now that HS2 is not going forward at Toton. Regards that the Masterplan cannot progress whilst the Council's Leisure Strategy is being developed. 	<p>Open Space and opportunities for Biodiversity.</p> <p>The SPD has been reviewed as a result of the IRP.</p> <p>The Leisure Strategy is an ongoing document which will be developed independently from this process.</p>	<p>Additional text included in response to the IRP, the rationale for the development and the potential for a railway station at Toton.</p>
Individual 66	<ul style="list-style-type: none"> Does not know how to respond now that HS2 will no longer be at Toton. 	<p>Noted.</p>	
Individual 67	<ul style="list-style-type: none"> Welcomes the proposed Open Spaces but holds that they should be managed and monitored (litter, youths etc). States that changes to Bardhills roundabout will be needed as the proposed developments 	<p>Agree. All open spaces are monitored by the Council's Environment team.</p> <p>Technical work is ongoing.</p>	

Respondent	Comment Summary	Council Response	Action
	<p>will result in extra vehicular traffic.</p> <ul style="list-style-type: none"> Expresses concern regarding a new road junction at a high speed point on the A52. States that proposed high-rises buildings are not acceptable and that no buildings should be higher than residential houses. 	<p>Technical work is ongoing.</p> <p>Noted.</p>	
<p>Page 39</p> <p>Individual 68</p>	<ul style="list-style-type: none"> Regards that the document is far too vague. 	Disagree.	
Individual 69	<ul style="list-style-type: none"> Queries how the Masterplan will be impacted by HS2 no longer going forward at Toton. States that there is a need to develop additional public transport opportunities. Queries what considerations are being made in respect of increased services from Attenborough station and also car parking at 	<p>The SPD has been reviewed as a result of the IRP.</p> <p>Agree.</p> <p>Noted.</p>	<p>Additional text included in response to the IRP, the rationale for the development and the potential for a railway station at Toton.</p>

Respondent	Comment Summary	Council Response	Action
	Attenborough.		
Individual 70	<ul style="list-style-type: none"> States that the document fails to achieve Part 2 Local Plan cycling objective. 	Disagree. The SPD meets the objectives of the Part 2 Local Plan.	
Individual 71	<ul style="list-style-type: none"> States that the document fails to achieve Part 2 Local Plan cycling objective. States that the Masterplan makes no mention on how existing green infrastructure surrounding the plan area will be protected and enhanced from the impact of the circa 10,000 new inhabitants. Regards that the document needs to make a commitment to protect existing greenbelt boundaries which neighbour the plan site. The plan should go further to achieve the required biodiversity net gain with degrading biodiversity outside the plan area. As HS2 is no longer going to be situated at 	<p>Disagree. The SPD meets the objectives of the Part 2 Local Plan.</p> <p>Noted.</p> <p>Green Belt is protected by legislation.</p> <p>The SPD will allow for biodiversity net gain opportunities.</p>	<p>The section in relation to the Environment Act 2021 and biodiversity net gain has been amended.</p>

Respondent	Comment Summary	Council Response	Action
	<p>Toton, the link road is no longer necessary. Notes further issues regarding the link road and traffic.</p> <ul style="list-style-type: none"> Building 157 at Chetwynd Barracks must be retained to realise the historic value. Other buildings should be recycled and re-used to help tackle climate change. 	<p>The SPD has been reviewed as a result of the IRP and technical work is still ongoing.</p> <p>Noted. This might have an impact upon the viability / deliverability of the site.</p>	<p>Additional text included in response to the IRP, the rationale for the development and the potential for a railway station at Toton.</p>
<p>Individual 72</p> <p>Page 41</p>	<ul style="list-style-type: none"> States that without HS2, this is no longer a strategic location. The Masterplan should be re-written to reflect that HS2 will no longer be based at Toton. Regards that the document is not clear how anyone will be able to measure the achievement of a net zero community and how this will be monitored to ensure this is sustained. Welbeck Gardens needs to be maintained as a cul-de-sac (planning teams have confirmed this but wanted to include point in comments). 	<p>The SPD has been reviewed as a result of the IRP.</p> <p>This is a very complex area of assessment and the Council will work with developers and the Development Corporation to achieve this.</p> <p>Noted. Some additional access points may be necessary to ensure connectivity with the wider area.</p>	<p>Additional text included in response to the IRP, the rationale for the development and the potential for a railway station at Toton.</p> <p>Wording of Net Zero Carbon section has been reviewed and expanded.</p>

Respondent	Comment Summary	Council Response	Action
Individual 73	<ul style="list-style-type: none"> As HS2 will no longer be based at Toton, the Masterplan should be re-written and re-consulted on as economic benefits will not materialise. 	The SPD has been reviewed as a result of the IRP.	Additional text included in response to the IRP, the rationale for the development and the potential for a railway station at Toton.
Individual 74 Page 42	<ul style="list-style-type: none"> States that the East Midlands Development Corporation must be independent of party politics. Regards that full reassessment of this plan is required in light of the IRP. 	<p>Noted.</p> <p>The SPD has been reviewed as a result of the IRP.</p>	Additional text included in response to the IRP, the rationale for the development and the potential for a railway station at Toton..
Individual 75	<ul style="list-style-type: none"> Holds that the labelling of the diagram "public transport, walking, cycling and wheeling" is unclear. Is pleased that a nature area is included within the Masterplan. States that it is also 	<p>Agree.</p> <p>Agree.</p>	The term 'wheeling' has been clarified within the text.

Respondent	Comment Summary	Council Response	Action
	vital to ensure that any building operators also clear the area in preparation for building with a mind to the wildlife already inhabiting the area.		
Individual 76	<ul style="list-style-type: none"> Regards that the map on page 44 needs to be clearer as to the nature of the "green" corridors. States that it also needs to be made clear if the green corridors contribute to the minimum of 16 hectares of green infrastructure. 	Noted.	
Individual 77	<ul style="list-style-type: none"> Pg 11 section 1.36 refers to "new" green space. As much of the site is currently green space it should not be described as new. "creating amenity green spaces close to where people live" would be a more accurate description. Pg 13 section 1.41 and 1.42. Both give reference to a minimum area for each land use. It would be useful to include the total land area and what proportion of the development will be for each land use. This would also enable an indication of the amount of green space that can be retained. 	<p>The term 'new' refers to the fact that the space will be publically accessible green space.</p> <p>Noted</p>	

Respondent	Comment Summary	Council Response	Action
Page 44	<ul style="list-style-type: none"> Regarding George Spencer, states that the text about relocation should be removed as there needs to be an additional secondary school in the area. On page 42, George Spencer should be included in the fixes. Holds that it is unclear if the plans create an adequate width of green space to be viable in ecological terms and some sort of aspiration needs adding which would formally link all the areas and create minimum widths. States that the possible link to Stapleford Lane would be only acceptable if this was a bus/ active travel gate. 	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p>	
Individual 78	<ul style="list-style-type: none"> Active travel to other strategic locations should be actively promoted and specific mention made. States that whilst the importance of green blue assets are mentioned there is no indication of how they would be linked nor mention of nature recovery networks and bio diversity gain all of which are important 	<p>Noted.</p> <p>Noted.</p>	

Respondent	Comment Summary	Council Response	Action
	elements of the NPPF.		
<div>Individual 79</div> <div>Page 45</div>	<ul style="list-style-type: none"> Notes that pg 53 section 3.63-3.65 conflicts with the carbon reduction statements earlier in the document. States that car use should be vastly reduced in residential areas. States that on pg 62 4.6 'Toton North' is 'actually Stapleford South'. 	<p>Disagree. Multi-modal accessibility is important to reducing carbon emissions</p> <p>Noted.</p> <p>This relates to administrative boundaries, which don't bear on the development.</p>	
Individual 80	<ul style="list-style-type: none"> Would like to see lots of trees and wild plants. 	Agree.	
Individual 81	<ul style="list-style-type: none"> Perceives an issue with wording and states that military heritage should be 'commemorated' rather than 'celebrated'. Welcomes the commitment to net carbon zero. 	<p>Agree.</p> <p>Agree.</p>	A minor amendment has been made to the text to reflect this comment.

Respondent	Comment Summary	Council Response	Action
Individual 82	<ul style="list-style-type: none"> States that a new plan is needed now that HS2 will no longer be at Toton. 	The SPD has been reviewed as a result of the IRP.	Additional text included in response to the IRP, the rationale for the development and the potential for a railway station at Toton.
	<ul style="list-style-type: none"> Holds that the Erewash Valley is a key resource and must be enhanced and protected. Regards that the plan does not give enough attention to new nature reserves, biodiversity gain and significantly extra area to green open space and sports facilities. States that the plan must think of the future and provide green and blue facilities for both people and wildlife. 	<p>Strongly agree.</p> <p>The SPD includes significant areas of green space.</p> <p>Agree.</p>	The section in relation to the Environment Act 2021 and biodiversity net gain has been amended.
Individual 83	<ul style="list-style-type: none"> States that Toton should not be ignored now that HS2 will no longer be there. 	<p>Agree.</p> <p>Once 'made' (adopted) the</p>	

Respondent	Comment Summary	Council Response	Action
Page 47 Individual 84	<ul style="list-style-type: none"> Notes that the Neighbourhood Plan is key and must be considered. Nature recovery and biodiversity are important considerations. 	<p>policies of the Neighbourhood Plan will be a 'material consideration' in the determination of planning applications.</p> <p>Agree.</p>	The section in relation to the Environment Act 2021 and biodiversity net gain has been amended.
	<ul style="list-style-type: none"> Does not understand how the plan will achieve net carbon zero. Would like to see more bicycle paths. Is concerned about traffic and the potential issues which the proposed link road will create. 	<p>Noted.</p> <p>The SPD includes significant opportunities for cycle lanes.</p> <p>Technical work is ongoing.</p>	Wording of Net Zero Carbon section has been reviewed and expanded.
Individual 85	<ul style="list-style-type: none"> States that the minimum green space requirement should be increased and that 	Noted.	

Respondent	Comment Summary	Council Response	Action
	there should be a maximum number of homes for each character area.		
Individual 86	<ul style="list-style-type: none"> Supports the need for the additional road from A52 / Stapleford Lane / Swiney Way, but states that this should be done in a way that does not encourage too much additional traffic. Further feels that the map is not clear and suggests multiple junctions and entry points. 	Technical work is ongoing.	
Individual 87	<ul style="list-style-type: none"> States that there should be provision for a new primary school at Chetwynd Barracks. Pleased to see that Toton Fields Nature Reserve will be maintained. This area should not be closed or overprotected but accessible 'wildland'. States that there should not be any road access into the barracks development from Stapleford Lane as Stapleford Lane cannot cope currently with the traffic trying to negotiate existing junctions. Regards that there should not be any road access into the Barracks from Stapleford. 	<p>Agree.</p> <p>Agree.</p> <p>Technical work is ongoing.</p> <p>Technical work is ongoing.</p>	

Respondent	Comment Summary	Council Response	Action
Individual 88	<ul style="list-style-type: none"> States that the 'approach and proposals appear exemplary'. Notes that new direct access from the A52 may no longer be necessary but continuing the NET to Long Eaton will enhance the Toton site. Considers that further thought could be given to the scale of development in each character area. 	<p>Agree.</p> <p>Technical work is ongoing. Long Eaton is outside of Broxtowe Borough Council's jurisdiction.</p> <p>Noted.</p>	
Individual 89	<ul style="list-style-type: none"> States that the 'approach and proposals appear exemplary'. Notes that new direct access from the A52 may no longer be necessary but continuing the NET to Long Eaton will enhance the Toton site. Considers that further thought could be given to the scale of development in each character area. 	<p>Agree.</p> <p>Technical work is ongoing. Long Eaton is outside of Broxtowe Borough Council's control.</p> <p>Noted.</p>	

Respondent	Comment Summary	Council Response	Action
Individual 91	<ul style="list-style-type: none"> States that the area remains a key regional location with or without HS2, now with the space to develop other important functions more comfortably and with less uncertainty. Notes that the loss of HS2 removes a measure of uncertainty for both sites and Long Eaton and allows the DB facilities to remain intact. Notes that there is enough traffic using Chetwynd Road and this should not be 'opened up' for additional traffic. Regards that more Green Space and leisure facilities are needed as opposed to residential development. 	<p>Largely agree.</p> <p>Noted.</p> <p>Noted.</p> <p>Disagree in part. Residential is an important form of development and is needed within the Borough. The SPD has significant green space provision. The Leisure Strategy is an ongoing document which will be developed independently from this process.</p>	

Respondent	Comment Summary	Council Response	Action
	<ul style="list-style-type: none"> Requests that the playing grounds at the barracks should be maintained and not built on. 	Agree.	
Individual 92 Page 51	<ul style="list-style-type: none"> States that the all development plans (not just those at Toton and Chetwynd Barracks) should be reviewed due to the IRP. Notes that Toton Link Road/Innovation Park plans will close Bardills Roundabout to Stapleford traffic, and holds that this is 'unacceptable to Stapleford residents'. Regards that the Consultation process should be widened. States that a consultation cannot be comprehensive if it is 'narrowly scoped to exclude bordering areas, like Stapleford'. Considers that Stapleford will be ignored and that all plans made within the past decade need to be reviewed. 	<p>The SPD can only consider development at Toton and Chetwynd Barracks as it is not a Borough wide document.</p> <p>Noted. Technical work is still on-going.</p> <p>The consultation was open to all members of the public and a far-reaching set of responses was received.</p> <p>It is not within the scope of the SPD to plan for areas outside of the masterplan area. It is also not the role of the SPD to review other plans.</p>	

Respondent	Comment Summary	Council Response	Action
<p>Page 52</p>	<ul style="list-style-type: none"> States that the proposed new train station needs to be integrated with Stapleford and notes that plans for a Stapleford and Sandiacre train station are now equally as likely as a Toton main-line station. Suggests that Bessel Lane may be a better location a train station. Writes that the Innovation Park may be suitable for a Rolls-Royce SMR power-station, in order to provide electricity to Innovation Park, wider afield, and electrified Network Rail. Makes a number of comments and observations regarding HS2. States that safeguarding has been 'immensely damaging to Stapleford'. States that the Borough has 'concentrated solely on HS2, and ignored other projects'. Notes that 'cycle paths are all very well, but sustainable means sharing cars, not needing 	<p>Noted. Technical work is ongoing in relation to highways.</p> <p>Noted.</p> <p>Noted.</p> <p>Comments specific to HS2 cannot be addressed within this SPD.</p> <p>Noted.</p> <p>Disagree.</p> <p>Noted.</p>	

Respondent	Comment Summary	Council Response	Action
	parking spaces, but having hoppers that can drop people to or near their homes’.		
Ministry of Defence (DIO) Page 53	<ul style="list-style-type: none"> Request that policy should state that developments which attract environments for large and flocking birds, should be refused or have mitigation measures if they are hazardous to aviation. Further request that developers are made aware of the implications of developing within an area containing MOD safeguarded zones and that policy provision is provided that applications for development that would not compromise/restrict/degrade the operational capability of safeguarded MOD sites and assets will be supported. 	Agree and noted. Noted.	
Canal & River Trust	<ul style="list-style-type: none"> Consider that the Masterplan should look to identify and promote opportunities to provide links from the Toton and Chetwynd Barracks sites to the canal towpath. Consider that identifying appropriate routes to allow access to the towpath is an important 	Noted. Future opportunities for the expansion of canal networks will be looked into when applicable. Noted. Developer contributions will be	

Respondent	Comment Summary	Council Response	Action
	development principle. The Masterplan should consider how this can be achieved and how far there may be a need to fund improvements via developer contributions.	considered at the planning application stage.	
Nottinghamshire County Council <div>Page 54</div>	<ul style="list-style-type: none"> • Welcomes the opportunity to make observations on the SPD. • Notes that 'The County Council has strongly supported this initiative and has financially supported the delivery of the Draft SPD by the commissioning of Arups to support Broxtowe BC.' <p><u>HS2 and Toton – Integrated Rail Plan announcement</u></p> <ul style="list-style-type: none"> • States that although 'HS2 East Midlands Hub station will no longer be provided at Toton is a significant change but does not appear to necessarily "de-rail" the proposals as outlined in the Draft SPD.' • Is 'responding to this Draft SPD on the basis that there will not be changes to the land use assumptions in light of the IRP decision, despite the reduction in accessibility which the relocation of HS2 station will bring and the 	<p>Noted.</p> <p>Noted.</p> <p>Agree.</p> <p>Noted.</p>	

Respondent	Comment Summary	Council Response	Action
Page 55	consequential impacts on public transport connectivity.'		
	<u>Highways and Transport</u>		
	<ul style="list-style-type: none"> States that 'in principle from a highway and transport perspective, there is support for the concept and aims of this document, particularly the proposals to link the Chetwynd Barracks site with access roads serving the Toton site and which seek to mitigate impacts on the A52 Bardills junction and establish the need for both sites to contribute to strategic transport infrastructure.' 	Noted.	
	<ul style="list-style-type: none"> Notes that 'in light of the recent announcement that the HS2 station will now be located at East Midlands Parkway, the East Midlands Development Corporation will need to help secure land and obtain private and public funding to deliver the associated link roads to serve a regional scale rail station in the manner set out in the SPD.' 	Noted.	
	<ul style="list-style-type: none"> Considers that whilst 'a local station may still be delivered at Toton, it is contingent on 50/50 match funding. Funding to achieve other items such as extension of the NET line 	Agree.	

Respondent	Comment Summary	Council Response	Action
<p>Page 56</p>	<p>into the site or other local improvements such as the Toton Link Road will remain equally important.'</p> <ul style="list-style-type: none"> • Holds that the document is aspirational and there is little in terms of detailed policy or quantifiable evidence such as a formal transport assessment to support its proposals. There is little detail on how this will impact on the local highway network, whether significant improvements are required and how if required such improvements will be funded or delivered'. Adds that 'further clarity would be helpful in the final SPD to describe when this work will be undertaken and by whom to add further detail and define how the proposed allocations will be delivered.' • Requests that the following reference is removed: <p><i>"Evidence prepared by Nottinghamshire County Council in support of the Part 2 Local Plan concluded that no more than 1,000 new homes could be accommodated by the existing highway network, across the two sites, without the need for upgrades. Without such upgrades or improvements, there would be severe impacts on the operation of the highway network, making the proposals</i></p>	<p>Technical work in relation to highway infrastructure is ongoing.</p> <p>Noted.</p>	<p>Reference to 1,000 homes has been removed.</p>

Respondent	Comment Summary	Council Response	Action
Page 57	<i>unacceptable in planning terms.”</i>		
	<ul style="list-style-type: none"> States that ‘The final SPD will need to be revised in the light of the revised rail proposals for Toton’ and that the ‘changing nature of public transport connectivity needs to be factored into any revisions which are made to the SPD development proposals.’ 	The SPD has been reviewed following the IRP.	Additional text included in response to the IRP, the rationale for the development and the potential for a railway station at Toton.
	<u>Schools and Education</u>		
	<ul style="list-style-type: none"> Discusses capacity at a number of existing schools and the process of potential expansion etc. 	Noted.	
	<ul style="list-style-type: none"> States that ‘there remains a clear need for additional primary school provision to serve the Toton Chetwynd development.’ 	Noted.	
	<ul style="list-style-type: none"> Notes that a 1FE primary school is still required to serve the proposed redevelopment of Chetwynd Barracks and a site needs to be reserved in the development. A further primary school is required to serve the Toton development on the basis of an additional 2000 dwellings being delivered in this area and a site should be reserved.’ 	Noted. Nottinghamshire County Council will be consulted as part of a planning application and at that point, detailed requirements can be considered.	
	<ul style="list-style-type: none"> Support is specifically given to the 		

Respondent	Comment Summary	Council Response	Action
Page 58	<p>‘appropriate references’ in paragraphs 5.11 and 5.12.</p> <ul style="list-style-type: none"> Support is also given to the ‘flexible approach outlined in relation to the potential expansion or new provision for secondary school places in para 5.13 but the second sentence should be amended as follows with the addition of the red text: <p><i>A range of options will therefore need to be considered, including the potential expansion of existing secondary schools or new provision in which case land will need to be provided by the developer’</i></p> <p><u>Public Transport</u></p> <ul style="list-style-type: none"> ‘The emphasis on providing connectivity to key services at ES.11 is supported, together with the aspiration for new boulevard type streets and excellent connectivity through new public transport.’ ‘The principle of extending the NET tram system to Long Eaton is supported.’ Considers that ‘Developer funded contributions for new developments will be required to support the provision of public 	Noted.	
		Noted.	
		Noted.	
		Noted.	

Respondent	Comment Summary	Council Response	Action
Page 59	transport, especially in the early phases of the development’.		
	<ul style="list-style-type: none"> • ‘Support is given the statement at 3.51 regarding the provision of a safe, accessible and efficient movement network.’ 	Noted.	
	<ul style="list-style-type: none"> • Notes that Policy 3.1 refers ‘to the provision of a bus route through the site’ and states that ‘it is likely that the site will be served by more than one bus route, to provide access to and from destinations towards Nottingham and Derby and access to destinations to the north.’ 	Noted.	
	<ul style="list-style-type: none"> • States that Policy 3.2 ‘prioritises good quality transport links from and 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’ and further notes that ‘it is assumed that the proposals will be reviewed in light of the Integrated Rail Plan proposals.’ 	Noted.	
	<ul style="list-style-type: none"> • ‘Proposals for a bus terminus / hub are supported, and it is assumed that the proposals will be reviewed in light of the Integrated Rail Plan proposals. The facility will need to be designed to provide capacity for 	Noted.	

Respondent	Comment Summary	Council Response	Action
Page 60	<p>existing and future services based on projected future demand. The bus terminus should also consider current and emerging bus technologies (electric, hydrogen, etc.) and charging facilities including infrastructure should be considered as an integral part of the hub design.'</p>		
	<ul style="list-style-type: none"> • 'New and extended bus routes are supported, including 'bus gate' restrictions within Chetwynd Barracks to allow buses to serve the site and Chilwell without creating rat-runs for drivers. In addition, other bus gate restrictions and the consideration of making Bessell Lane a Bus, Cycle and Walking restricted road is supported.' 	Noted.	
	<ul style="list-style-type: none"> • States that 'early developer contact with the local highway authority is encouraged' and notes that 'any bus service extensions will be subject to the provision of developer funding'. • Suggests that 'any planning approvals should be subject to a Planning Condition requiring a Public Transport Strategy to be submitted and approved which sets out details of bus services and how developer funding is to be used.' 	<p>Noted. The Council will continue to engage with the Local Highways Authority.</p> <p>Noted.</p>	

Respondent	Comment Summary	Council Response	Action
Page 61	<ul style="list-style-type: none"> Hold that the provision of funding contributions including Section 106 Agreements 'will need to be explored further'. 	Noted. This will be a consideration at the planning application stage.	
	<p><u>Rights of Way</u></p> <ul style="list-style-type: none"> Regarding Rights of Ways, response states that 'due attention should be made to the treatment of them in the application for development.' 	Agree.	
	<ul style="list-style-type: none"> Notes that it is important that these are linked to the other networks (inside and outside of the development) and are of a good design that encourages safe and attractive use.' 	Agree.	
	<ul style="list-style-type: none"> States that 'an upgrade of an existing footpath to allow cycling will require additional legal orders.' 	Noted.	
	<ul style="list-style-type: none"> States that 'public rights of way may need to be diverted to enable building to take place which is a separate legal process to the planning application. Other considerations include the potential upgrade of an existing pedestrian (public footpath) route to one that allows cycling, will also require a separate legal order.' 	Noted and agree.	

Respondent	Comment Summary	Council Response	Action
Page 62	<ul style="list-style-type: none"> Includes an illustrative plan 'showing 'public rights of way network in the area'. States that 'inaccuracies or misalignments of the routes on a legal diversion may result in two paths being legally recorded and generating further inaccuracies and problems, especially for future house buyers and the sellers.' <p><u>Heritage</u></p> <ul style="list-style-type: none"> States that 'the section on page 28 which covers the historic environment is brief and entirely focussed on the Built Environment. There is also no reference to the County Historic Environment Record (HER) being consulted.' Notes that 'the document does not reference any written assessment of built heritage assets at the Chetwynd site and the HER has not received a copy of any such document.' States that 'page 28 identifies 6 buildings through photographs as heritage assets worthy of retention and they are marked 1-6 on the accompanying map. There is also another building marked as an asset, which remains unidentified. There are also subterranean military heritage assets 	<p>Noted.</p> <p>The Borough Council's GIS includes references to the County Historic Environment Record.</p> <p>As Chetwynd Barracks is an active MOD base, many of the assets may not have been previously recorded.</p> <p>Noted.</p>	<p>The plan has been updated accordingly.</p>

Respondent	Comment Summary	Council Response	Action
Page 63	identified but again with no details as to any assessment of its significance.'		
	<ul style="list-style-type: none"> The HER points 'to a garden city type layout of the barracks housing', response recommends 'that consideration is also given to the role this plays in the wider setting and context of the heritage assets.' 	Noted.	
	<ul style="list-style-type: none"> Notes that 'as with the barracks, there is no reference to any written assessment of the railway site or the village of Toton.' 	Noted.	
	<ul style="list-style-type: none"> States that 'the HER identifies a historic village core in Toton and the statement in the masterplan is contradictory to the emerging Neighbourhood Plan which is identifying built assets within the village. It is recommended that those assets are considered and the HER would be happy to aid in the assessment of these using tested survey methods.' 	Noted.	
	<ul style="list-style-type: none"> Notes that 'both sites have a specific interest as a military base and railway siding. It is strongly recommended that a study is carried out to assess them by people or an organisation with knowledge and experience of these monument types with building types being considered within a national context in 	Noted.	

Respondent	Comment Summary	Council Response	Action
Page 64	terms of rarity and survival.'		
	<ul style="list-style-type: none"> States that 'Any existing assessments of the heritage assets should be referenced within the document to support the statements made; a copy should also be provided to the HER to enable us to create more accurate records or made available in the appendix.' Holds that the SPD 'should also consider archaeological potential which is omitted entirely from the document'. 	Noted.	
	<p><u>Built Heritage</u></p> <ul style="list-style-type: none"> Considers that 'the need for a proper and detailed examination of the heritage significance of both sites covered by the SPD is crucial to the correct delivery of the stated aims of the SPD as presented in October 2021.' 	Archaeological investigations will be carried out at the planning application stage.	
	<ul style="list-style-type: none"> Notes that 'the NPPF will require professional investigation, reflective of each site's potential heritage significance, as and when development proposals come forward. It is appropriate for the SPD to identify this, and to clarify the requirements of pre-development Heritage Impact Assessments, especially 	<p>This will be carried out at the planning application stage.</p> <p>Noted.</p>	

Respondent	Comment Summary	Council Response	Action
Page 65	<p>when heritage interest has been identified but not examined, as in this case.'</p> <ul style="list-style-type: none"> Is pleased 'to see the images of the Chetwynd site used throughout the October document'. States that the SPD 'would be a far more useful document' if it has examined things such as 'green spaces, parks, existing buildings and monuments, road layouts and urban tree coverage' and their 'individual and collective value to the character and the future appearance of the site'. <p><u>Archaeology</u></p> <ul style="list-style-type: none"> States that 'there is need for a proper and detailed assessment of the historic environment and heritage significance. No mention is made in the consultation document to the archaeological resource or potential for the sites.' States that 'a thorough assessment is necessary to mitigate risk. Such an assessment would need to combine information from the HER with landscape and topographic analysis, as well as map regression.' 	<p>Noted.</p> <p>The Council considers that these elements have been examined.</p>	
		<p>Historic Environment investigations will be carried out at the planning application stage.</p> <p>Noted.</p>	

Respondent	Comment Summary	Council Response	Action
Page 66	<p><u>Minerals</u></p> <ul style="list-style-type: none"> Advises that there 'are no safeguarding concerns in respect to this site and the County Council does not wish to raise any objections to the proposal from a mineral's perspective.' 	Noted.	
	<p><u>Waste</u></p> <ul style="list-style-type: none"> States that 'there are no existing waste sites within the vicinity of the site whereby the proposed development could cause an issue in terms of safeguarding existing waste management facilities.' 	Noted.	
	<ul style="list-style-type: none"> Notes that 'it would be useful for the application to be supported by a waste audit'. 	Noted.	
Derbyshire County Council	<ul style="list-style-type: none"> Although HS2 will no longer be coming to Toton, the Government are still 'clear that the regeneration planned at Toton will need effective transport links such as a station for local/regional services'. 	Noted.	

Respondent	Comment Summary	Council Response	Action
Page 67	<ul style="list-style-type: none"> Notes that 'the IRP still proposes that a station hub should be established'. Therefore 'many of the principles' established in the Masterplan are still 'highly relevant'. Supports the scale of housing and employment land identified and notes that the provision of 4,500 new homes and the creation on 6,000 new jobs will 'contribute significantly to meeting the future housing and employment requirements of Broxtowe Borough and the wider area of Greater Nottingham'. Is supportive of the strategic locations for growth. Considers that the Chetwynd Barracks site is situated in a very sustainable location and 'would be well located to take advantage of the recent opening of the NET extension'. Regarding the Toton site, the response notes that 'the broad area of the site would form a logical urban extension to the existing large area of residential development in Toton to the south of the allocation and west and north-east of the B6003 Stapleford Lane'. 	<p>Agree.</p> <p>Noted.</p> <p>Noted.</p> <p>Agree.</p> <p>Agree.</p>	

Respondent	Comment Summary	Council Response	Action
Page 68	<ul style="list-style-type: none"> States that as 'much of the area of land included in the allocation is Green Belt land, it is an important consideration in the design of the scheme that significant areas of landscaping and open space should be incorporated to ensure that the separation of the separation of the urban areas...are maintained'. 	Agree.	
	<ul style="list-style-type: none"> States that the Toton site is 'well placed to facilitate good connectivity with the wider surrounding area'. 	Noted.	
	<ul style="list-style-type: none"> Broadly supports the 'key development principles road locations for development land uses; design principles for future development; and the transport and green infrastructure networks needed to support development including linkages to the surrounding area'. 	Noted	
	<ul style="list-style-type: none"> Considers that the broad design and layout of the masterplan area has been 'well conceived and appropriately seeks to maximise the connectivity of the two strategic sites'. 	Agree.	
	<ul style="list-style-type: none"> Notes that 'this is a unique opportunity to create a new large carbon zero sustainable 	Agree.	

Respondent	Comment Summary	Council Response	Action
Page 69	community, which is appropriately set out in the Vision and design principles’.		
	<ul style="list-style-type: none"> • Welcomes and supports ‘the provision of an extensive network of green infrastructure and open space’ and states that these should be appropriately planned to maintain the identity of surrounding settlements. 	Noted.	
	<ul style="list-style-type: none"> • ‘The location of the two key employment areas are well positioned to be within relatively close proximity to residents in the settlements of Long Eaton and Sandiacre, which is fully supported’. 	Noted.	
	<ul style="list-style-type: none"> • States that ‘proposals will clearly both generate significant movements of people and bring about large changes in travel behaviours across all modes of transport over a wide catchment area.’ 	Noted.	
	<ul style="list-style-type: none"> • States that ‘Whilst generally supportive of the scheme, it is clearly both complementary to and tied up with the (previously) proposed East Midlands Hub Station.’ 	Agree.	
	<ul style="list-style-type: none"> • Considers that the ‘proposed improvements to local public transport connections will improve access to Derby and Nottingham’s city 	Agree.	

Respondent	Comment Summary	Council Response	Action
Page 70	<p>centres for adjacent communities’.</p> <ul style="list-style-type: none"> • Regards that the proposals ‘will provide improved connectivity and accessibility to local, regional, and national destinations whilst providing a sense of place.’ 	Noted.	
	<ul style="list-style-type: none"> • Notes that the Education proposals ‘should ensure that the primary and secondary school place needs of the masterplan are appropriately met within the site should have no impact on school place provision within the adjoining Local Education Authority in Derbyshire.’ 	Noted.	
	<ul style="list-style-type: none"> • Welcomes ‘the opportunity to engage in ongoing discussions with Nottinghamshire County Council and Broxtowe Borough Council on this [Education] as proposals for the schools on the site are progressed’. 	Noted.	
Erewash Borough Council	<ul style="list-style-type: none"> • ‘Welcome the proposals for green infrastructure along the River Erewash boundary with Erewash Borough’. • Supports the ‘proposals for new pedestrian crossings of the Erewash Canal to improve east-west connectivity between Long Eaton...and Toton’. 	<p>Noted.</p> <p>Noted.</p>	

Respondent	Comment Summary	Council Response	Action
	<ul style="list-style-type: none"> Anticipate that the proposals of the IRP will 'require a review of the business case for any extension of the NET Tram network into Erewash Borough'. 	Noted.	
Unite Nottingham Retired Members Page 71	<p><u>Accommodation</u></p> <ul style="list-style-type: none"> States that housing for the elderly should have provision for 2 bedrooms; should have the latest safeguarding devices installed; and have an associated green oasis. <p><u>Health Centre</u></p> <ul style="list-style-type: none"> Considers that the centre should be within easy distance of elderly housing and have the provision of GP services with associated wellbeing facility such as dentistry. <p><u>Bus Travel</u></p> <ul style="list-style-type: none"> Would like bus stops to have a shelter and have a service that links with inter-city buses, railway station, and the city centre'. 	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p>	

Respondent	Comment Summary	Council Response	Action
Ramblers Association	<ul style="list-style-type: none"> • Feel that many questions which were put forward in the October/November 2020 Consultation have been unanswered. • The IRP decision to no longer have HS2 at Toton also leaves a number of questions which need to be answered. • Have major concerns in respect to many issues regarding the Countryside (which were raised during 2020 Consultation). • Stresses the importance that there is a 'clear picture in how the green countryside infrastructure will be protected and enhanced.' • Emphasises the importance of 'full protection to the rights of way network, no dead ended rights of way leaving the ROW user to have to access dangerous roads'. • Are 'particularly pleased to see there has been a large public concern about this Masterplan from the local community'. • Would like to be 'fully involved in all aspects of the Masterplan' and 'welcome a full site visit'. 	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p>	<p>Additional text included in response to the IRP, the rationale for the development and the potential for a railway station at Toton.</p>

Respondent	Comment Summary	Council Response	Action
The Coal Authority	<ul style="list-style-type: none"> Confirm no specific comments. 	N/A	
Historic England	<ul style="list-style-type: none"> Do not wish to offer any comments. 	N/A	
Natural England	<ul style="list-style-type: none"> Do not wish to provide specific comments. However, advise to consider issues such as Green Infrastructure, Biodiversity Enhancement, Landscape Enhancement, Strategic Environmental Assessment / Habitats Regulations Assessment; as well as other design features. 	Noted.	The Council has considered these issues and the SPD has been screened for SEA / HRA and Natural England, Historic England and the Environment Agency have been consulted. All three consultation bodies agreed that an SEA / HRA was not required.
Environment Agency	<p><u>Flood Risk</u></p> <ul style="list-style-type: none"> Details how development should take account of flood risk measures/climate change allowances. Would welcome proposals to create space for flood waters within the development site. 	<p>Noted.</p> <p>Noted.</p>	

Respondent	Comment Summary	Council Response	Action
Page 74	<ul style="list-style-type: none"> Development should look at opportunities to support the maintenance of the existing flood defences in the area. Note that any works on or within 8m of the flood defences on site or the River Erewash will require a flood risk activity permit. 	Noted.	
		Noted.	
	<u>Ground water and Contaminated Land</u>		
	<ul style="list-style-type: none"> Given Chetwynd's current and previous use future development will need to demonstrate that contamination risks will be adequately addressed through the course of the development. 	Noted.	
	<u>Biodiversity Net Gain</u>		
	<ul style="list-style-type: none"> Welcomes that the document highlights the opportunity to provide biodiversity net gain. 	Noted.	
	<ul style="list-style-type: none"> Opportunities for the enhancement of the River Erewash corridor should also be incorporated within section 3.39. 	Noted.	

Respondent	Comment Summary	Council Response	Action
Page 75	<ul style="list-style-type: none"> State that whilst HS2 is now not proposed to be at Toton, would strongly encourage the SPD to include the requirement of a wildlife corridor through the creation of new habitats and other wider environmental enhancements such as opportunities to reduce flood risk and improve water quality. Would encourage that the SPD asks future developers to provide for a minimum of 20% biodiversity net gain across the site. State that green corridors proposed within the development site should be designed to provide additional habitat and also work as wildlife habitat corridors and that areas within and connecting to the floodplain of the River Erewash should look to provide enhanced habitat through the creation of habitats. Regards that there appears to be a lack of 	<p>Noted.</p> <p>This is something which may be considered through the Local Plan review.</p> <p>Noted.</p>	

Respondent	Comment Summary	Council Response	Action
Page 76	<p>east-west habitat and green infrastructure linkages through the northern part of the development (Toton North, South and East character area sections 1,2 & 3).</p> <ul style="list-style-type: none"> • Would welcome discussions to inform potential off-site habitat enhancement along the River Erewash. 	Noted.	
	<p><u>Water infrastructure and Water Efficiency</u></p>	Noted.	
	<ul style="list-style-type: none"> • Notes that the SPD must consider the potential impact development can have on the water environment, and how policy would seek to mitigate this. 	Noted.	
	<ul style="list-style-type: none"> • Notes that development and growth must not impact upon the quality of watercourses in the area. 	Noted and agree.	
	<ul style="list-style-type: none"> • States that plans should show consideration in consultation with the incumbent water company to ensure the sewerage infrastructure and sewage treatment works have the capacity to accept and treat the additional effluent to a suitable quality 	Noted.	

Respondent	Comment Summary	Council Response	Action
<div data-bbox="91 730 136 890" data-label="Page-Header">Page 77</div>	<p>standard.</p> <ul style="list-style-type: none"> Notes that growth should not result in an increase in the frequency or duration of spills from overflows within the downstream sewer network. Recommend that the SPD should include a requirement for all new residential development to meet the tighter water efficiency measures of 110 litres per person per day as found in Part G of Schedule 1 to the Building Regulations 2010. 	<p>Noted.</p> <p>Noted. This would be considered within the Local Plan review.</p>	
Severn Trent	<ul style="list-style-type: none"> Supportive of the approach to de-culvert the watercourse running along the southern boundary of the site. Note that part of the site is detailed to be at risk from flooding and recommend that any critical sewerage infrastructure is designed to be flood resilient and, where possible, located outside of flood risk. Supportive of the approach to progress towards Net-Zero carbon. 	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p>	

Respondent	Comment Summary	Council Response	Action
Office of Rail and Road	<ul style="list-style-type: none"> Has no comments. 	N/A	
Erewash Riders Association	<ul style="list-style-type: none"> Request that the public rights of way (both footpaths and bridleways) currently within and abutting the site are retained as well as additional bridleways. Also request additional features including a Pegasus crossing and an off-road link. 	Noted.	Plans within the document have been amended to show bridleways.
DB Cargo (First Plan)	<ul style="list-style-type: none"> Welcome the amendments and clarifications that have been made as a result of representations made and follow up discussions. Note that it is the intention of DB Cargo to remain at the site for the foreseeable future. 	<p>Noted.</p> <p>Noted.</p>	
The Toton & Chilwell Neighbourhood Forum	<ul style="list-style-type: none"> References throughout the need to review sections and elements following the IRP. 	The SPD has been reviewed as a result of the IRP.	Additional text included in response to the IRP, the rationale for the development and the potential for a

Respondent	Comment Summary	Council Response	Action
Page 79	<u>Relationship to Other Plans section</u>		railway station at Toton.
	<ul style="list-style-type: none"> Suggest that the SPD be expanded to become a Design Code. 	Work is ongoing on a separate design code by the East Midlands Development Corporation.	
	<ul style="list-style-type: none"> Community hub could be better placed at the heart of Chetwynd Barracks. 	Noted.	
	<ul style="list-style-type: none"> States that the 'Relationship to Other Plans' section 'needs now to acknowledge that the Local Plan's proposals for the Toton Strategic Location for Growth are now outdated.' 	Disagree. The Local Plan policy remains in force until reviewed or withdrawn by the Council.	
	<ul style="list-style-type: none"> States that revisions are required to reflect national funding and it should be noted how the SPD responds to Local and National policy. 	The Council considers that the SPD does respond to Local and National Policy. National funding is continually evolving.	
	<ul style="list-style-type: none"> Regards that 'language used undermines the 	Disagree.	

Respondent	Comment Summary	Council Response	Action
Page 80	<p>authority of the CTTCNF's Neighbourhood Plan'.</p> <ul style="list-style-type: none"> Notes that the 'lack of reference' to the community-led masterplan created for the Chetwynd Barracks 'undermines the claim that this masterplan is grounded in local aspirations for the sites'. States that the picture of the site 'could show neighbourhood masterplan instead'. 	<p>Disagree.</p> <p>Noted.</p>	
	<p><u>Community and Stakeholder Engagement section</u></p> <ul style="list-style-type: none"> Holds that 'it would strengthen this section to have a summary of issues specifically from the stakeholders.' States that it would be beneficial to reference other masterplans set forward by the DIO and CTTCNF. 	<p>This is included in this Consultation Statement.</p> <p>Noted. The Borough Council's Planning Policy Team has not had sight of the Neighbourhood Forum's masterplan.</p>	

Respondent	Comment Summary	Council Response	Action
Page 81	<ul style="list-style-type: none"> Notes that there is a 'good overall numbers of engagement'. 	Agree.	
	<p><u>Summary of Constraints section</u></p>		
	<ul style="list-style-type: none"> States that the 'chapter is well crafted' but regards that 'the topic of land contamination is introduced and presented as a constraint without mentioning the implications of such site conditions on future development proposals'. Holds that 'constraints and opportunities are described clearly with the support of good graphics'. Notes that 'existing heritage assets are not identified as a constraint but are key'. In addition to this the response indicates that Green Infrastructure should be recorded as a constraint. 	<p>This would be considered at the planning application stage.</p> <p>Agree.</p> <p>The Council considers both heritage and green infrastructure assets to be an opportunity rather than a constraint.</p>	
	<p><u>Vision and Principles section</u></p> <ul style="list-style-type: none"> Notes that the vision in 3.2 'needs to be reviewed and adjusted to new rail plans' and a 'different set of opportunities and constraints 	Disagree. The aspirations for the site are that it should be	

Respondent	Comment Summary	Council Response	Action
Page 82	<p>will need to be considered for the development' of both Toton and Chetwynd Barracks.</p> <ul style="list-style-type: none"> States that paragraph 3.5 'could state the intended architectural character and styles to be delivered' and states the importance of Design Codes. States that 'development will no longer provide connections' mentioned in paragraph 3.7. 	<p>very well-connected irrespective of HS2.</p> <p>The Council shares the view in relation to Design Codes which is why the East Midlands Development Corporation is working on a draft Design Code document for the site.</p> <p>Noted.</p>	
	<p><u>Creating a Net-zero Community section</u></p> <ul style="list-style-type: none"> Notes that there is opportunity for additional details to be included in a number of paragraphs in this section. 	<p>Where possible, the Council will look to clarify this section.</p>	<p>Wording of Net Zero Carbon section has been reviewed and expanded.</p>
	<ul style="list-style-type: none"> Regards that 'advantages and disadvantages need to be made clear throughout the document to give a transparent and unbiased 	<p>Where possible, the Council will look to clarify this section.</p>	<p>Wording of Net Zero Carbon</p>

Respondent	Comment Summary	Council Response	Action
Page 83	review of the masterplan ambitions’.		section has been reviewed and expanded.
	<ul style="list-style-type: none"> States that the diagrams are clear but ‘carbon emissions needs to consider Embodied Carbon in scope 1&3’. Holds that the ‘document should demonstrate realistic strategic not generic objectives’. 	<p>Noted.</p> <p>The Council is of the view that the document does include realistic strategic objectives.</p>	Wording of Net Zero Carbon section has been reviewed and expanded.
	<u>Development Principles for Toton and Chetwynd Barracks section</u>		
	<ul style="list-style-type: none"> States that ‘these ambition pages work well to summarise and present the 8 principles in a concise and general way’. Regards that ‘a detailed definition of net-zero is crucial’. ‘Suggest a diagram should be used to show 	<p>Agree.</p> <p>Agree. The implementation of net-zero continues to evolve.</p> <p>Noted.</p>	

Respondent	Comment Summary	Council Response	Action
Page 84	<p>the pros and cons of delivering the net-zero community goals highlighted in the SPD’.</p> <ul style="list-style-type: none"> • Regards that the ‘architecture and urban environment should be mentioned as key factors’. 	Noted.	
	<p><u>Fixes & Policies Plan</u></p> <ul style="list-style-type: none"> • States that ‘the document does not present the lack of a neighbourhood centre as an essential fix’ and goes on to note the importance of providing a ‘new heart for the area’. 	Noted.	
	<ul style="list-style-type: none"> • Regards that it ‘would be important to state factors such as the poor street environment’. 	The Council is unsure what is meant by ‘poor street environment’ in this context.	
	<ul style="list-style-type: none"> • Notes that the site’s topography ‘may cause future concerns in the design of new development’ and infers that this therefore should be included as a ‘key fix’. 	Noted. The topography of the site is considered within a number of parts of the SPD.	
	<ul style="list-style-type: none"> • States that ‘the heritage buildings identified on 	This would be a matter to be considered at planning application stage.	

Respondent	Comment Summary	Council Response	Action
Page 85	<p>the map will require strategies for retention and refurbishment’.</p> <ul style="list-style-type: none"> States that ‘the provision of new homes is presented as a policy requirement but this needs further constraint to starter and downsizer homes to balance the prevalence of large properties in the area’. <p><u>Layer: Green Infrastructure section</u></p> <ul style="list-style-type: none"> Considers that this section ‘presents a clear and appropriate approach’. Notes that ‘Green corridors need clear designation of purpose’ and ‘currently no green corridors in the barracks are designated wildlife corridors’ which ‘limits each green space’s value for wildlife’. Suggest ‘the addition of walking distances’ on the map and ‘making clear the widths & other requirements of the different types of green corridor’. <p><u>Layer: Movement section</u></p> <ul style="list-style-type: none"> ‘do not consider the additional in-line junction with the A52 proposed to be sufficient to meet 	<p>The exact type of homes will be considered at the planning application stage.</p> <p>Agree.</p> <p>Noted.</p> <p>Detailed considerations will be considered at the planning application stage.</p> <p>Technical work is ongoing.</p>	

Respondent	Comment Summary	Council Response	Action
<p>Page 86</p>	<p>the principles of reduced congestion’.</p> <ul style="list-style-type: none"> States that ‘the implementation of this policy seems to disproportionately reduce Chilwell’s access to the A52’. Considers that ‘little regard has been given to topography of pedestrian routes’. Notes that ‘the proposed in-line roundabout paired with significant development is likely to increase congestion on and getting onto the A52’. Puts forward that ‘a single raised route over the A52 with slip lane access could accommodate the greater demand’. Regards that the key could be simplified ‘by excluding unused items such as pedestrian crossing arrow’. On the diagram, the response holds that ‘vehicle access at this point would further congest Stapleford Lane and damage the safety of a primary potential walking and cycling link’. 	<p>Technical work is ongoing.</p> <p>Disagree.</p> <p>Technical work is ongoing.</p> <p>The plans have been reviewed although the ‘pedestrian crossing arrow’ is in use.</p> <p>Noted. Technical work is ongoing.</p>	

Respondent	Comment Summary	Council Response	Action
Page 87	<ul style="list-style-type: none"> States that if a station is provided on the sidings site, 'it would make sense to co-locate park and ride services for NET'. States that the 'East Midlands hub station needs re-labelling and redesigning to be appropriate for local services only. A primary road should also be provided linking directly to the A52'. Considers that 'opportunities to create active transport links into office park and housing to South and East of Chetwynd Barracks are missed'. States that 'proposed secondary roads perpendicular to slope are not ideal for active transport'. States that 'few tertiary roads proposed for Chetwynd South implying large format development inappropriate for the suburban-urban setting'. Regards that 'new roads adjacent to and link road through the woods at the end of Welbeck gardens will damage habitats there'. 	<p>Noted.</p> <p>Agree.</p> <p>Disagree.</p> <p>Noted. Technical work is ongoing.</p> <p>Noted.</p> <p>Technical work is ongoing.</p> <p>The SPD has been reviewed</p>	<p>The plans have been updated accordingly.</p>

Respondent	Comment Summary	Council Response	Action
Page 88	<ul style="list-style-type: none"> Regarding the text - 'primary vehicular access to the East Midlands Hub station from new junctions from the A52' – response states that 'this would still be required with a smaller station in this location but is not shown in the Transport Layer map. 'Only secondary connections are shown'. States that 'existing low-grade industrial facilities on Bessell Lane are not necessarily conducive to the proposed new development so protection of them should be carefully considered'. Regards that 'opportunity to upgrade Bessell Lane as primary link for the station to the A52 is missed'. Holds that the SPD document does not 'successfully incorporate' a number of connectivity elements into its design and layout. Notes that 'care must be taken that active transport infrastructure does not unduly compromise habitats & biodiversity'. Notes that 'creation of new roads should be considered' as some roads would need 	<p>as a result of the IRP.</p> <p>Noted.</p> <p>Noted.</p> <p>Disagree.</p> <p>Agree.</p> <p>Technical work is ongoing</p> <p>This would be a matter for</p>	<p>Additional text included in response to the IRP, the rationale for the development and the potential for a railway station at Toton.</p>

Respondent	Comment Summary	Council Response	Action
<p>Page 89</p>	<p>substantial upgrades.</p> <ul style="list-style-type: none"> States that 'hot-spots need identifying and addressing specifically'. 'Consider proposed upgrades insufficient to handle proposed development'. Put forward that 'a single new separated junction and overpass at the existing Bardills Island would be a stronger option'. States that 'utilising the site of the existing George Spencer academy which is subtended by the A52 the existing topography would make an overpass simpler to deliver'. Opposes link road from Stapleford Lane to potentially opposite Woodstock Road. Holds that 'a connecting Road from Northfield Close to Stapleford Lane should be considered as an alternative'. 	<p>Nottinghamshire County Council as part of the planning application process.</p> <p>This would be a matter for Nottinghamshire County Council as part of the planning application process.</p> <p>Technical work is ongoing.</p> <p>Noted.</p> <p>Technical work is ongoing.</p> <p>Noted. Technical work is</p>	

Respondent	Comment Summary	Council Response	Action
Page 90	<u>Street Typologies section</u>	ongoing.	
	<ul style="list-style-type: none"> States that 'definition of roads through green belt areas with no development required'. The response indicates that the link road should be considered differently to the Boulevards. 	Disagree. The SPD needs to be a flexible framework.	
	<ul style="list-style-type: none"> Holds that 'maximum gradients for each type of street should be added to their descriptions'. 	Agree.	
	<ul style="list-style-type: none"> States that 'care should be taken to ensure neighbourhood streets are safe for the visually impaired'. 	A parking strategy will be considered as part of the planning application process. The Council will include this to the previous paragraph.	
	<ul style="list-style-type: none"> Regards that 'alternative options to on street parking may be worth mentioning'. 	Agree.	
	<ul style="list-style-type: none"> Suggest moving reference to Bus Gates to previous paragraph (3.72). 	Specific issues would be considered at the planning application stage.	
	<ul style="list-style-type: none"> States that 'developers will require clarity as to the appropriate numbers of car, bicycle and electric car parking places and bus stops'. 	A parking strategy will be considered as part of the	The reference to Bus Gates has been moved to previous paragraph.

Respondent	Comment Summary	Council Response	Action
Page 91	<ul style="list-style-type: none"> • 'Adding the potential for a phased approach with gradually reduced parking provision could be considered in this section'. 	planning application process	
	<p><u>Spatial Framework Section</u></p> <ul style="list-style-type: none"> • Notes that 'proposals could retain more green space'. 	<p>The Council feels that the SPD has sufficient provision for green space.</p> <p>Noted.</p>	
	<ul style="list-style-type: none"> • States 'up and over junction with A52 on George Spencer site needs considering'. 	Technical work is ongoing.	
	<ul style="list-style-type: none"> • States 'no Primary road provided to access new station'. 	Technical work is ongoing.	
	<ul style="list-style-type: none"> • Considers that 'not enough attention has been paid to topography when designing the transport infrastructure'. 	Noted. Technical work is ongoing.	
	<ul style="list-style-type: none"> • Holds that 'current plans segregate existing communities in Chilwell by providing limited vehicle access into Chetwynd through to Toton and onto the A52'. 	Agree.	

Respondent	Comment Summary	Council Response	Action
Page 92	<ul style="list-style-type: none"> States that 'the integrated approach of green and transport infrastructure needs to be considered to protect habitats and biodiversity' States that 'opportunity to introduce additional SUDS and blue infrastructure on the barracks have not been shown on the masterplan'. States that there are 'insufficient quantitative requirements for the green infrastructure typologies'. 	<p>Provision of SUDS would be a matter for consideration at the planning application stage.</p> <p>The Council considers that greater amount of flexibility is required.</p>	
	<p><u>Toton North section</u></p> <ul style="list-style-type: none"> Holds that the 'Innovation Campus will positively impact the character of the area'. Regards that design considerations need updating. Are in favour 'of the proposed medium-high density for the neighbourhood' and also 	<p>Agree.</p> <p>Work is ongoing on a separate design code by the East Midlands Development Corporation.</p> <p>The Council aspires that the provision of open space is accessible to all.</p>	

Respondent	Comment Summary	Council Response	Action
Page 93	<p>‘encourage the use of any design considerations which integrate the provision of open spaces accessible to all’.</p> <ul style="list-style-type: none"> States that ‘the harsh environment adjacent to A52 needs to be converted into pedestrian friendly spaces and routes. To be successful, it should be made clear that walking and cycling routes are key aspects to be delivered’. Holds that ‘it is essential to mention specific physical attributes and strategies such as the integration of urban amenities’. 	<p>The Council agrees that walking and cycling routes are key aspects to be delivered.</p> <p>Noted.</p>	
	<p><u>Toton South section</u></p> <ul style="list-style-type: none"> States that ‘references on ways to enhance the character of development could be more specific’. Holds that ‘residential development of higher densities must be encouraged to ensure that a greater area is preserved for green space’. Considers that the name ‘Toton South’ is ‘confusing’ and would encourage instead using the term ‘New Toton South’ as well as 	<p>The SPD is a flexible framework and its role is not to be too specific.</p> <p>The Council agrees that the provision of green space is important.</p> <p>Disagree.</p>	

Respondent	Comment Summary	Council Response	Action
Page 94	the terms 'New Toton North' and 'New Toton East'.		
	<u>Toton East</u>		
	<ul style="list-style-type: none"> • Holds that 'more mention should be made on the character of physical spaces'. 	<p>The SPD is a flexible framework and its role is not to be too specific.</p> <p>Noted.</p>	
	<ul style="list-style-type: none"> • Regards that 'the proposed housing for the area should also include low-rise flats and potentially bungalows'. 	<p>Agree.</p>	
	<ul style="list-style-type: none"> • States that there is 'incentive to retain and maintain local hedgerows'. 	<p>Agree. The Council will add some text to the SPD to reflect this.</p>	
	<ul style="list-style-type: none"> • States that 'when it is mentioned there should be more accessible routes...it must be noted that this will affect the existing green spaces, so it must be mentioned that it will aim not to damage existing green infrastructure on site'. • Envisages 'a benefit from creating a link between the road at the end of Chilwell (Field 	<p>Noted. Technical work is ongoing.</p> <p>Noted.</p>	

Respondent	Comment Summary	Council Response	Action
Page 95	Lane) to the A52’.		
	<ul style="list-style-type: none"> Considers that ‘emphasis should be made on the retention of existing homes on the site’. 	Noted.	
	<u>Chetwynd West section</u>		
	<ul style="list-style-type: none"> States that the diversity of housing types should be increased to protect green space and create a medium level of density. 	Agree. Technical work is ongoing.	
	<ul style="list-style-type: none"> States that ‘new through-road should be designed considering the topography of the site; care should be applied to the positioning of routes’. 	Noted.	
	<ul style="list-style-type: none"> ‘Would contest that this isn’t the most suitable place for a new primary school’. 	Noted.	
	<ul style="list-style-type: none"> Notes that ‘the health centre should be co-located with commercial facilities in Chetwynd East’. 	Disagree.	
	<ul style="list-style-type: none"> Considers that ‘the quantum of development proposed in Chetwynd West will not create a need’ for certain new facilities to be added to the area. 		

Respondent	Comment Summary	Council Response	Action
Page 96	<u>Chetwynd East section</u>		
	<ul style="list-style-type: none"> • Holds that the SPD 'could name some of the heritage buildings to be refurbished and integrated into new developments.' 	<p>This would be a matter to be considered at the planning application stage. This would also be appropriate for inclusion within the Neighbourhood Plan.</p>	
	<ul style="list-style-type: none"> • 'Agree with the proposed residential densities and the conversion of some military buildings to other uses'. 	<p>Noted.</p>	
	<ul style="list-style-type: none"> • States that 'amongst the design considerations there should be a referral to the refurbishment of existing homes to current standards of living'. 	<p>Noted.</p>	
	<ul style="list-style-type: none"> • Holds that provision of new nursery schools is important. 	<p>Agree.</p>	
	<ul style="list-style-type: none"> • States that 'there is great emphasis on the retention of existing green infrastructure, including the Hobgoblin Wood and Memorial Gardens. The process to achieve successful results, require equal emphasis on exemplary 	<p>Noted.</p>	

Respondent	Comment Summary	Council Response	Action
Page 97	strategies for the enhancement of adjacent spaces. Such spaces are key to the provision of new accessible routes and the integration of military heritage spaces.'		
	<u>Chetwynd South site</u>		
	<ul style="list-style-type: none"> States that 'this is an ideal location to put the retirement and elderly residential' typologies of housing. 	Noted.	
	<ul style="list-style-type: none"> Suggest 'that density reduces towards the south of the area'. 	Noted.	
	<ul style="list-style-type: none"> States that green links and pedestrian routes 'should connect well to the existing green space in Mountbatten Estate and the memorial garden'. 	Noted.	
	<ul style="list-style-type: none"> Holds that 'the area needs to be better connected with South-East and West and there are good opportunities to add cycle routes and pathways'. 	Noted.	
	<ul style="list-style-type: none"> States that 'the site needs better connections with the rest of the area to reduce its isolated positioning'. 	Technical work is ongoing.	

Respondent	Comment Summary	Council Response	Action
Page 98	<u>Toton West section</u>		
	<ul style="list-style-type: none"> States that 'the river Erewash should be included in the map of Toton West'. 	Noted.	
	<ul style="list-style-type: none"> Holds that 'the density suggestion is appropriate for this site given its low lying level'. 	Agree.	
	<ul style="list-style-type: none"> States that 'the siting of the Innovation campus will need to be reconsidered'. 	The Borough Council agrees that it would be desirable to retain and enhance key habitats.	
	<ul style="list-style-type: none"> There should be reference to the importance of enhancing and preserving key habitats. 	Noted.	
	<u>Railway Corridor & Toton Fields section</u>		
	<ul style="list-style-type: none"> States that 'enhancements to the nature reserve should not be limited to developer contributions'. 	Noted.	
	<u>Development Phasing section</u>		
	<ul style="list-style-type: none"> Holds that housing should be provided more quickly. 	Noted. The Council would	

Respondent	Comment Summary	Council Response	Action
Page 99	<ul style="list-style-type: none"> States that the 'masterplan represents low density development which directly contrasts the wishes of local people'. 	aspire to see housing developed on site as promptly as possible. Noted.	
	<ul style="list-style-type: none"> Advocates modular construction. 	Noted.	
	<ul style="list-style-type: none"> Emphasises that 'landscaping and infrastructure should be built first'. 	Noted.	
	<u>Infrastructure Delivery section</u>		
	<ul style="list-style-type: none"> Holds that it is essential to establish green infrastructure link from Toton Field Nature Reserve to Hobgoblin Wood early on. 	Noted.	
	<ul style="list-style-type: none"> Holds that the 'maximum number of cycle and pedestrian points should be provided prior to build out of the site'. 	The Council aspires to provide good cycle and pedestrian connectivity.	
	<ul style="list-style-type: none"> Regards that 'the NET extension is a priority that needs to happen as soon as possible'. 	Agree.	
	<ul style="list-style-type: none"> Holds that the relocation of the TMD and active rail use at Toton Sidings 'may need to be brought forward to meet housing supply 	Noted.	

Respondent	Comment Summary	Council Response	Action
Page 100	needs as the barracks sale has been delayed’.		
	<ul style="list-style-type: none"> Considers that ‘the feasibility for an over-road separated junction should be considered. 	Technical work is ongoing.	
	<u>Schools & Healthcare Delivery section</u>		
	<ul style="list-style-type: none"> States that the ‘primary school is not at capacity, so this needs to be checked and updated’. 	Noted.	
	<ul style="list-style-type: none"> Notes that ‘it is more important to site these two schools in the right place later in the development plan to ensure long term efficacy and use. 	The exact siting of the schools will be considered at the planning application stage.	
	<ul style="list-style-type: none"> Considers that ‘the suggested site in Chetwynd for a new school is far too close to the existing primary school to the existing Chetwynd Primary Academy’. 	Noted.	
	<ul style="list-style-type: none"> Notes that ‘it makes sense for the primary school (in Toton South) to be developed in tandem with development’. 	Noted.	
	<ul style="list-style-type: none"> Suggests ‘the George Spencer Academy 	Noted.	

Respondent	Comment Summary	Council Response	Action
Page 101	<p>moves, and in the process of moving, it should be situated on a site where it has space to expand.'</p> <ul style="list-style-type: none"> • Suggests that the 'Health Centre should co-locate with the new local centre in Chetwynd East. • Holds that there 'is potential for a (temporary) community facility in Toton South to provide for the first phase of development'. 	<p>Noted.</p> <p>Noted.</p>	
	<p><u>Community Facilities, Stewardship & Meanwhile Uses section</u></p> <ul style="list-style-type: none"> • Regards that the local centre for Chetwynd 'should be in Chetwynd East, not South in order to connect the area to Chilwell'. 	<p>Regardless of where the local centre is located, the development will be well-connected to Chilwell.</p>	
	<ul style="list-style-type: none"> • States that there is community support for the first part of paragraph 5.18. 	<p>Noted.</p>	
	<ul style="list-style-type: none"> • States that the Nature Centre should be 'located in Chetwynd East not South'. 	<p>Noted.</p>	

Respondent	Comment Summary	Council Response	Action
Page 102	<ul style="list-style-type: none"> Notes that 'Meanwhile uses should not have detrimental impact on wildlife and green space'. 	Agree.	
	<u>Planning for a New Region section</u>		
	<ul style="list-style-type: none"> States that 'these final pages are good and set a positive conclusion for the aspirations of the masterplan'. Suggests that the term 'wheeling' is defined. 	Agree. Agree. The term has been clarified.	
	<u>Appendix A</u> <ul style="list-style-type: none"> Have used this section to highlight where the masterplan falls short of the requirements and to signpost the reader to comments elsewhere in the document. 	Noted.	The term 'wheeling' has been clarified.
Barton Willmore	<ul style="list-style-type: none"> Suggests greater ambition for the area, and in particular the Railway Corridor Character Area should be identified within the Masterplan. 	Noted.	

Respondent	Comment Summary	Council Response	Action
Peveril	<ul style="list-style-type: none"> Considers that the Masterplan requires a review, in light of the IRP, with housing and employment aspirations for the site being significantly reduced. Holds that land east of Toton Lane can come forward in the short term and will deliver houses, part of the Toton Lane - A52 link road and potential access to the Barracks site. 	<p>Noted. The SPD has been reviewed as a result of the IRP.</p> <p>Noted.</p>	Additional text included in response to the IRP, the rationale for the development and the potential for a railway station at Toton.
National Highways PSC 103	<ul style="list-style-type: none"> Principle interest is safeguarding the operation of the A52 and M1. Note that the SPD does not appear to have been updated to account for the HS2 East Midlands Hub station no longer being situated at Toton. Therefore expect that the development aspirations, and potentially transport infrastructure proposals, will change from that set out in this consultation. The provision of an additional junction onto the A52 will accommodate increased traffic flows onto a severely strained strategic link. Any proposal to deliver a new junction on the 	<p>Technical work is ongoing as a result of National Highways' representations.</p> <p>Technical work is ongoing as a result of National Highways' representations.</p> <p>Technical work is ongoing as a result of National Highways' representations.</p> <p>Technical work is ongoing as</p>	

Respondent	Comment Summary	Council Response	Action
Page 104	<p>SRN requires a Strategic Business Case demonstrating the need, impacts, benefits, and evidencing that the growth aspirations cannot be accommodated via upgrade to the existing junctions on the network.</p> <ul style="list-style-type: none"> This proposed junction will be located in close proximity to the existing Bardills roundabout, which itself suffers from capacity constraints and would be expected to interact with the new junction, with queues from one reaching back to and interfering with the other. This proposal will require an application for Departures from Standards to be approved. Is concerned that the delivery of this new connection to the A52 shall have a major detrimental impact on journey times, reliability of the SRN to serve both local and long distance trips, as well as highway safety. 	<p>a result of National Highways' representations.</p> <p>Technical work is ongoing as a result of National Highways' representations.</p> <p>Technical work is ongoing as a result of National Highways' representations.</p>	
Avison Young (on behalf of Homes England)	<ul style="list-style-type: none"> States that the SPD may be adopted before an outline planning application is submitted. Queries whether the SPD will be a material consideration of an application. Welcomes 'the clear explanation that the 	<p>The SPD will be a material consideration.</p> <p>Noted.</p>	

Respondent	Comment Summary	Council Response	Action
Page 105	<p>purpose of the SPD is not to establish a prescriptive masterplan’.</p> <ul style="list-style-type: none"> Seeks clarity regarding the SPD’s relationship with other plans and for the document to confirm that it is ‘subordinate to the Local Plan Part 2’ and ‘that it would need to be consistent with the NP’. Regards that the IRP ‘would not appear to have any direct influence over the...development of the Barracks’. Observes that the Environment Act 2021 became law. Notes the ‘emphasis that the draft SPD places on achieving sustainable outcomes and on protecting and enhancing biodiversity’. 	<p>A section of the SPD sets out the relationship between Part 2 Local Plan policies and the SPD.</p>	<p>The text has been amended to reflect that the Environment Act is now law.</p>
	<p><u>Existing Land Uses</u></p> <ul style="list-style-type: none"> ‘Welcomes the recognition that the Annington Homes land will not form part of the OPA [outline planning application]’. 	<p>Agree.</p> <p>Noted.</p>	
		<p>Noted.</p>	
	<ul style="list-style-type: none"> States that ‘there is no reference to the evidence base that informs or supports the 	<p>Noted.</p>	

Respondent	Comment Summary	Council Response	Action
Page 106	<p>contents of Figure 10'. Regards that as Homes England is commissioning ground investigation works, 'it is premature for the SPD to incorporate a diagram purporting to show the location of contamination on the site'. Proposes the removal of Figure 10, or content relating to contamination to be deleted.</p>		<p>areas of contamination within Figure 10 has been deleted.</p>
	<p><u>Movement, Access and Connectivity</u></p> <ul style="list-style-type: none"> • 'Supports the statement in Paragraph 2.24 that there are "opportunities" to improve accessibility to public transport as part of the OPA for the site' and expects that the masterplan will 'demonstrate how the arrangement of uses, location of access points, and on-site infrastructure, will deliver enhanced accessibility to public transport.' 	Noted.	
	<ul style="list-style-type: none"> • Notes that an 'existing' access point to the Barracks on its southern boundary is not an access point and should be removed. 	Agree.	The plan has been revised accordingly.
	<p><u>Green and Blue Infrastructure</u></p> <ul style="list-style-type: none"> • Notes that there are discrepancies in paragraph 2.26. 	Noted.	

Respondent	Comment Summary	Council Response	Action
Page 107	<ul style="list-style-type: none"> States that Figure 14 does not assist the interpretation of text within paragraph 2.26. States that 'a requirement to re-plant previously cleared woodland would go beyond the scope of policy 3.1'. Regards that reference to re-planting of cleared woodland should be removed. Observes that 'the Field Close Open Space, annotated as number 3 on Figure 14, is outside of the control of the DIO'. States that in paragraph 2.27 'any suggestion in relation to the approach to the culverts seems premature' and so suggests that 'the SPD ought to refer to de-culverting as an "opportunity" or "potential outcome"'. <u>The Historic Environment</u> <ul style="list-style-type: none"> Agrees with the general view presented in paragraphs 2.30 to 2.33. Notes that Figure 16 'annotates Sergeant's Mess' as a heritage asset but 'this is not referred to in the associated text'. Assumes that the annotation is an error and asks for this to be removed. 	Noted.	
		Noted.	
		Noted.	
		Disagree.	
		Noted.	
		Noted.	The plan has been revised accordingly.

Respondent	Comment Summary	Council Response	Action
Page 108	<ul style="list-style-type: none"> States that the suggestion that the footprint of Building 157 should be retained is one option, but there may be others of equal or greater merit.' Regards that the text regarding retaining Building 157 goes beyond a 'flexible framework'. 	Disagree.	
	<p><u>Summary of Opportunities</u></p> <ul style="list-style-type: none"> Agrees with an aspiration for development in the masterplan area to deliver "net-zero carbon" outcomes. 	Noted.	
	<ul style="list-style-type: none"> Agrees that there is an opportunity to achieve net gains in biodiversity through redevelopment, and notes that the draft SPD is not prescriptive about the quantum of net gain that should be targeted. 	Noted.	
	<ul style="list-style-type: none"> Supports the general objective of ensuring new development is connected to its surroundings and promotes journeys by foot and by bicycle. 	Noted.	
	<ul style="list-style-type: none"> Agrees that the redevelopment can make a significant contribution to the delivery of new housing in the area. 	Noted.	

Respondent	Comment Summary	Council Response	Action
Page 109	<ul style="list-style-type: none"> Generally supports the opportunity to maximise existing assets and integrate them into development. 	Noted.	
	<ul style="list-style-type: none"> Agrees that there is an opportunity to accommodate new facilities within the development to contribute to the new and existing community and to support place-making objectives as prescribed by Policy 3.1. 	Noted.	
	<ul style="list-style-type: none"> States 'it should also be noted that employment opportunities will also arise from the neighbourhood centre.' 	Agree.	
	<p><u>Vision and Principles – Creating a Net-Zero Community</u></p> <ul style="list-style-type: none"> Supports the text in the SPD that says that proposals should, “maximise their contribution to supporting the transition to net-zero”. 	Noted.	
	<p><u>Development Principles for Toton and Chetwynd Barracks</u></p> <ul style="list-style-type: none"> The 8 principles are generally consistent with the principles that it is looking to adopt in the OPA masterplan. <p><u>Key Fixes</u></p>	Noted.	

Respondent	Comment Summary	Council Response	Action
Page 110	<ul style="list-style-type: none"> Regards that identifying 'fixes' seems incompatible with the stated aim of the SPD operating as a 'flexible framework'. 	Disagree.	
	<ul style="list-style-type: none"> States that it is unclear whether heritage buildings on Figure 22 should be treated as Fixes. If this is the case, then Homes England would not support the identification of specific buildings to be retained. For clarity, proposes that these should be removed from Figure 22. 	Noted.	
	<ul style="list-style-type: none"> Notes a similar point arises in relation to green infrastructure in regards to whether or not these are 'Fixes'. 	Noted.	
	<ul style="list-style-type: none"> Holds that Figure 22 should be labelled as indicative. 	Disagree.	
	<p><u>Green Infrastructure</u></p> <ul style="list-style-type: none"> It is important that the SPD makes clear that the contents of Figure 23 are indicative, and that it will be for planning application process to show how the green infrastructure proposals will be implemented. Notes that the north-south link is shown as a proposed green corridor and is denoted as an 	Disagree.	

Respondent	Comment Summary	Council Response	Action
Page 111	<p>‘urban boulevard’. This should be reviewed, given Homes England’s discussions with NCC (in its role as LHA) about the design and alignment of that link.</p> <ul style="list-style-type: none"> • Regards that Figure 23 should be labelled as ‘indicative’ and not be ‘fixed’. • Is supportive of the design principles within the ‘Green Infrastructure Framework Plan’. 	<p>Noted. Technical work is ongoing.</p>	
	<p><u>Layer: Movement</u></p> <ul style="list-style-type: none"> • States that the ‘accesses and alignments shown on Figure 25 are not underpinned by evidence.’ 	<p>Disagree.</p>	
	<ul style="list-style-type: none"> • Is supportive of the design principles within the ‘Green Infrastructure Framework Plan’. 	<p>Noted.</p>	
	<ul style="list-style-type: none"> • States that the ‘accesses and alignments shown on Figure 25 are not underpinned by evidence.’ 	<p>Noted.</p>	
	<ul style="list-style-type: none"> • Regards that Figure 25 should be labelled as indicative. 	<p>Disagree.</p>	
	<ul style="list-style-type: none"> • Puts forward a number of observations in relation to the link road and ‘suggests that Paragraph 3.65 ought to be reviewed accordingly.’ 	<p>Technical work is ongoing.</p>	
	<ul style="list-style-type: none"> • Suggests that the commentary in the draft SPD could be amended to say the following: <p><i>“The requirement to facilitate the link road applies to</i></p>	<p>Noted.</p>	

Respondent	Comment Summary	Council Response	Action
<p>Page 112</p>	<p><i>any planning application for development which is submitted and which relates to land that is required to deliver any part of the link road. It is, of course, recognised that applicants can only be expected to meet this requirement within land that is in their control”.</i></p> <ul style="list-style-type: none"> • States that ‘The existing levels on the site would preclude the outcome of the link road having a straight alignment, as suggested in Figure 25.’ • States that ‘if the link road were to be aligned as shown on the diagram in the SPD, it would be incompatible with its role within the new neighbourhood. Moreover, Homes England would have concerns about the safety of a route on a straight alignment and with a gradient of 1 in 8 and which would not meet standards in the Design Guide.’ • Notes that ‘no design or technical evidence has been produced to demonstrate that a ‘boulevard’ on a straight alignment is feasible or deliverable.’ • Proposes that the content of the SPD relating to the link road should be reviewed and amended to confirm that the alignment of the 	<p>Noted. Technical work is ongoing</p> <p>Technical work is ongoing.</p> <p>Technical work is ongoing.</p>	

Respondent	Comment Summary	Council Response	Action
Page 113	<p>section that passes through the Barracks will be designed having regard to the significant changes in levels through the site, and to ensure that it is compatible with, and fully supports, the delivery of the exemplar new residential development that the local authorities, CTCNF and Homes England and DIO wish to see.</p>	Technical work is ongoing.	
	<ul style="list-style-type: none"> Considers that an access from Stapleford Lane could comprise an appropriate element of the overall strategy for the Barracks. 	Noted.	
	<ul style="list-style-type: none"> States that there is no requirement in Policy 3.1 to apply a test of 'necessity' to an access in this location. 	Noted.	
	<ul style="list-style-type: none"> Proposes that the SPD should simply note that any access that the OPA proposes from Stapleford must be thoroughly tested and included only as part of the overall access strategy, alongside the primary access from Swiney Way. 	Noted.	
	<ul style="list-style-type: none"> Notes that Figure 25 shows access points on land controlled by Annington Homes and which is outside the control of the DIO, and which will not form part of the OPA. 	Noted.	

Respondent	Comment Summary	Council Response	Action
Page 114	<ul style="list-style-type: none"> States that some of the content of the Movement later is said to have been informed by a Local Connectivity Study prepared by Mott Macdonald. Regards that this study should be published. <p><u>Spatial Framework</u></p> <ul style="list-style-type: none"> Notes that Figure 27 provides a 'Spatial Framework, which "aggregates the fixes and the layers" found in earlier sections of the draft SPD. Therefore, the points which have already been raised in relation to the fixes and layers (including the need for the figure to be labelled as 'indicative') also apply here. <p><u>Character Areas</u></p> <ul style="list-style-type: none"> Regards that an approach which seeks to 'define' the type of development that can come forward in particular areas is plainly inconsistent with the objective of establishing a flexible framework. Welcomes the confirmation that the SPD 'does not specify which land uses should be located next to one another'. <p><u>Chetwynd West:</u></p>	<p>Noted. The Council will explore whether the document can be put in the public domain.</p> <p>Disagree.</p> <p>Disagree.</p> <p>Noted.</p>	

Respondent	Comment Summary	Council Response	Action
Page 115	<ul style="list-style-type: none"> States that Chetwynd West is described as a “primarily residential area” but also a location where “some community facilities” may be delivered given that it is expected to be first part of the site to be delivered. States that this is a different position to that expressed in Policy 3.1 of the Local Plan Part 2, which states that both the school and medical facility should be located close to the retained playing pitches at the eastern end of the site. Therefore, the commentary on Chetwynd West is inconsistent with Policy 3.1. 	Noted.	
	<ul style="list-style-type: none"> States it is important to note that the test in Policy 3.1 is that development ‘positively facilitates’ the route, and this should be reflected in the wording of the SPD. 	Noted.	
	<ul style="list-style-type: none"> Reiterates that the extent of the DIO’s ownership is such that a route can only be facilitated between Swiney Way and the boundary of DIO’s land with Annington Homes land. 	Noted.	
	<ul style="list-style-type: none"> In relation to residential uses, the first design consideration says that development will be “lower densities, primarily comprising terraced, semi-detached and detached 	Noted.	

Respondent	Comment Summary	Council Response	Action
Page 116	<p>houses, with higher densities to the south near Chetwynd Road". Unsure on what basis the draft SPD promotes lower densities having regards to the expectation in the Local Plan that the site will deliver 1,500 dwellings, or how 'lower densities' is defined given the lack of evidence to support such an approach.</p> <ul style="list-style-type: none"> States it is important that the SPD does not constrain unnecessarily the flexibility that is needed in relation to the housing typologies to be delivered in the Chetwynd West character area. <p><u>Chetwynd East:</u></p> <ul style="list-style-type: none"> The draft SPD states that this character area will be "heavily influenced by retained military heritage". Generally do not disagree with this view. Considers that it should be noted that the retention and conversion of buildings will be informed by i) an assessment of their cultural and historical significance; ii) an assessment of their feasibility and readiness for conversion; and iii) market analysis on the likely suitable uses for retained/converted buildings, with all those issues to be 	<p>The Council considers that the document does contain sufficient flexibility.</p> <p>Agree.</p> <p>The Council notes that this assessment will need to be carried out by the applicant at the planning application stage.</p>	

Respondent	Comment Summary	Council Response	Action
Page 117	<p>thoroughly examined and evidenced via the OPA.</p> <ul style="list-style-type: none"> The SPD should state that the OPA process will explore the potential for conversion and retention and should not be prescriptive about the types of uses that might be accommodated in any retained building. States that the way in which development responds to the heritage of the site is a matter that is appropriately dealt with through the preparation of the OPA. Would therefore prefer that reference to 'heritage trail' is removed from the SPD. Generally supports the commentary of the section which confirms that this character area will accommodate residential development and a new centre comprising of retail and other community uses "catering for local needs". States that the commentary also confirms that the new primary school and medical facility may be in Chetwynd East. This raises three points for Homes England: <p>1. <i>The Toton SLG and Barracks sites are in</i></p>	<p>Disagree.</p> <p>Disagree.</p> <p>Noted.</p> <p>Noted.</p>	

Respondent	Comment Summary	Council Response	Action
Page 118	<p><i>different ownerships...Consequently the medical facilities on the Barracks should not be linked with or constrained by SLG delivery.</i></p> <p>2. <i>The phasing of development at the Barracks will be carefully examined, having regard to viability, market demand, engagement, and place-making outcomes.</i></p> <p>3. <i>The school could also be located in Chetwynd South, having regard to the place-making objectives, and noting that doing so would comply with the requirement in Policy 3.1 for the school to be "in close proximity" to the existing pitches.</i></p> <p>Based on the above, the SPD should not be prescriptive about which uses are to be provided in which character area but should instead say that uses 'could' or 'might' be in one or more character areas, with the distribution of these and phases to be assessed through the OPA process.</p> <ul style="list-style-type: none"> The design considerations also refer to "lower densities". Homes England repeats its above comments about how 'lower densities' are defined, and the apparent lack of evidence to support restrictions on density in this part of the site. Again, Homes England would 	<p>Noted. The infrastructure for both sites needs to be considered together.</p> <p>Noted.</p> <p>Noted. The precise location will be a matter for the planning application process.</p> <p>Disagree.</p> <p>Noted.</p>	

Respondent	Comment Summary	Council Response	Action
Page 119	<p>encourage the SPD to take a flexible approach to the densities and typologies to be delivered in this character area.</p> <p><u>Chetwynd South:</u></p> <ul style="list-style-type: none"> • Supports that the SPD states that this will be “primarily residential”. • Proposes that the SPD acknowledges that the OPA will test the location, scale and type of employment use having regard to: the most up-to-date evidence base; evidence of demand and market considerations; impact on housing capacity; the amount of commercial floorspace delivered in the neighbourhood centre; and on securing the best design and masterplanning outcomes. • Notes that a further design consideration is that development will ‘integrate’ the culverted watercourse south of Building 157 into a SuDS and green infrastructure network. Homes England is supportive of this aspiration. • Notes that the text goes on to say that the watercourse should be integrated with the “restoration of Moor Wood”. State that Homes 	<p>Noted.</p> <p>Up-to-date evidence will be considered at the planning application stage. The SPD will be one material consideration as part of the planning application determination.</p> <p>Noted.</p> <p>Noted.</p>	

Respondent	Comment Summary	Council Response	Action
Page 120	<p>England are unsure which part of the site 'Mood Wood' refers to but speculate that it is the 'historic woodland' shown on Figure 14. If this is the case, then repeat earlier point that a requirement to re-plant woodland would be inconsistent with Policy 3.1 and so this statement needs to be amended.</p> <ul style="list-style-type: none"> In relation to the residential element of this character area, states that it is important that the SPD is explicitly flexible around the types of housing that might be provided in this character area to ensure deliverability of development. For the SPD to meet its objective of being a flexible framework, Homes England thinks it ought to refer to the possibility of the school being located in Chetwynd South whilst acknowledging that the OPA process will put forward an evidence-based approach for its eventual location. 	<p>The Council considers the SPD to be sufficiently flexible.</p> <p>Noted. The precise location will be a matter for the planning application process.</p>	
	<p><u>Development Phasing</u></p> <ul style="list-style-type: none"> States that no evidence has been made available to support the view that delivery of a school at Chetwynd should be linked to the delivery of development at Toton. We 	<p>The Council considers that</p>	

Respondent	Comment Summary	Council Response	Action
Page 121	<p>therefore repeat Homes England's request that the references to linkages in the SPD are removed in favour of wording that says that phasing of facilities will be determined during the OPA process, having regard to the views of the LEA and to place-making outcomes.</p>	<p>the infrastructure for both sites needs to be considered together.</p>	
	<ul style="list-style-type: none"> • Considers rather than the current wording of Paragraph 5.15, the SPD should instead say that delivery of the new facility at the Barracks should be informed by discussion with the CCG and having regard to place-making objectives. 	<p>The CCG would be consulted as a part of any relevant application.</p>	
	<ul style="list-style-type: none"> • States that paragraphs 5.16 and 5.17 address the delivery of 'other' community facilities. Homes England's only observation is that Paragraph 5.17 states that 'Chetwynd High Street' (i.e. the new centre) will be located in the Chetwynd South character area. That is inconsistent with the statement in Section 4 of the SPD that the centre will be provided in Chetwynd East. This reiterates the point that the SPD should not, and need not, be prescriptive about where the centre is located. • Notes that the OPA process will test the appropriate locations for the centre, and may 	<p>Noted.</p> <p>The Council considers that</p>	

Respondent	Comment Summary	Council Response	Action
<p>Page 122</p>	<p>include locations across both character areas, or in one or the other. By being less prescriptive, the SPD would maintain its objective of being a 'flexible framework'.</p> <ul style="list-style-type: none"> • The SPD says that long-term stewardship "must be secured in perpetuity" as part of the OPA. Homes England acknowledges this and expects the OPA process to identify and secure outcomes in relation to stewardship. • Agree that 'meanwhile uses' can make a positive contribution. • Homes England is not convinced of the merits of obliging applicants to submit feasibility studies with planning applications. Homes England thinks that the SPD would be more effective by providing support for meanwhile uses and advocating the submission of feasibility studies where promoters want to test potential temporary uses, rather than mandating their preparation. 	<p>the SPD is a flexible framework.</p> <p>Noted.</p> <p>Noted.</p> <p>Disagree.</p>	

Toton and Chetwynd Barracks Strategic Masterplan

Supplementary Planning Document

SEPTEMBER 2022



Broxtowe
Borough
COUNCIL

Foreword

TOTON AND CHETWYND SPD

F.1 Last year we asked the public for their views on how the area around Toton and Chetwynd should be developed over the coming years.

F.2 Although it was an incredibly difficult time, the responses we received were positive for the future with people proud of their area which they wanted to protect and enhance for coming generations.

F.3 The scheduled closure of the historic Chetwynd Barracks in 2024 and the proposed East Midlands Hub at Toton means we have a once-in-a-lifetime opportunity to create housing, green spaces as well as healthcare and education provision for generations to come.

F.4 The local community is rightly proud of the area's military heritage and we seek to protect that but the closure of the barracks will reconnect places in our Borough which have been divided by fencing for decades.

F.5 A proposed new green village will create local jobs, new carbon-neutral, affordable homes, and new community facilities. There will also be green spaces and more roads, paths and cycleways, including more traffic-free links to places for the family to enjoy such as the Attenborough Nature Reserve, Erewash Canal and the River Erewash.

F.6 This year will see the UK host the global climate change conference COP26. We would love to see this area become a template for net-zero carbon development; world class connectivity; biodiversity & nature recovery; and connecting existing communities.

F.7 These plans have the needs of the local community at the heart of them. Our position as one of the best located counties in the UK means there is huge potential for job creation and skills development across our county and beyond.

F.8 We really want everyone's views about these plans which aim to improve the way future generations work, live and spend their leisure time in this area.



Ruth Hyde OBE
Chief Executive,
Broxtowe Borough Council



Cllr Milan Radulovic MBE
Leader of the Council,
Broxtowe Borough Council

Executive Summary

Background

ES.1 The opportunities created by the closure of Chetwynd Barracks and the creation of a new railway station at Toton will enable the creation of an exciting, sustainable new community across the two sites, building on the area's rich heritage. Development could provide up to 4,500 new homes alongside potentially up to 6,500 new jobs, and the community facilities, services and infrastructure necessary to support them.

ES.2 In November 2021, the government published its Integrated Rail Plan (IRP). This confirmed that an HS2 station at Toton is no longer proposed. However, the IRP did note that the 'government will accelerate transport improvements at Toton',

ES.3 This Supplementary Planning Document (SPD) has been reviewed in light of the IRP, and it has been concluded that, as a result of the connectivity that could be achieved were a railway station to be developed, the rationale for development of the site remains valid and a very similar quantum of development remains justified.

ES.4 In recognition of the opportunity at Toton and Chetwynd Barracks, in 2019 the two sites were allocated for development in Broxtowe Borough Council's Part 2 Local Plan, which covers the period up to 2028. However, the development of the Toton and Chetwynd Barracks sites will extend beyond 2028 into the mid-2040s.

ES.5 The Part 2 Local Plan therefore requires the preparation of this Strategic Masterplan to set out a long-term overarching framework which ensures that a comprehensive and cohesive approach is taken to development across the two sites. The Strategic Masterplan will be used by Broxtowe Borough Council as a SPD to guide planning application decisions within the masterplan area.

ES.6 Planning applications will be expected to demonstrate how they conform with this SPD. It will be used to help guide investment and infrastructure delivery by the East Midlands Development Corporation. This will be a new type of 'Locally-Led Urban Development Corporation', being created to rapidly progress the significant opportunities at Toton and Chetwynd Barracks, as well as the nearby major sites at Ratcliffe-on-Soar Power Station and East Midlands Airport. An interim vehicle, EM DevCo Ltd, has already been established to start the Development Corporation's work programme.

Contents of the Strategic Masterplan

ES.7 The document confirms the key development requirements set out in the Part 2 Local Plan, both for development within the plan period to 2028 and beyond.

ES.8 Given the length of time over which development will take place, the Masterplan has sought to provide a 'flexible framework' to developers, investors and infrastructure providers to enable proposals for the sites to respond to changing circumstances, whilst still ensuring that the key development requirements are delivered.

ES.9 Chapter 1 explains the background, purpose and unique opportunity provided by the two sites in more detail.

ES.10 Chapter 2 of the Masterplan sets out the development context for Toton and Chetwynd Barracks. It highlights the importance of integrating new development with the thriving existing communities that surround the sites, and the benefits of the sites' proximity to the transport networks serving the surrounding area.

ES.11 The relationship between the two sites and the existing green and blue infrastructure assets is explored, as well as the significant historic features in and around the sites which will need to be protected.

ES.12 Chapter 3 establishes an ambitious yet compelling vision for development in the Masterplan area, including new clean and green ways of living, working and learning, including as a significant exemplar net-zero carbon community.

ES.13 The development will provide excellent connectivity through new public transport, digital infrastructure and walking and cycling links and will aim to be accessible to all.

ES.14 The unique history of the area and the diverse landscapes of the Erewash river valley will support the creation of a place rooted in its past but looking to the future.

ES.15 Eight key development principles are set out to ensure that the vision can be realised. The key development principles are linked to the ten principles of good design set out in the National Design Guide.

ES.16 These range from ensuring a distinctive, locally-specific sense of place, to ensuring that the right mix of jobs and skills is created within the development, to provide for all. It is expected that planning applications will demonstrate how they have integrated these principles into the design of new development.

ES.17 As a flexible framework, the Masterplan does not seek to prescribe specific development for parts of the sites. Rather, it acts as a guide for developers and sets out the key features and principles which would need to be considered and included as part of a planning application. Such features include the creation and enhancement of assets such as green infrastructure and other public spaces; connectivity and access routes; community facilities; and the move towards net-zero-carbon.

ES.18 Chapter 4 focuses on the quality of the development by setting out design considerations and expected land uses across seven separate character areas within the overall Masterplan area. The design considerations will guide the density and height of development within each character area, as well as the design of open spaces and the provision of physical and community infrastructure. This chapter also includes expectations around acceptable neighbour relationships, particularly between different character areas and other areas such as the railway corridor.

ES.19 Finally, Chapter 5 sets out requirements for the delivery of development and supporting infrastructure at Toton and Chetwynd Barracks. It sets out an indicative approach to the phasing of development over time, including the areas where development will need to come forward first to deliver the development required by the Part 2 Local Plan up to 2028. It also sets out requirements for site-wide infrastructure delivery.

ES.20 This SPD was published for public consultation between 1 November and 13 December 2021. This public consultation was extended until 14 January as the IRP was publishing during the consultation period on 9 December 2021.

ES.21 Following the public consultation, the representations received were reviewed by the Council and its partners and changes to were made to the SPD to try to address the representations received and further improve the document.

Contents

Section 1: Introduction	2
Section 2: Development Context	16
Section 3: Vision and Principles	32
Section 4: Character Areas	58
Section 5: Delivery	70
<i>Appendix A: Policy Matrix</i>	78
<i>Appendix B: Part 2 Local Plan Policies</i>	90

SECTION 1

Introduction

BACKGROUND

1.1 Toton and Chetwynd Barracks offer a once-in-a-generation opportunity to boost the East Midlands economy, and drive up aspiration, skills, productivity, and prosperity for everyone. This development combined with the wider opportunities at Ratcliffe-on-Soar Power Station and the area around the East Midlands Airport, as well as the construction of a new railway station at Toton, provides the catalyst for new and sustainable ways of living and working.

1.2 Toton and Chetwynd Barracks represent a significant opportunity to raise the bar and create a distinctive place – a new destination for employment with jobs for all, an internationally significant exemplar zero carbon mixed-use community showcasing next-generation living.

1.3 The SPD has been reviewed in light of the IRP, and it has been concluded that, as a result of the connectivity that could be achieved were a railway station to be developed, the rationale for development of the site remains valid and a very similar quantum of development remains justified.

1.4 The Council remains committed to creating an exemplar next-generation community at Toton and Chetwynd Barracks. Some aspects of the development may now be different, but this SPD provides a flexible framework capable of accommodating these changes. The core vision and objectives therefore remain valid.

1.5 This SPD has been prepared by Broxtowe Borough Council with support from the East Midlands Development Corporation programme (and the Interim Vehicle, EM DevCo Ltd), which will be responsible for much of the planned development. The Council has adopted a collaborative approach to preparing the document involving technical and community stakeholders including Nottinghamshire County Council, neighbouring local authorities, and the Toton and Chilwell Neighbourhood Forum.

1.6 The Toton and Chetwynd Barracks sites are allocated in Broxtowe Borough Council's Part 2 Local Plan (see Policies 3.1 and 3.2) for between 1,000 and 1,300 homes during the current Part 2 Local Plan period, although together the two sites have an overall capacity of approximately 4,500 homes and space for thousands of new jobs, as well as the community facilities, services and infrastructure necessary to support them.

1.7 The Part 2 Local Plan seeks to ensure that a comprehensive and cohesive approach to development is achieved across the two sites. This Strategic Masterplan has therefore been prepared as a high-level overarching framework to ensure that planning and delivery of development and infrastructure are co-ordinated across the two sites. The Strategic Masterplan has a role in looking beyond the period of the Part 2 Local Plan, which currently runs to 2028, to ensure that development and infrastructure delivered across the short, medium and longer term is phased appropriately and that infrastructure investment meets the needs of the wider community.

1.8 This SPD fulfils these requirements by establishing a vision and development principles that set the quality expectations for the new developments, to guide more detailed masterplanning of the sites. It presents an indicative spatial framework for the sites (what goes where) and identifies key land uses with the intention of creating comprehensive development across both sites. Character areas provide further guidance to embed high-quality design outcomes.

1.9 Toton and Chetwynd Barracks will be delivered over the course of the Broxtowe Local Plan period (to 2028) and far beyond. This in part recognises that Chetwynd Barracks is currently an operational Ministry of Defence site, which will require decommissioning before development can be brought forward. Together, they form key strategic sites helping to deliver quality new homes and jobs required to meet the needs of the Borough and ensure Greater Nottingham's sustainable ongoing growth. Given the scale of the two sites (over 245 hectares in total) and the associated timescales for delivering the proposed development and infrastructure (which are set to be complete by 2045), the Strategic Masterplan has by necessity sought to provide a flexible framework, which can effectively respond to change over time.

PURPOSE OF THE STRATEGIC MASTERPLAN

1.10 To ensure the co-ordinated planning and delivery of development and infrastructure at Toton and Chetwynd Barracks, Policy 3.1 (Part 1a) of the Broxtowe Part 2 Local Plan (adopted in October 2019) requires that a Strategic Masterplan should be prepared for the Chetwynd Barracks site during the planning application process. Policy 3.2 (Part B) requires that a Strategic Masterplan should be prepared for the Toton Strategic Location for Growth for development expected to be delivered beyond the current Part 2 Local Plan period. This combined Masterplan is intended to help site promoters, developers and landowners create a successful place, to develop the sites comprehensively and to guide more detailed masterplanning of them. Once adopted as an SPD, the Masterplan will form a material consideration in determining planning applications for the development of the sites.

1.11 The purpose of the Masterplan is to establish:

- A vision and key development principles for the two sites.
- Locations for different land uses and design principles for future development.
- The transport and open space networks needed to support development.
- New community facilities (schools, healthcare facilities, retail provision) required to support existing communities and new residents.
- Key character areas to guide development and land uses in different parts of the sites.
- Phasing of development and infrastructure so that they come forward at the right time.

1.12 The Masterplan seeks to serve the needs of the local community as well as set a new standard in terms of quality, lifestyles and identity fostered by new development of this scale. It is not intended to be overly prescriptive

but instead sets out a series of development principles, layers and fixes, a spatial framework and character areas, all required to help guide integrated, comprehensive development, and which are defined below. These have been set within the context of the vision for the two sites which is as follows:

- **Development Principles:** These strategic principles are intended to provide overarching or directional guidance for the development of Toton and Chetwynd Barracks.
- **Layers and Fixes:** Based on the existing site features, local context and identified opportunities and constraints, the Masterplan sets out a number of 'fixes' and 'layers'. Fixes are things which will need to remain in certain places within the site, and 'layers' are things which will need to be provided to build up a successful and comprehensively-developed new community. Development proposals must respond to the fixes identified and demonstrate how each of the layers have been integrated to ensure that a cohesive development is delivered, that connects into the existing landscape and townscape.
- **Spatial Framework:** The Spatial Framework establishes the broad structure for development of Toton and Chetwynd Barracks and the distribution of key uses, consistent with the development plan requirements. It also incorporates the layers and fixes. The Framework Plan is, however, an indicative diagram, so the alignment of the routes and the precise locations of buildings will be determined through the planning application process, having regard to the principles established in this document.

The unique opportunities at Toton and Chetwynd Barracks will be harnessed to create a next-generation community, and a beacon for innovation. A pioneer for great place-making, it will showcase new clean and green ways of living, working and learning, including as an internationally significant exemplar net-zero carbon community. The development will provide excellent connectivity through new public transport, digital infrastructure and walking and cycling links, accessible to all. The unique history of the area and the diverse landscapes of the Erewash river valley will support the creation of a place rooted in its past but looking to the future.

HOW THIS DOCUMENT WILL BE USED

- **Character Areas:** To achieve the proposed aspirations for Toton and Chetwynd Barracks, a series of character areas have been identified within which defined types of development can come forward. Each character area is accompanied by design principles on matters such as look, feel and density. Individual developments will need to demonstrate how they have complied with these design principles as part of any application.

1.13 The Part 2 Local Plan requires the Masterplan to ensure the comprehensive development of Toton and Chetwynd Barracks alongside one another, recognising that “a joined up collaborative, cohesive and proactive approach” is needed to ensure the proper planning of the two sites. Broxtowe Borough Council will lead and facilitate a shared way of working between the site promoters/ developers of the sites to ensure timely delivery of development and associated infrastructure.

1.14 Development of the Masterplan has been informed by several closely related studies. These include:

- An Erewash Environmental Study produced by The Environment Partnership which considers how to create a new regional park along the Erewash Valley between Toton and Long Eaton. This work has informed the green infrastructure proposals presented in Section 3.
- A Local Connectivity Study prepared by Mott MacDonald, which assesses how Toton and Chetwynd Barracks should be accessed by road and sustainable transport modes including public transport, cycling, wheeling (including wheelchairs, other mobility aids and buggies/prams) and walking. The findings from this study have shaped the movement proposals identified in Section 3.

1.15 This SPD provides a high-level framework for future development at Toton and Chetwynd Barracks. Together with the Part 2 Local Plan policies, it will be used to deliver a successful new place. Given the scale of the two sites and the associated timescales for delivering the proposed development and infrastructure (through to 2045), the Masterplan has by necessity sought to provide a flexible framework, which can effectively respond to change over time. The SPD will be a material planning consideration and will inform the Council’s assessment of planning applications in this regard.

A STRATEGIC LOCATION FOR GROWTH

1.16 Toton and Chetwynd Barracks comprise one of three significant development locations in close proximity to one another. Together, they provide a once-in-a-generation opportunity for the East Midlands to boost its economy and drive up aspiration, skills, productivity, and prosperity for everyone.

1.17 The other two development locations – Ratcliffe-on-Soar Power Station and East Midlands Airport – form part of the East Midlands Freeport (with the East Midlands Intermodal Park, near Derby).

1.18 The sites at Toton and Chetwynd Barracks have the potential to generate significant growth, providing jobs across all skill levels for local people and new residents. They should also contribute substantially to inclusive growth along with the transition to net-zero carbon ‘levelling up’ and the economic recovery from Covid-19. In order to realise the aspirations and opportunities for growth at these sites, several development and financial levers and incentives are being made available through two separate Government-led initiatives.

The East Midlands Development Corporation Programme

1.19 East Midlands Airport and Ratcliffe-on-Soar Power Station, together with Toton and Chetwynd Barracks, form part of the East Midlands Development Corporation (EMDC) programme. With support from Government, a new type of Locally Led Urban Development Corporation (LLUDC) will be created. An Interim Vehicle (EM DevCo Ltd) has been established to rapidly progress the substantial opportunities presented by the three development locations whilst the necessary primary and secondary legislation is progressed to create the framework for the LLUDC.

1.20 Significant progress has been made in considering the strategic and economic case for EMDC, with the evidence pointing to transformational benefits for the region, with 84,000 jobs, £4.8bn Gross Value Added (GVA) and an internationally significant zero carbon community including an Innovation Hub at Toton and Chetwynd Barracks. Following the Part 2 Local Plan’s adoption in 2019, development of a business case for the EMDC has led to the refinement of the vision for Toton and Chetwynd Barracks, with additional emphasis placed on creating an exemplar zero carbon, next-generation living, mixed-use community.

1.21 Figure 1 shows the spatial extent of the four sites within their respective local authority administrative area.



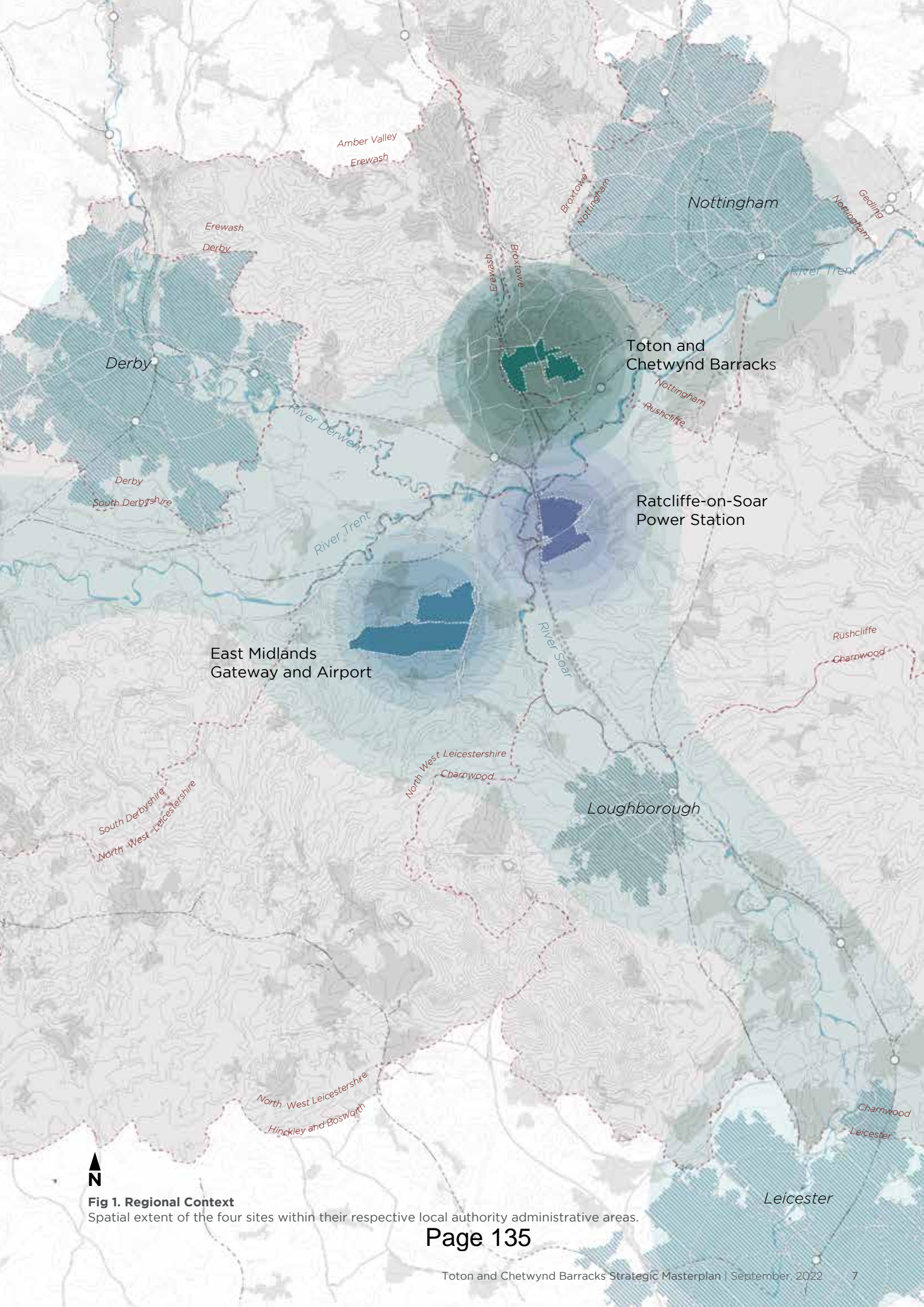


Fig 1. Regional Context

Spatial extent of the four sites within their respective local authority administrative areas.

A WELL CONNECTED LOCATION

1.22 The Toton and Chetwynd Barracks area is well connected with the wider local area and region. It is served by the Nottingham Express Transit (NET) tramway and park and ride facility (which could be further extended to the west), bus routes and is situated at a key location on the strategic highway network, close to the M1 motorway. The potential extension of the tramway and new railway station would further enhance this connectivity with the potential for services both north along the Maid Marian Line and south to East Midlands Parkway and onwards to London.

1.23 As a result of Safeguarding Directions previously issued by the Secretary of State, any undetermined planning application affecting the land identified in the Safeguarding Plan (published alongside the Safeguarding Directions) would first need to be discussed with HS2 Ltd, and if necessary the Secretary of State, before being determined.

1.24 Toton is therefore a strategically important site, being equidistant from the city centres of Derby and Nottingham. The proposed improvements to local public transport connections will improve access to Derby and Nottingham's city centres for adjacent communities at Long Eaton, Stapleford, Sandiacre, Toton and Chilwell. Improvements in walking and cycling links across the two sites, accessible to everyone, will also provide opportunities to reconnect these communities.

1.25 Taken together, these proposals will provide the local area with considerably improved connectivity and accessibility to local, regional and national destinations whilst providing a sense of place.

1.26 Toton and Chetwynd Barracks represent a significant opportunity for a step change to create a distinctive place - a new destination for employment creating some 6,000 jobs for all, an internationally significant zero carbon community showcasing next-generation living.



Fig 2. Sites Location



RELATIONSHIP TO OTHER PLANS AND NEW LEGISLATION

National Design Guide and National Model Design Code

1.27 Since the adoption of the Part 2 Local Plan, the Government has continued to place significant emphasis on the creation of beautiful, high-quality places.

1.28 The National Design Guide was published in January 2021. It presents ten characteristics of good design which reflect the government's priorities and provides a common overarching framework for design. These ten characteristics contribute towards the cross-cutting themes for good design set out in the National Planning Policy Framework.

1.29 The SPD seeks to translate characteristics of well-designed places as laid out in the National Design Guide via the development principles, layers and fixes, spatial framework and character areas. This is to provide clear guidance for those bringing forward planning applications to create a quality, cohesive community at Toton and Chetwynd Barracks.

1.30 In early 2021, the Ministry of Housing, Communities and Local Government consulted on the draft National Model Design Code, which aims to provide detailed guidance on the production of design codes, guides and policies to promote successful design. It expands on the ten characteristics of good design set out in the National Design Guide. The National Model Design Code is intended to form part of the government's planning practice guidance. It is not a statement of national policy. However, once finalised, the government recommends that the advice on how to prepare design codes and guides is followed.

1.31 The Government also consulted on changes to the National Planning Policy Framework relating to policy on the quality of design of new development, in response to the recommendations of the Building Better, Building Beautiful Commission. This includes requiring local authorities to prepare design guides or design codes for their local areas.

- **Context** – enhances the surroundings.
- **Identity** – attractive and distinctive.
- **Built form** – a coherent pattern of development.
- **Movement** – accessible and easy to move around.
- **Nature** – enhanced and optimised.
- **Public spaces** – safe, social and inclusive.
- **Uses** – mixed and integrated.
- **Homes and buildings** – functional, healthy and sustainable.
- **Resources** – efficient and resilient.
- **Lifespan** – made to last.

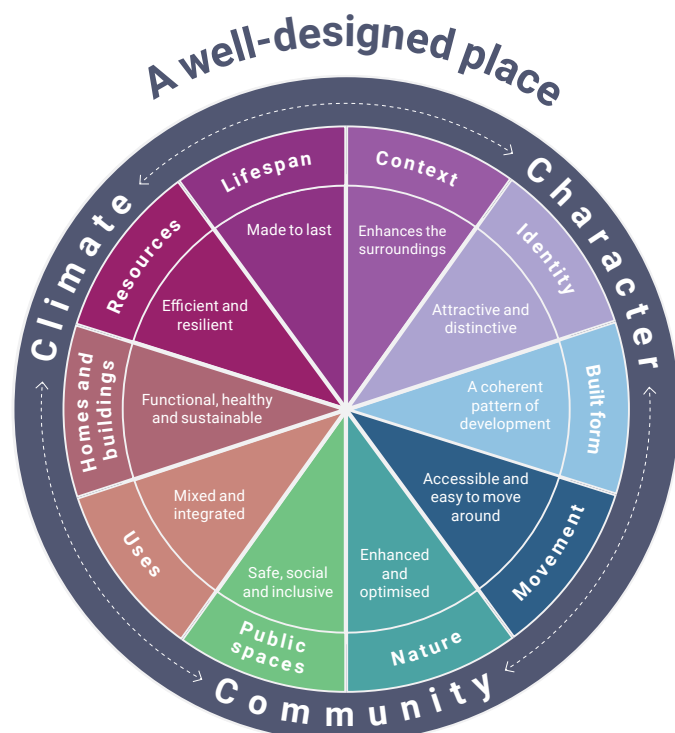


Fig 3. The ten characteristics of well-designed places

1.32 The Council expects that any design codes or guides prepared by applicants in support of planning applications accord with the requirements of the National Planning Policy Framework, planning practice guidance and the National Model Design Code. EM DevCo has been awarded grant funding from the Design Code Pathfinder Programme to produce design codes for Toton and Chetwynd Barracks as well as two other sites.

Locally-Led Urban Development Corporation

1.33 From October 2019 to January 2020, the Ministry of Housing, Communities and Local Government sought views on development corporation reform through a technical consultation. The consultation asked whether and how legislative reforms might enable more flexible development corporation models. Three main areas of potential change were consulted upon: involving the private sector, use of development corporations by local areas and comparable powers for development corporations. The Government's commitment to supporting innovative delivery mechanisms was reinforced in the Planning for the Future White Paper, published in August 2020. The White Paper identified the possible establishment of a development corporation at Toton as a 'good example' of transforming the delivery of homes and jobs, calling for more proposals of this kind to come forward. Part 6 of the Levelling-up and Regeneration Bill, which was introduced in May 2022, proposes amendments to the Local Government, Planning and Land Act 1980 to introduce legislation to establish Locally-Led Urban Development Corporations. As of August 2022, this Bill has past 'Second Reading' and is currently at the 'Committee Stage' of its passage through the House of Commons.

The Environment Act 2021

1.34 The Environment Act 2021 passed in law in November 2021. It sets out new legal frameworks for air pollution, water quality and nature conservation. The Act provides several legislative and policy levers to provide a step change in environmental protection and recovery.

1.35 The Environment Act requires local areas to produce a Local Nature Recovery Strategy to bring a broad range of groups together to deliver priorities for nature recovery at a local and national level, driving the delivery of a National Nature Recovery Network.

1.36 New 'biodiversity net gain' measures will mean that new developments, including new housing, will help wildlife to thrive by improving habitats and creating new green spaces close to where people live. The Act requires biodiversity net gain of at least 10%. It should be noted that the emerging Greater Nottingham Strategic Plan (the review of Broxtowe's Part 1 Local Plan, the Aligned Core Strategy) may require a greater net gain percentage. Enhancements should be maintained for at least 30 years.

1.37 Given the location of the sites within a rich natural landscape, the protection and enhancement of green and blue infrastructure for the enjoyment of existing and future communities at Toton and Chetwynd Barracks is intrinsic to the Masterplan, as outlined in Sections 3 and 4.

Broxtowe Part 2 Local Plan

1.38 Policy 3.1 of the Part 2 Local Plan directs development at Chetwynd Barracks. It requires that a Strategic Masterplan be developed for the site, which ensures comprehensive development for 500 homes by 2028, with a maximum capacity of 1,500, and that development integrates with residential properties that will be retained to the north of the site. The policy also requires delivery of a primary school and medical centre within close proximity to the playing pitches and sports facilities at the south-east of the site as well as a small retail/service centre to meet local needs and small-scale primarily office development (2-3.5 ha of B1 Use Class land, which now falls with the E Use Class). There are several other requirements as well as the development of new facilities such as retail and employment space. Green infrastructure and heritage assets are also required to be retained and/or enhanced where appropriate.

1.39 Policy 3.2 of the Part 2 Local Plan, the Toton Strategic Location for Growth, requires that development proposals are required to be in conformance with The Toton Strategic Location for Growth Illustrative Concept Framework (Map 8). Policy 3.2 requires 500 to 800 homes to be delivered in the plan period to 2028, with a maximum capacity of 3,000 homes overall. A minimum of 18,000sqm for B Use Class employment uses (some of which now falls within E Use Class) is required within the Plan period to support realisation of an Innovation Campus focused on high-skilled jobs. Neighbourhood retail and community facilities should also be provided to meet local needs, to not compete with existing facilities in surrounding settlements. Green infrastructure, highways provision and active travel routes are required to be delivered in conjunction with that at Chetwynd Barracks, creating access to Long Eaton and Stapleford. There are several land assembly requirements in

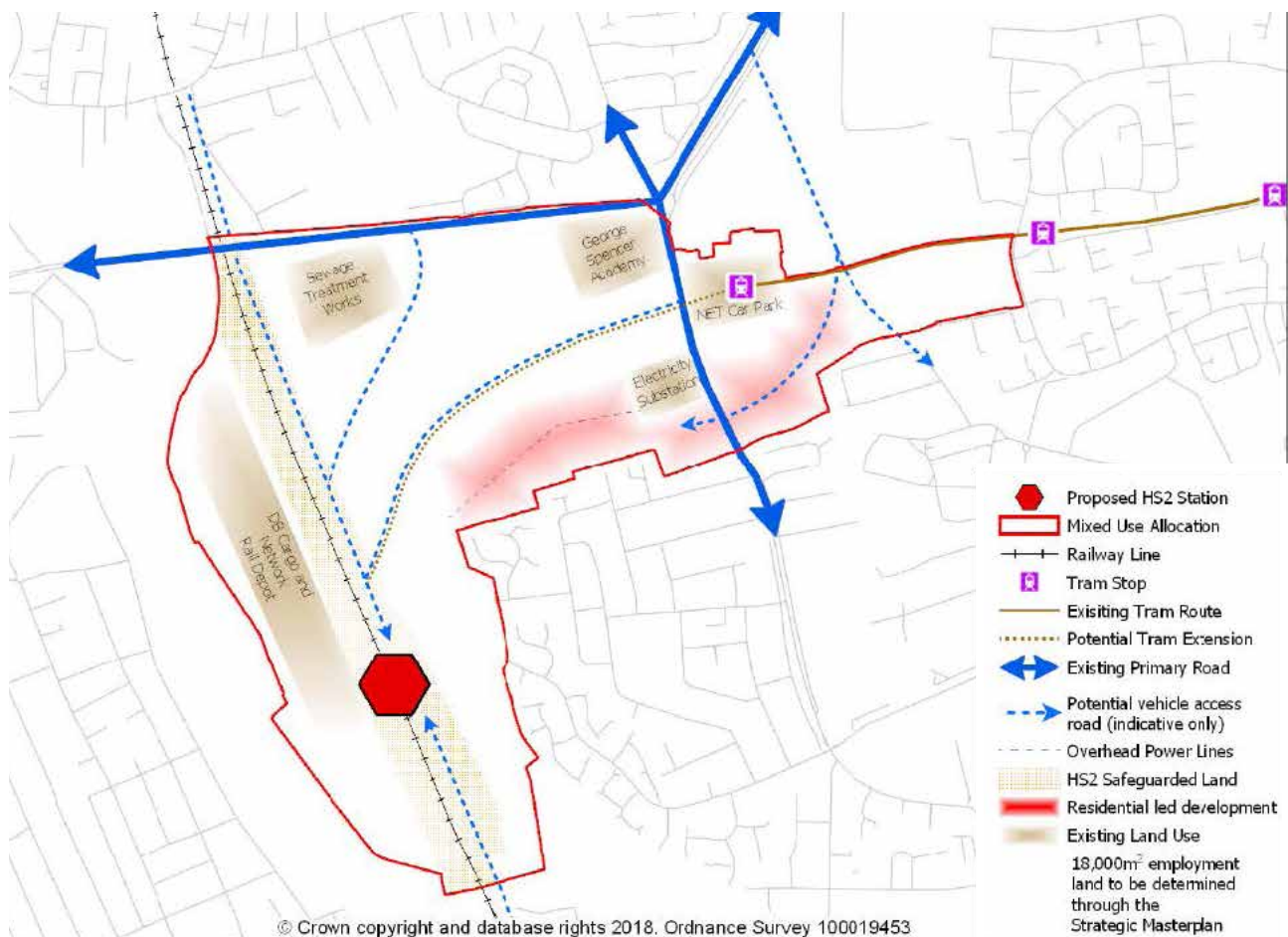


Fig 4. Toton Strategic Location for Growth Illustrative Concept Framework - October, 2019

the policy, focussing on relocation of existing infrastructure as well as flood mitigation and land remediation requirements which need to be fulfilled.

1.40 The SPD takes into consideration the requirements of the Local Plan to provide a masterplan which delivers Broxtowe Borough Council's ambitions for strategic, comprehensive development of the sites. For ease of reference, Appendix A contains a copy of Policies 3.1 and 3.2.

Toton and Chilwell Neighbourhood Plan

1.41 The Toton and Chilwell Neighbourhood Forum has prepared a draft Neighbourhood Plan. This is currently at the stage of independent examination. The Neighbourhood Area to which it relates includes the Toton and Chetwynd Barracks sites and provides draft policies and further detail on community aspirations. The emerging Neighbourhood Plan includes policies and aspirations in relation to multifunctional green infrastructure; improved traffic management and active travel access; and suitable and sustainable new homes. The Plan also focuses on enhancing the character of the area with a focus on leisure, heritage and community functions. The SPD takes into consideration the aspirations and draft policies of the emerging Neighbourhood Plan to design a place which is grounded in local aspirations for the sites.

1.42 Although the Toton and Chetwynd Barracks sites are located solely within Broxtowe Borough in Nottinghamshire, links into Long Eaton in Derbyshire are important. Relevant plans and strategies produced by Erewash Borough Council have been considered in the production of the SPD.

Stronger Towns Fund

1.43 In September 2019, the Government launched the Stronger Towns Fund, inviting 101 towns across the country to develop proposals for a Town Deal to secure a share of the £3.6 billion fund. The Towns Fund was developed as part of the Government's plan to support levelling-up and with the aim to drive long term economic and productivity growth through investment in connectivity, land use, economic assets including cultural assets, skills and enterprise infrastructure.

1.44 Several towns in the East Midlands region have since prepared Town Investment Plans. These include Stapleford and Long Eaton, which are located immediately north and to the west and south-west of the Toton and Chetwynd Barracks Masterplan area.

Safeguarded Land

1.45 Although the IRP has confirmed that HS2 will now terminate at East Midlands Parkway and that an HS2 station is no longer proposed at Toton, a very significant amount of land at the Toton site is still protected by 'Safeguarding Directions', issued by the Secretary of State for Transport, the most recent of which was issued to the Council in October 2021. As a result of the Safeguarding Directions, any undetermined planning application affecting the land identified in the Safeguarding Plan (published alongside the Safeguarding Directions) would first need to be discussed with HS2 Ltd, and if necessary the Secretary of State, before being determined. This will remain the case for as long as the Safeguarding Directions remain in place. It is not known when these Directions might be withdrawn.

Fig 5. Indicative site of the railway station with maintenance depot, southbound rail tracks to Long Eaton and Ratcliffe Power Station visible in the background



COMMUNITY AND STAKEHOLDER ENGAGEMENT

1.46 Development of the Strategic Masterplan within this SPD has been informed by multiple channels of engagement which have enabled a range of views to be collected from individuals, local businesses and organisations.

Community Engagement

1.47 In October and November 2020, an informal stage of engagement was carried out on emerging elements of the proposals for the sites, including the vision, key principles, and infrastructure proposals. The engagement sought feedback on a range of topics within the following key themes:

- Opportunities and constraints
- Key development principles
- Community facilities
- Open space network
- Movement network
- Character areas

1.48 From this engagement, the Masterplan was further developed to consider a broader range of factors including refining open space network proposals and sustainability and net-zero carbon potential of Toton and Chetwynd Barracks; confirming education capacity in and around the Masterplan area; and refining the movement network.

1.49 The Borough Council has produced a Consultation Statement. This Statement provides further details in relation to the consultation exercises undertaken to inform the preparation of this SPD. It also summarises the issues raised during the public consultation and provides a summary of how the Strategic Masterplan has been amended to reflect the representations received. This Statement is available on Broxtowe Borough Council's website.

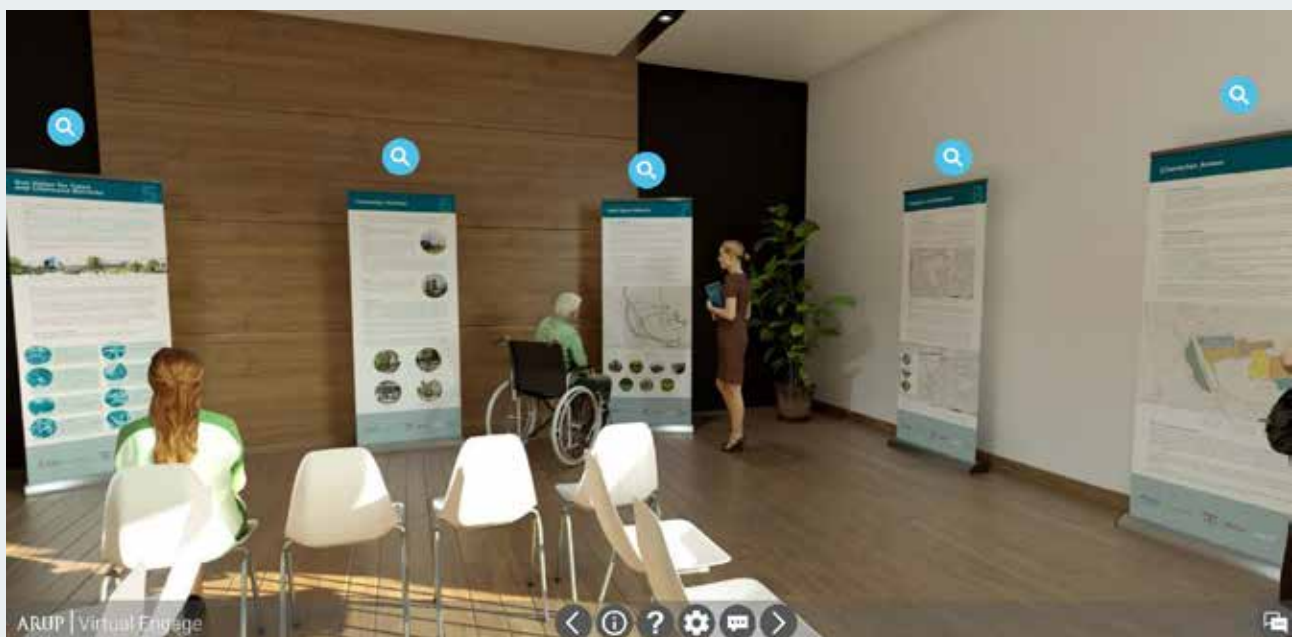


Fig 6. Engagement Virtual Rooms

Stakeholder Engagement

1.50 Key strategic stakeholders have been engaged in the preparation of the Masterplan including the Toton and Chilwell Neighbourhood Forum, Homes England, Defence Infrastructure Organisation, landowners, and the Local Education and Highway Authorities. Consultation with these, and other, key stakeholders has been ongoing throughout the development of the Masterplan and has helped to inform and shape the proposals presented in this SPD. Preparation of the Masterplan has also been subject to scrutiny and discussion at the Toton Strategic Planning Group and Toton Delivery Board.

1.51 This engagement has helped to produce a Masterplan which responds to local issues and will result in development of Toton and Chetwynd Barracks as a next-generation community, and a beacon for innovation which integrates with, and complements the surrounding communities.

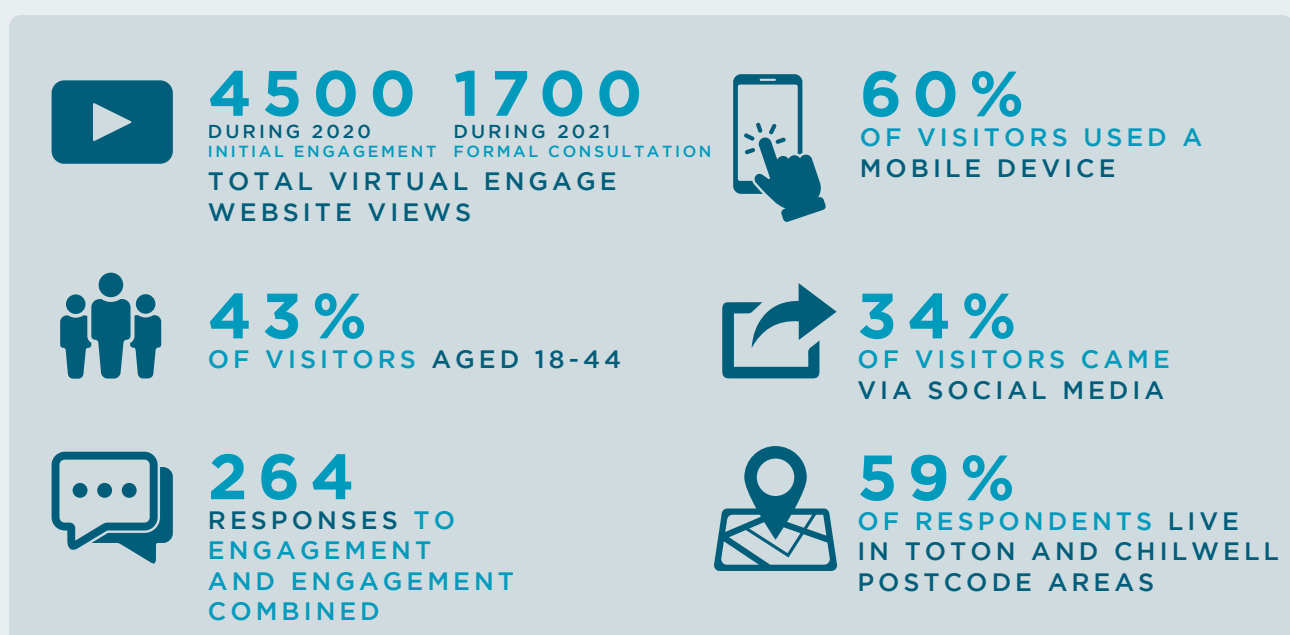


Fig 7. Key Statistics

SECTION 2

Development Context

2.1 Development at Toton and Chetwynd Barracks provides an exciting opportunity to create distinctive and successful new communities that respond to the local context. They will need to be integrated into the existing communities and land uses that surround them, whether this be the flourishing town centres at Long Eaton and Stapleford, shopping opportunities at Chilwell Retail Park, or the Attenborough Nature Reserve. Development must protect and enhance the valued local assets that already exist, while responding to the constraints and opportunities. Development will need to be influenced by the area's unique and special characteristics, ensuring that it creates a strong sense of place.

2.2 This section sets out the existing context for the sites around a range of key themes. These are then drawn together to present a series of constraints and opportunities that will need to be considered as part of any development proposals coming forward within the Masterplan area.

Fig 8. Street leading to the Service Family Accommodation at Chetwynd Barracks Military Station





EXISTING LAND USES

2.3 The Masterplan area includes two separate but closely related sites – Toton and Chetwynd Barracks.

2.4 The main part of Chetwynd Barracks is in the ownership of the Ministry of Defence. Annington Homes also owns some land to the north of the site. The Government has announced that the site is no longer required for national defence purposes, and it will therefore be decommissioned and made available for redevelopment within the coming years. The site is previously developed, with a range of buildings reflecting its military use, including large hangar-style buildings, administrative buildings and military practice areas. There are also two clusters of service family accommodation within the Barracks, with around 180 dwellings, which will be retained and sensitively integrated with the new proposals. Other parts of the site are open, having previously been cleared of buildings.

2.5 The site includes a number of existing natural and historical assets, which are currently inaccessible to the public by virtue of the site's military use. Providing new linkages to these for residents in surrounding neighbourhoods is a key opportunity. The site's military use results in a legacy of ground contamination which will need to be addressed as part of the planned redevelopment in accordance with Policy 19 of the Part 2 Local Plan.

2.6 Topographically, the site is split into two parts. The south is generally flat, at around 35m above sea level, and is where the large warehouse-style buildings are located. The north of the site comprises the northern slope of the wide Trent Valley, and rises relatively steeply uphill to elevations between 65-75m above sea level.

2.7 The Toton site has a more varied mix of existing land uses. It is divided into two parts by the existing Erewash Valley Railway Line. To the east of the railway line the site primarily consists of open arable farmland, although there are several scrap yards and a boarding kennels on Bessell Lane adjacent to the railway line. The Toton Traction Maintenance Depot complex (TMD) and Toton Sidings comprise the majority of remaining land at Toton. The TMD is situated west of the railway line, with Toton Sidings straddling the railway line both east and west. The TMD and Toton Sidings include a significant amount of active rail infrastructure as well as some underutilised land, no longer required to support operational needs.

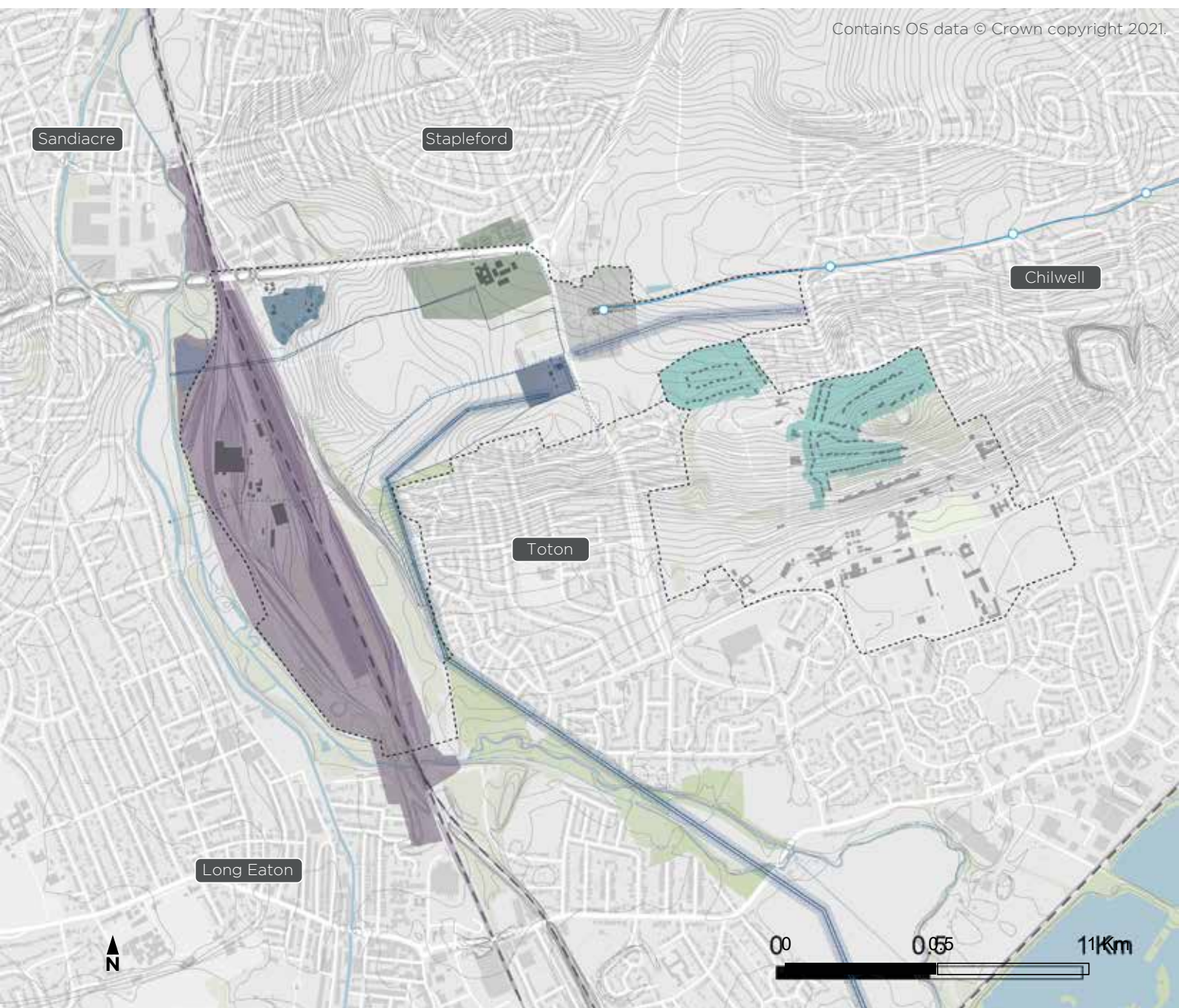
2.8 Any relocation of the operational TMD would be subject to agreement with the depot operator. Any proposals for this site would need to be viable and based on appropriate relocation sites being identified and secured. A further relocation feasibility study will be commissioned to explore this matter further. Any proposals coming forward on former railway and scrap yard land will need to consider and address potential ground contamination in accordance with Policy 19 of the Part 2 Local Plan.

2.9 There are several major pieces of infrastructure within the Toton site. These include sewage treatment works, a major electricity substation and both high and low voltage connecting pylon routes. To the east of Toton Lane, is the Toton Lane terminus of Nottingham's tram system (NET) and its 1,400 space park and ride car park. As with the TMD, any relocation of these infrastructure assets would be subject to agreement with operators, the viability of such proposals, and appropriate relocation sites being identified and secured.

2.10 The Toton site boundary includes the majority of the existing George Spencer Academy – a large secondary school which straddles the A52. Through discussions with the Spencer Academies Trust it is understood that there are no current plans to relocate George Spencer Academy. That said, there may be opportunities for the school to be relocated in the future, subject to such proposals being viable. The Masterplan therefore needs to ensure it does not preclude this possibility and provide flexibility in this regard.

2.11 Planning permission already exists within the land to the west of Toton Lane for up to 500 homes, plus supporting community infrastructure and retail. However, the SPD has been produced based on the assumption that alternative plans will now come forward.

2.12 Topographically, the farmland east and west of Toton Lane forms a relatively flat plateau, around 55-65m above sea level. This reaches a steep escarpment to the east of the railway line, which is around 35m above sea level within the valley of the River Erewash. The River itself, and parallel Erewash Canal, are outside but immediately west of the Masterplan area.



Utilities and Infrastructure

- Sewage Treatment Works
- Electricity Substation
- Electricity Pylons:
 - 132 kV Overhead lines
 - 33kV Overhead lines
 - 11kV Overhead lines
- George Spencer Academy

- Service Family Accommodation (to be retained)
- NET Car Park
- NET Tram stops and alignment
- Operational rail assets
- Rail Tracks
- Rail Corridor

- Roads
- Existing buildings
- Blue Infrastructure
- Green Infrastructure
- Topography
- Site Boundary

Fig 9. Existing Land Uses

EXISTING COMMUNITIES, DESIGN & CHARACTER

2.13 Toton and Chetwynd Barracks are surrounded by a number of existing communities, in both Nottinghamshire and Derbyshire. Integrating new development with these, and making the most of their existing identity, character and facilities, will be crucial to ensuring that development results in the creation of successful new places.



2.14 Chilwell (Nottinghamshire) to the east of the Masterplan area is a primarily residential suburb, comprising a mix of inter-war and post-war development, in addition to Chilwell Retail Park. It includes a number of 'one-sided' streets which adjoin the secure military fence around Chetwynd Barracks. Decommissioning provides opportunities to create new interaction and linkages between the existing and new development.



2.15 Stapleford (Nottinghamshire) and **Sandiacre** (Derbyshire) are situated to the north of the Masterplan area, beyond the A52 dual carriageway. They retain a more independent character as towns in their own right, with a wide range of retail and community facilities. They will benefit from linkages to the new development.

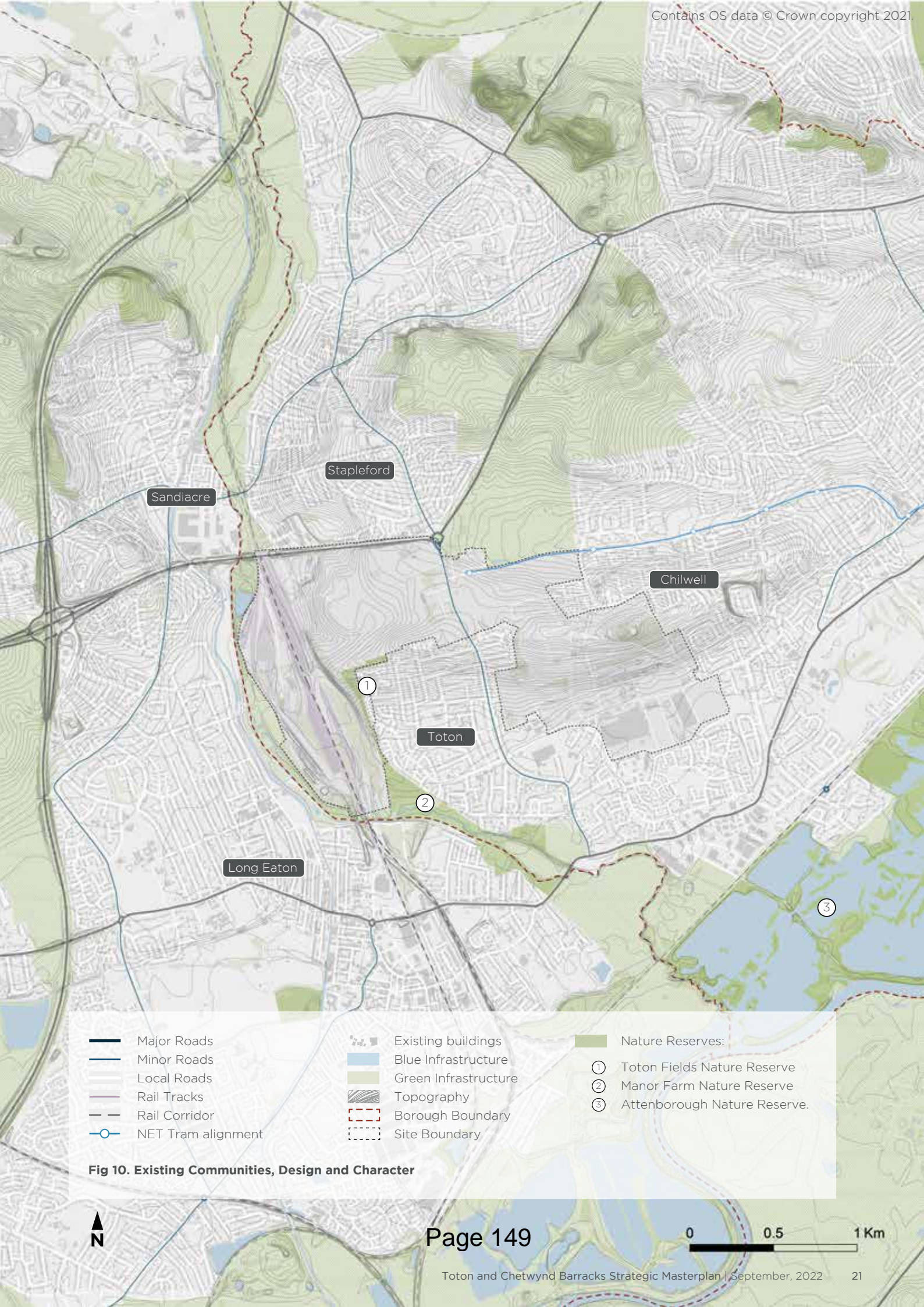
2.16 These surrounding communities, and the Masterplan area, are also characterised by their relationship with strategic blue and green infrastructure assets of the Erewash and Trent Valleys. This includes nationally and locally significant ecological assets such as Toton Fields Nature Reserve, Manor Farm Nature Reserve and Attenborough Nature Reserve. Integrating the new development into this wider natural landscape will be key.



2.17 Toton (Nottinghamshire) to the south of the Masterplan area is a suburb largely comprising late 20th century residential estates with some 'out of town' retail provision, including a large Tesco superstore on Swiney Way. Toton will be adjoined on three sides by new development providing fantastic access to new opportunities; care will be required to ensure that new development provides a sensitive relationship to existing homes.



2.18 Long Eaton (Derbyshire) is situated to the west and south-west of the Masterplan area. It has a thriving town centre, and strong manufacturing heritage which has left a legacy of historic mill buildings along the Erewash Canal. The town is well placed to benefit from linkages to new development within the Masterplan area.



- Major Roads
- Minor Roads
- Local Roads
- Rail Tracks
- Rail Corridor
- NET Tram alignment

- Existing buildings
- Blue Infrastructure
- Green Infrastructure
- Topography
- Borough Boundary
- Site Boundary

- Nature Reserves:
- ① Toton Fields Nature Reserve
- ② Manor Farm Nature Reserve
- ③ Attenborough Nature Reserve.

Fig 10. Existing Communities, Design and Character



MOVEMENT, ACCESS AND CONNECTIVITY

2.19 Toton and Chetwynd Barracks benefit from good access to strategic transport networks – notably the A52 (linked to Junction 25 of the M1 a short distance to the west), A6005 Nottingham Road corridor and proximity to Nottingham’s high-frequency NET tram system.

2.20 However, these strategic transport networks plus the Erewash Valley Railway Line have resulted in Toton and Chetwynd Barracks being severed from the wider area, resulting in the sites becoming less accessible, in particular by walking and cycling.

2.21 Within the highway network, the only north-south route through the Masterplan area is the relatively congested Toton Lane/ Stapleford Lane corridor where Bardills Island has particular capacity challenges. There are currently no east-west public highway routes. This means that Chilwell and Long Eaton are particularly isolated from parts of the Masterplan area.

2.22 There are a number of other dead-ends and restricted access points into the Masterplan area including Bessell Lane, the access into Toton TMD to the west of the Erewash Valley Railway Line, and into Chetwynd Barracks from Swiney Way (south) and Chetwynd Road (east).

2.23 There are existing walking and cycling routes through Toton; and along the Erewash Canal (including National Cycle Network Route 67) that do not cross the Erewash Valley Railway Line. Chetwynd Barracks is inaccessible on foot or by bike because of the current military uses.

2.24 Existing bus and tram stops provide access within acceptable walking distance (300m and 400m respectively) to the edges of each site. The lack of through routes mean the centre of each site is outside these catchments. There are opportunities to improve accessibility to the centres through a combination of public transport improvements.

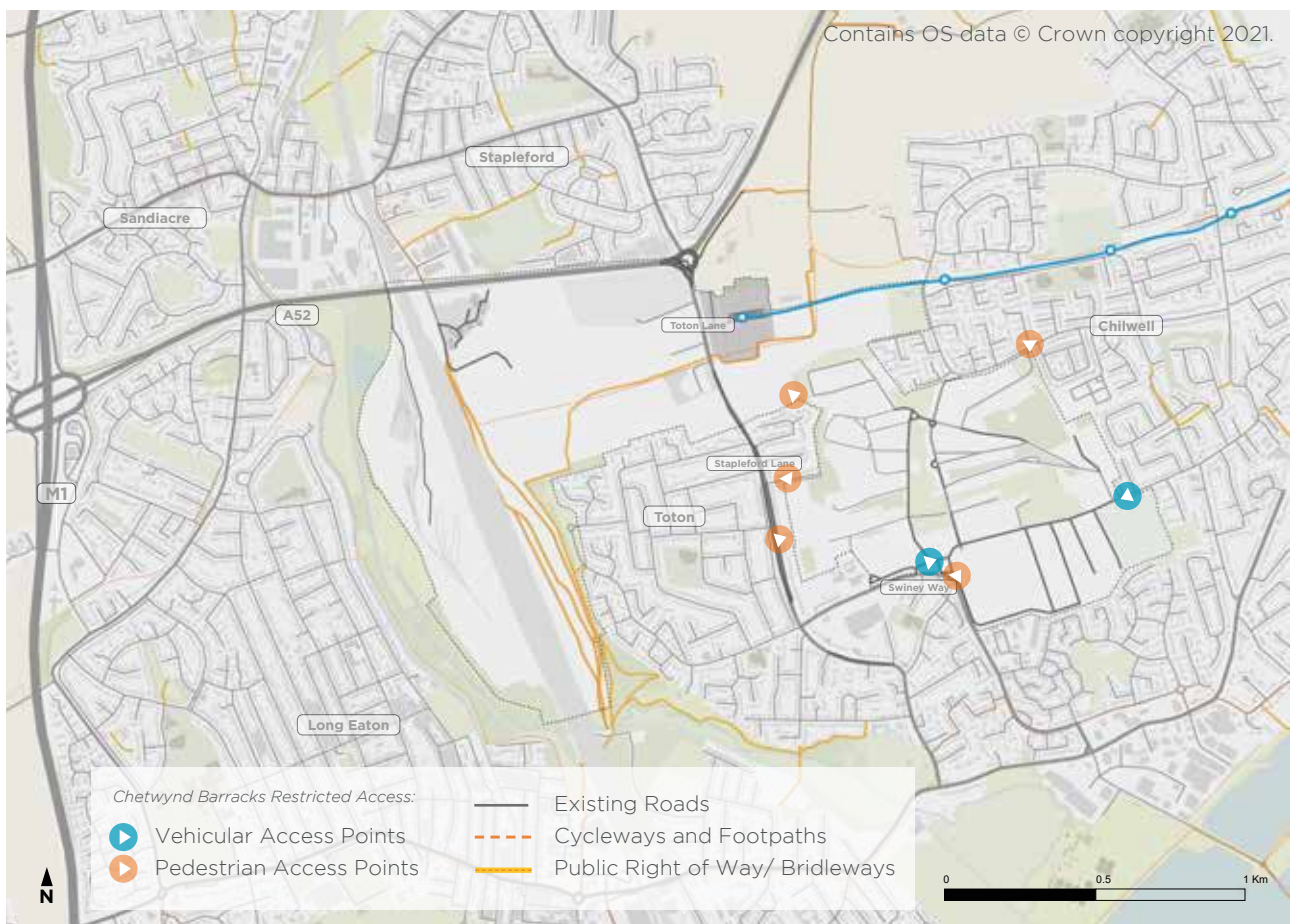


Fig 11. Existing Movement Network

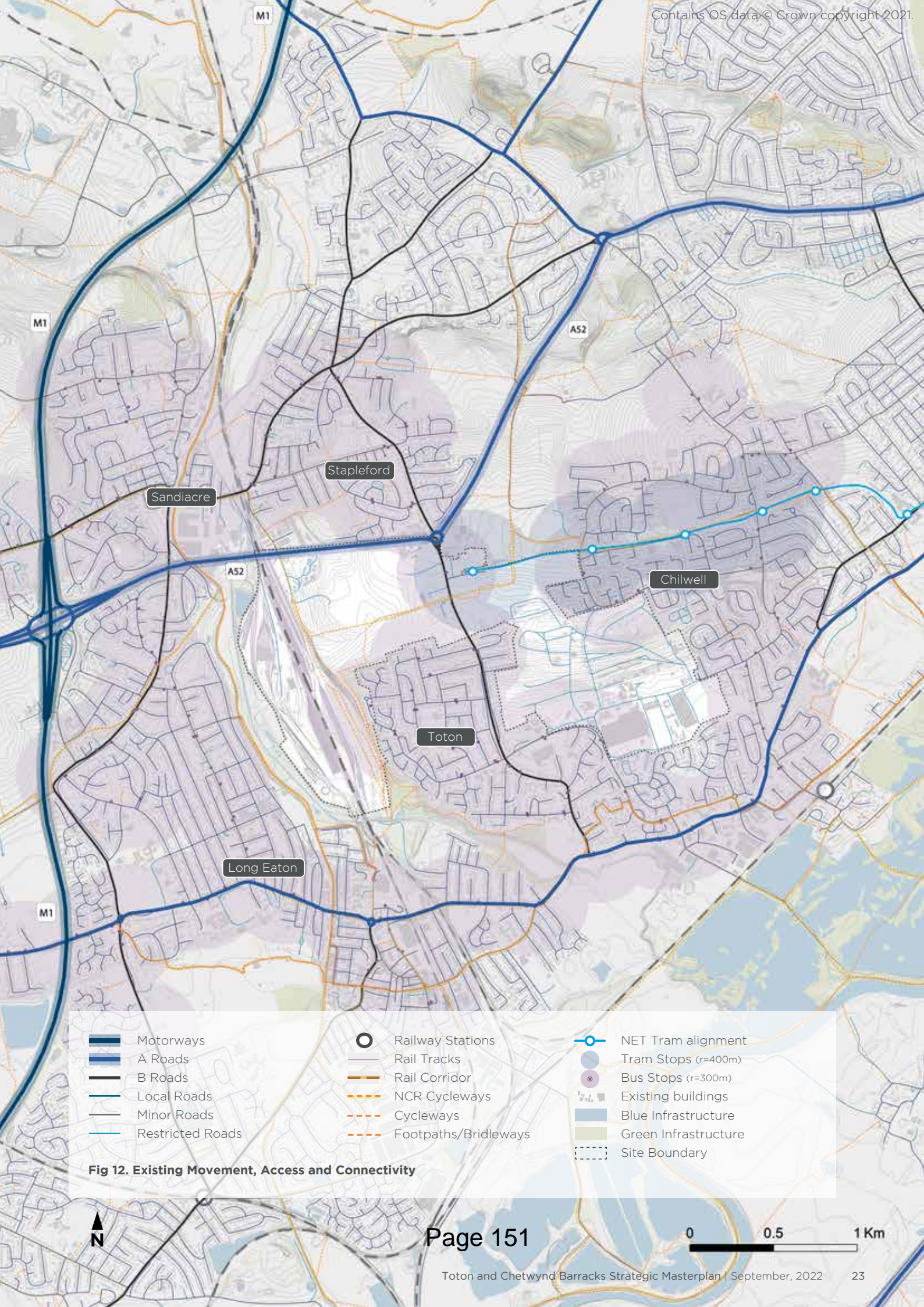


Fig 12. Existing Movement, Access and Connectivity

GREEN AND BLUE INFRASTRUCTURE

2.25 Toton and Chetwynd Barracks benefit from proximity to a wide range of green and blue infrastructure assets – both within the sites themselves, and as part of wider networks beyond. Broxtowe Borough Council’s Green Infrastructure Strategy defines this as “a network of living multifunctional natural and seminatural features, green spaces, rivers, canals and lakes that link and connect villages, towns and cities” and “a network that provides multiple benefits for people, wildlife and local communities”.

2.26 Within Chetwynd Barracks, existing assets include woodland and other mature trees (notably Hobgoblin Wood to the north-east of the site), the memorial gardens around the Grade II listed Shell Factory Memorial, and playing fields, sports facilities and the sports pavilion to the south of Chetwynd Road. Policy 3.1 of the Part 2 Local Plan requires that these facilities are retained and enhanced, making them accessible to the surrounding community for the first time. Chetwynd Barracks also includes some areas of historical woodland which have since been cleared. Proposals could seek to bring back these areas of woodland and incorporate them into the design of the wider green infrastructure network.







2.27 Chetwynd Barracks does not currently have any significant blue infrastructure assets. A culverted watercourse runs along the southern site boundary and its de-culverting would help create a sense of place in that part of the site.





2.28 The key existing asset at Toton is Toton Fields Local Nature Reserve, which is partly within and partly outside the Masterplan area. This forms part of the wider Erewash Valley green and blue infrastructure network, connecting to the River Erewash and Erewash Canal which runs south towards Attenborough Nature Reserve and the River Trent, and north towards Sandiacre and Stapleford. Elsewhere within Toton there are some small wooded areas, as well as areas of playing fields associated with the George Spencer Academy secondary school. Field Lane Open Space is located to the west of Chilwell and Field Lane and is south of the Net tramway line.

2.29 The presence of watercourses leads to some areas of flood risk within both sites, along the southern boundary at Chetwynd Barracks, and the western edge of Toton. Proposals for development will need to include appropriate flood and surface water mitigation in accordance with Policy 1 of the Part 2 Local Plan to ensure development is appropriately protected from flood risk.

- ① Toton Fields Local Nature Reserve
- ② Field Lane Open Space
- ③ Field Close Open Space
- ④ Hobgoblin Wood
- ⑤ Hill Close Wood
- ⑥ Memorial Garden
- ⑦ Chetwynd Barracks Sports Ground

-  Site of Special Scientific Interest
-  Protected Woodland and Trees
-  Local Nature Reserve
-  Local Wildlife Site
-  Woodland/ Scrub
-  Historical Woodland Location
-  Parks and Open Space
-  Leisure and Recreation spaces

-  Allotments
-  School Sites
-  Grassland
-  Green Belt
-  Waterbodies
-  Flood Zone 2
-  Flood Zone 3
-  Surface Drainage Channels

-  Historical Watercourse
-  Active Transport Routes
-  Roads
-  Rail Corridor
-  Existing buildings
-  Topography
-  Site Boundary



Stapleford

Sandiacre

Chilwell

Toton

Long Eaton



THE HISTORIC ENVIRONMENT

2.30 Chetwynd Barracks' long military heritage has resulted in an interesting and valued historic environment within the site. The site was first developed as the Chilwell National Shell Filling Factory during the First World War, which was damaged in a 1918 explosion in which 134 people died. The Grade II listed memorial to the explosion, is a key focal point within the site, and is surrounded by memorial gardens.

2.31 After the First World War, the site's use as an army storage depot eventually led to its development as Chetwynd Barracks. Whilst many of the buildings constructed since that time are of limited heritage interest – and there are no other listed buildings on the site – several buildings are nevertheless worthy of retention in future development as military heritage assets. Their retention will help to provide character to new development and create a sense of place.

2.32 Whilst the initial development of Toton Sidings was undertaken in the mid-19th century, the remaining railway infrastructure is utilitarian in nature and of no notable heritage value. There are currently no designated or non-designated heritage assets elsewhere at Toton.

2.33 The existing communities surrounding the Masterplan area include several Conservation Areas and Listed Buildings, with particular clusters in Stapleford, Sandiacre and Long Eaton, and along the Erewash Canal.

- ① National Shell Filling Factory memorial
- ② Former Red Cross nurses building
- ③ Woodside House
- ④ Williams Barracks/Press House
- ⑤ Command Centre
- ⑥ Former Munitions Depot



Fig 14. Built heritage holding a degree of historic interest

National Shell Filling Factory memorial, the Former Red Cross nurses building (building 137), Woodside House (101), Williams Barracks/Press House (102), Command Centre (125), and the Former Munitions Depot (157)

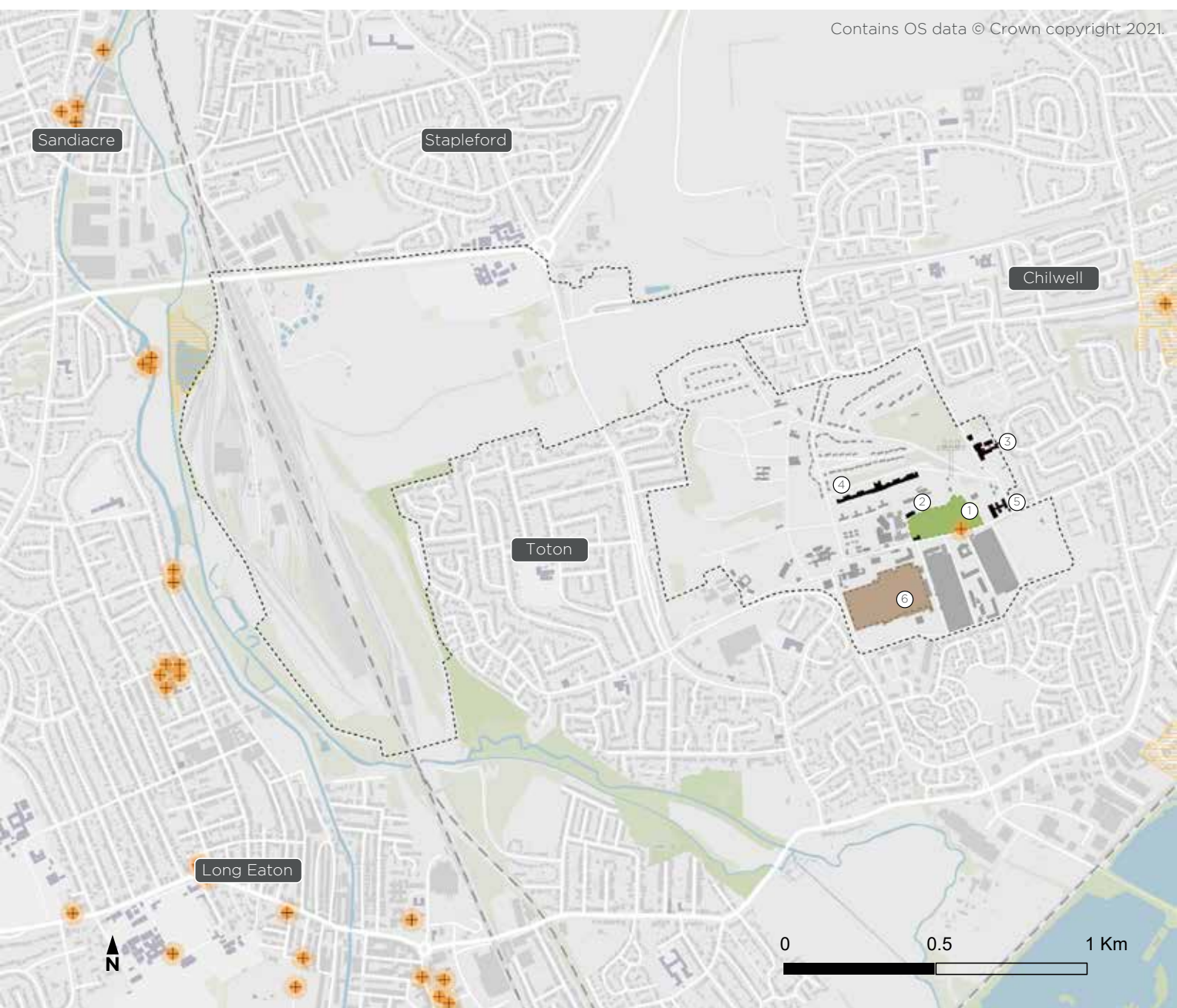


Fig 15. Existing Historic Environment

SUMMARY OF CONSTRAINTS

2.34 The previous pages have identified issues that could be constraints to future development and which will shape the way in which proposals at Toton and Chetwynd Barracks are brought forward. None of the identified constraints will be likely to prevent development from taking place, but are issues that will need to be further considered. The approach to dealing with these constraints is set out in further detail in Section 3 of the SPD.

- (A) Electricity substation
- (B) Electricity pylons
- (C) Wastewater treatment plant
- (D) Operational rail assets including Toton Sidings and TMD
- (E) Blue infrastructure assets including the River Erewash and Erewash Canal and associated flood risk
- (F) Limited access points into Chetwynd Barracks
- (G) Potential contamination from previous military uses
- (H) George Spencer Academy secondary school
- (I) NET Toton Lane Tram stop and park and ride car park
- (J) Retained service family accommodation
- (K) Steep topography in parts of Toton and Chetwynd Barracks

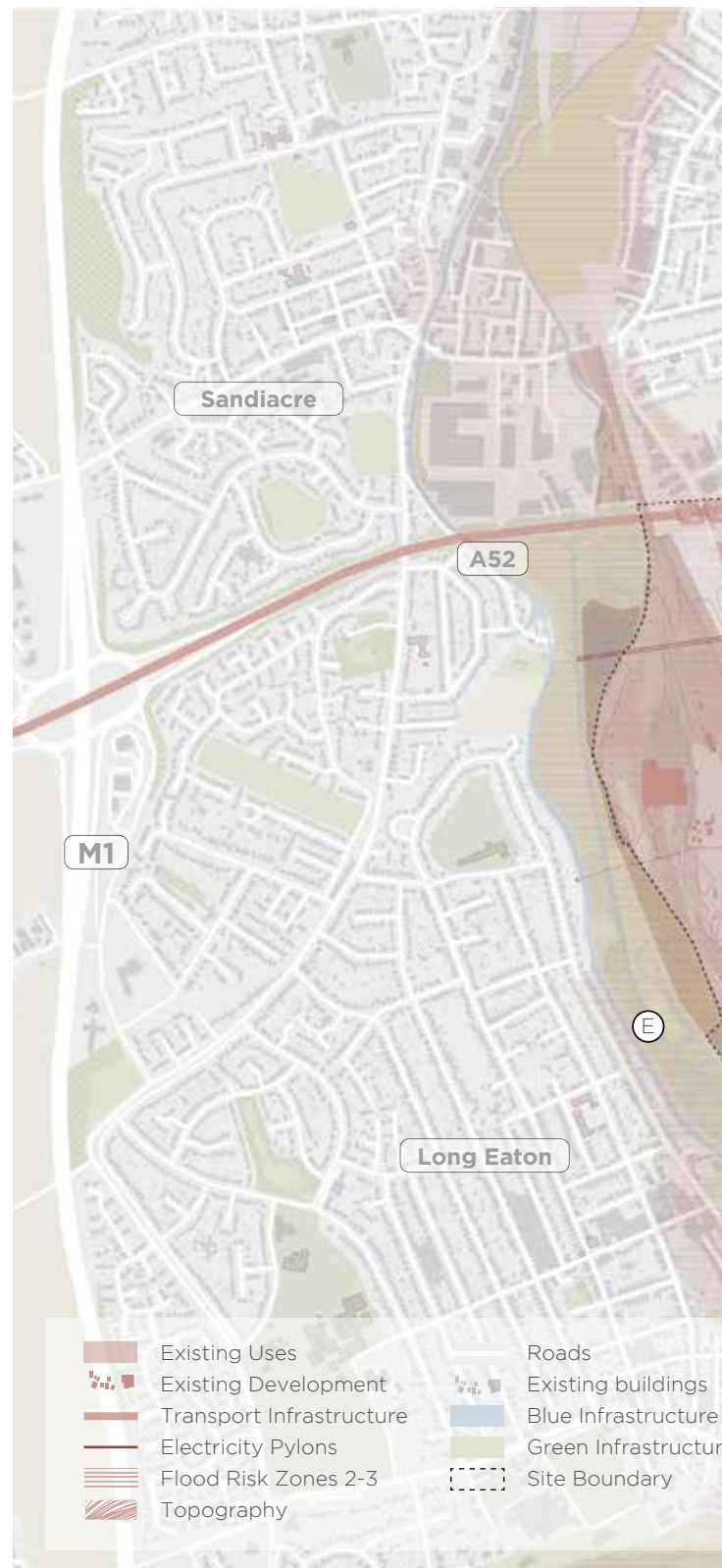
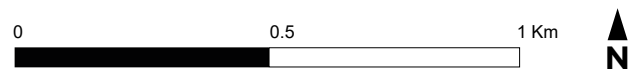
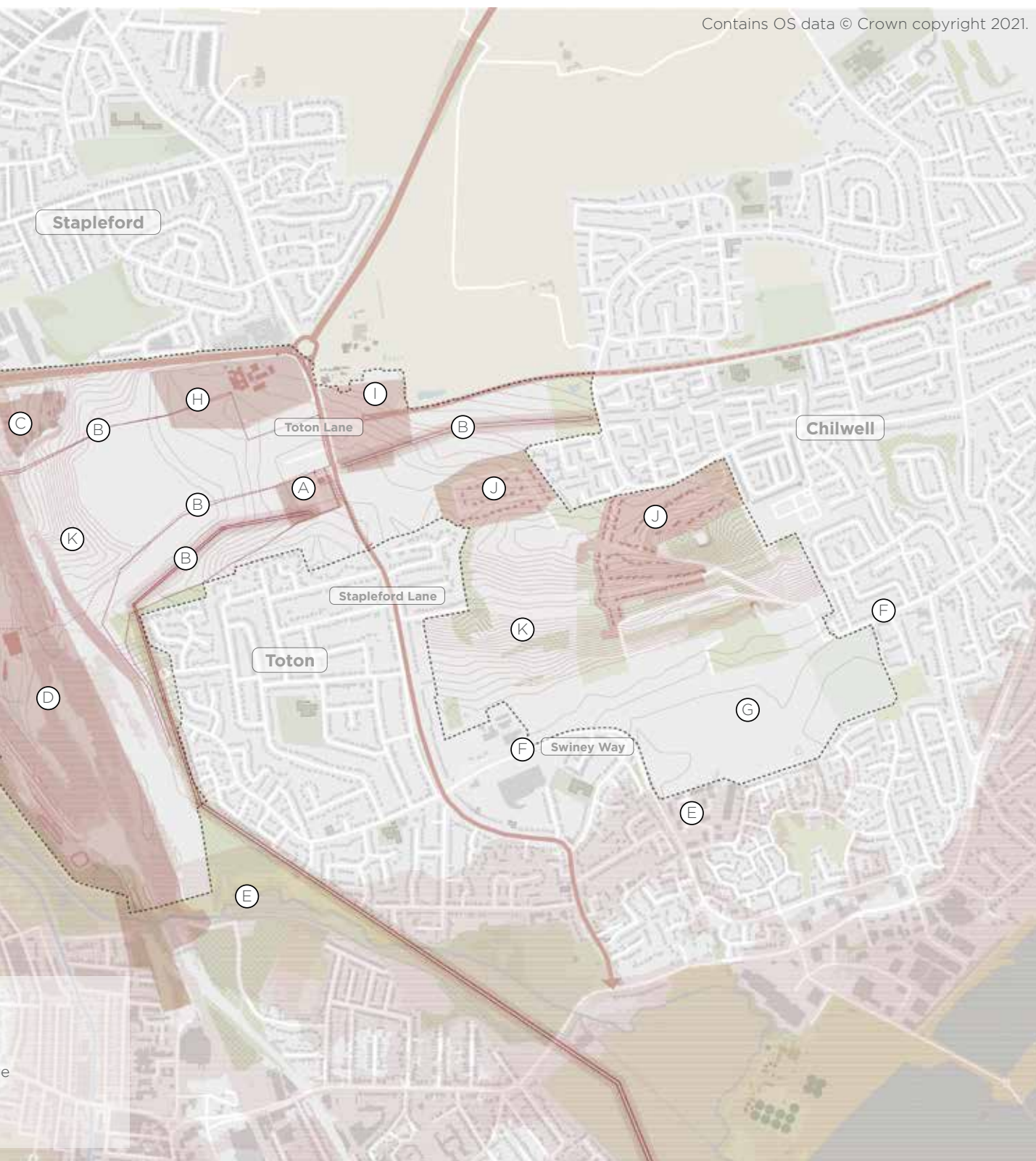


Fig 16. Constraints Mapping



SUMMARY OF OPPORTUNITIES

2.35 The previous pages have identified potential opportunities which development at Toton and Chetwynd Barracks can help to realise. These are explored further in Section 3 of the SPD and have been used to inform the overall vision for development in the Masterplan area, and key development principles.



Net-zero carbon development

2.36 By maximising new technologies, there is an opportunity to create an exemplar, highly sustainable net-zero carbon development.



Boosting connectivity through world class connectivity

2.38 Public transport improvements will provide improved connectivity for residents and businesses, to national, regional and local destinations.



Biodiversity and nature recovery

2.37 Toton, Chetwynd Barracks and surrounding areas boast a number of fantastic existing natural assets. Development proposals can protect and enhance natural assets, as well as creating new habitats to ensure biodiversity net gain, as well as supporting local nature recovery and the sequestering of carbon.



Connecting existing communities

2.39 Development will enable communities surrounding Toton and Chetwynd Barracks to be directly connected, some for the first time ever. This provides an opportunity to embed a street-based framework that encourages walking and cycling links, accessible to all.



Providing new homes for local people

2.40 The Part 2 Local Plan has established that the overall capacity for both sites is around 4,500 homes. The homes can be different types and sizes, helping to meet local needs for years to come. There is also an opportunity for Toton and Chetwynd Barracks to provide new innovative models for living including in relation to the types of accommodation offered and the construction methods used.



New schools, community and health facilities

2.42 Existing facilities are at capacity in the local area. The development provides the opportunity to deliver new facilities to meet the needs of local people and new residents.



Maximising existing assets and integrating them into development

2.41 Integrating existing assets into the proposals will help to provide distinctive places that respond to the local context. At Chetwynd Barracks there is a wealth of historical assets, such as the National Shell Filling Factory memorial and military buildings, which can provide focal points for development. Across both sites, the existing green and blue infrastructure assets provide a locally specific context which can inform the character of the development.



New job opportunities

2.43 Employment uses on the sites can facilitate a range of jobs across all skill levels in growing and new sectors, both for local people and new residents. This will help to boost the East Midlands economy, and drive up aspiration, skills, productivity, and prosperity for everyone.

SECTION 3

Vision and Principles

STRATEGIC PLACE VISION FOR TOTON AND CHETWYND BARRACKS

3.1 Drawing on the aspirations set out in the supporting text to Policy 3.2 of the Part 2 Local Plan, further visioning work was undertaken. It has been informed by further work undertaken in support of the East Midlands Development Corporation programme, the analysis presented in Section 2 on opportunities and constraints and the feedback received to the engagement in autumn 2020. A strategic vision has been developed for Toton and Chetwynd Barracks.

3.2 The public transport improvements planned at Toton and Chetwynd Barracks will greatly improve connectivity. We must make the most of this opportunity and ensure local residents reap the benefits.

3.3 Using its excellent connectivity, Toton and Chetwynd Barracks will feature a range of employment opportunities, which will complement rather than compete with nearby communities. Toton will also be an internationally significant exemplar net-zero carbon mixed-use community that showcases next generation living.



Fig 17. Illustrative image showing the possible future places and spaces that could be brought forward at Toton and Chetwynd Barracks

3.4 The unique opportunities at Toton and Chetwynd Barracks will be harnessed to create a next-generation community, and a beacon for innovation. A pioneer for great place-making, it will showcase new clean and green ways of living, working and learning including as an internationally significant exemplar net-zero carbon community. The development will provide excellent connectivity through new public transport, digital infrastructure and walking and cycling links, accessible to all. The unique history of the area and the diverse landscapes of the Erewash river valley will support the creation of a place rooted in its past but looking to the future.

3.5 Development will help to reconnect surrounding communities that have been separated for generations through new active travel links; and digital connectivity. Those communities will be provided with access to the opportunities on each site – the thousands of new jobs, homes, community, leisure and recreation facilities – ensuring that existing residents, as well as the new communities, can substantially benefit from the development.

3.6 Whilst there will be change, we will ensure that the assets of the existing place are protected and enhanced, recognising their importance in retaining local identity and in creating a sense of place. Military heritage will be commemorated, becoming a focal point for characterful development. Important, existing spaces, such as Hobgoblin Wood and Toton Fields Local Nature Reserve, will continue to anchor the future place, with access to them improved so that they can be enjoyed by all.

3.7 Toton and Chetwynd Barracks will showcase new clean and green models of development, with living, working and learning all overlapping. This will allow us to fulfil our ambitions to deliver pioneering net-zero carbon communities. A mix of new homes will be provided that have something for everyone (in terms of size, tenure, accessibility), creating a diversity of place, all of which will be set within a landscape that positively contributes to the health and wellbeing of new residents and existing communities.



CREATING A NET-ZERO COMMUNITY

3.8 The UK is committed to achieving net-zero carbon emissions by 2050 to help address climate change. It is therefore important for net-zero aspirations to be at the heart of new development at Toton and Chetwynd Barracks, since what is designed and built now will leave a long-lasting legacy.

3.9 Achieving net-zero carbon is often thought of as being about energy generation, the raw materials used to construct new places and/or the vehicles and buildings that consume and emit carbon. However, to achieve net-zero carbon, we need to think about the whole place that we are creating and how the different elements that make up places interact. This integration is a critical element of achieving net-zero, and would, for example, be demonstrated by ensuring that community facilities within the site are located in a way which makes walking and cycling the default travel option.

3.10 We also need to think about carbon emissions across the 'lifecycle' of the community. From the design and construction of the two sites, to how buildings and infrastructure are built to operate, through to how we choose to live our lives. At each stage we need to think about carbon and how we can avoid or minimise it.

3.11 We know that there is more to do to develop our understanding and ability to transition to net-zero. However, Broxtowe Borough Council wants Toton and Chetwynd Barracks to be a beacon for new ways of doing things, to showcase how the transition to net-zero can be achieved.

3.12 Drawing on what we do know, the Masterplan embeds key design principles that will influence and facilitate the transition to net-zero. This is achieved through the proposals for the design of the built and natural environment and approach to 'place-making', which take into account how we can live our lives in a more carbon-conscious way.

3.13 It is important that all planning applications maximise their contribution to supporting the transition to net-zero. In doing so, they should accord with Local Plan policies, including Policy 1 of the Aligned Core Strategy.

3.14 The diagrams on these pages set out the different elements that need to be considered - where carbon emissions come from, what our net-zero objectives are, and what that means in terms of creating a sustainable net-zero community at Toton and Chetwynd Barracks. The Council will be further exploring the following matters to enable a route map to be established to support realisation of a net-zero community:

3.15 Defining Net-zero: More clarity is needed on the emissions that are included in the 'net-zero' equation. Development proposals should be considering Scope 1 and Scope 2 emissions, with consideration given to how Scope 3 emissions can be minimised.

3.16 Aligning net-zero thinking with other place-making priorities: The interventions needed to deliver an exemplar net-zero community will often also help to create a place that is liveable, inclusive, sustainable and resilient for all who live, work, visit and enjoy it.

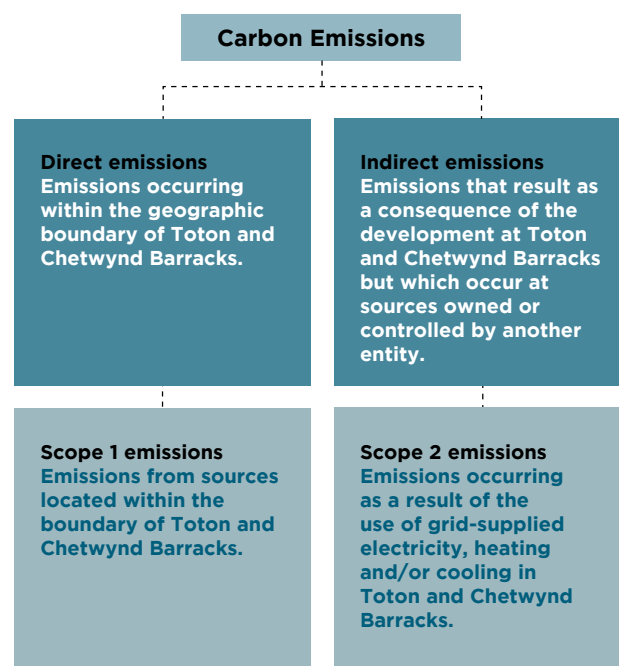


Fig 18. Considerations for a net-zero community

3.17 Identifying interventions to all elements of the built environment: To achieve a net-zero carbon community, change will be required across all the elements which contribute to and enable places to function and thrive. At this masterplanning stage, significant emphasis has been given to how the elements of urban design, mobility and landscape can support the transition to net-zero carbon.

3.18 Determining the influence of net-zero across the development lifecycle: The development lifecycle presents different opportunities to consider de-carbonisation. These include the following:

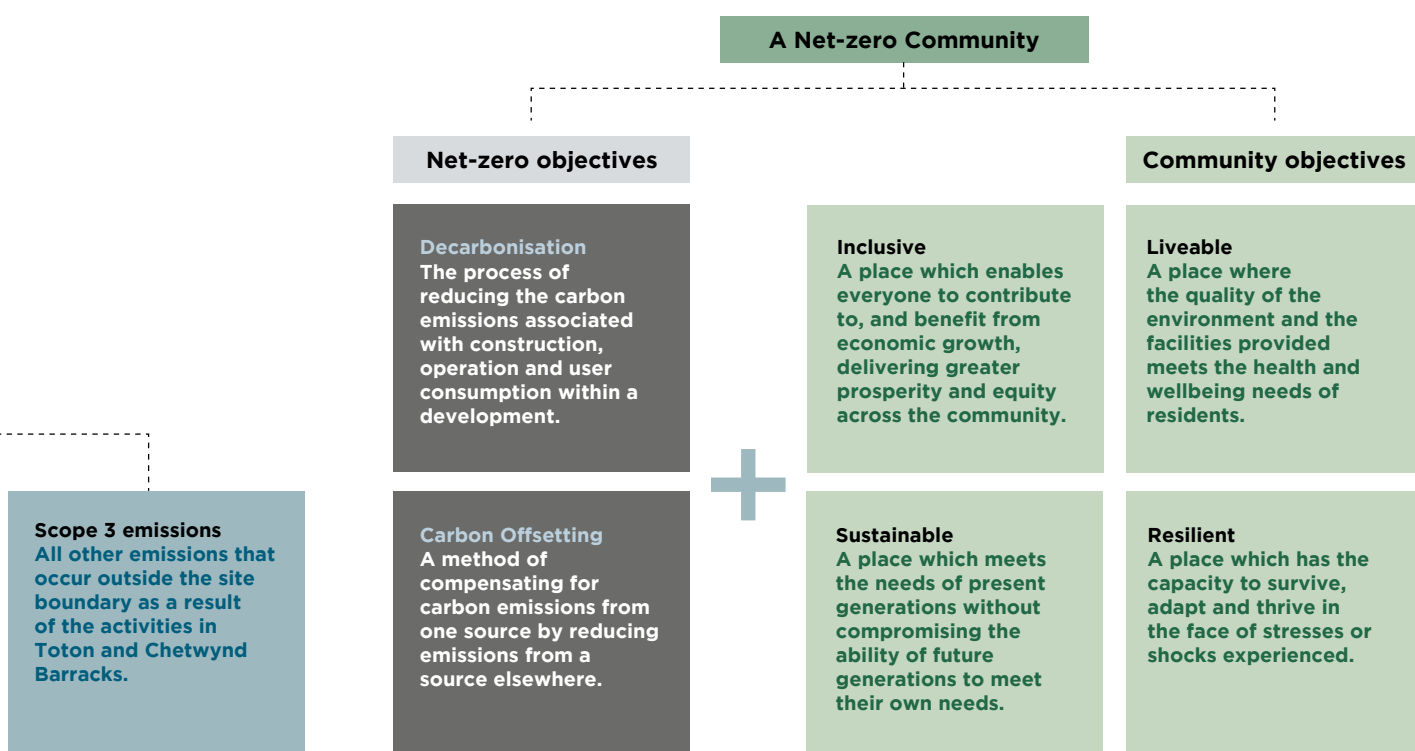
- (a) net-zero construction and associated embodied carbon;
- (b) an operational net-zero community, based on the anticipated carbon performance of buildings or other systems; and
- (c) a community whose carbon consumption is low because its users are carbon responsible and reduce their contributions to carbon emissions through the everyday choices and behaviours they exhibit.

3.19 The most effective means to transition to net-zero at each of these stages will need to be considered further, including the role of carbon offsetting.

3.20 Subject to viability, this could include some or all of the following:

- Heat pumps
- Solar photovoltaics (PV)
- Wastewater heat recovery systems
- Improved insulation and ventilation
- Retrofitting any existing properties to be retained

3.21 The provision of water efficient technology and design within new development will reduce water supply demand resulting in less need to treat water for consumption, and could reduce the volume of water needing heating within the development.



DEVELOPMENT PRINCIPLES FOR TOTON AND CHETWYND BARRACKS

3.22 We have identified eight development principles, which will provide the framework for realising the aspirations set out in our vision for Toton and Chetwynd Barracks. Where appropriate, these draw on the 10 principles of good design set out in the National Design Guide. It is expected that planning applications will demonstrate how they have integrated these principles into the design of new development.



1. Net-zero Carbon Community

3.23 Integrate zero carbon design into the layout of the proposed, new development, materials used



3. High-Quality Public Spaces

3.24 Deliver a range of open and public spaces for health and wellbeing that can be accessed by all. These can be integrated into the development to provide connections to other spaces including green spaces, support wildlife and biodiversity



5. Human Scale Spaces

3.25 Create lively, vibrant neighbourhoods around streets and public spaces, ensure new development provides access to local facilities and services to meet day-to-day needs and is accessible to all



7. Jobs and Innovation

3.26 Create a range of jobs and opportunities for growing and thriving businesses, people and communities through the area's Innovation Campus

Carbon Footprint

Apply the principles of net-zero development through the use of low-carbon technologies, methods of construction and materials.

Quality Network of Spaces

Create a comprehensive network of public spaces for leisure, wellbeing and recreation, which can be used by walking or cycling, and accessible to everyone. The spaces should be integrated with built development, and provide connections to existing open spaces, opening up the wider landscape, and providing safe corridors/achievement of net gain.

Scale Streets and

Provide a safe, accessible and legible environment with roads that are structured to support a mix of uses and public spaces and facilities that enable existing residents and new residents can meet their day-to-day needs through walking or cycling, and accessible to everyone.

Digital Skills for All

Provide the conditions to provide digital skills across all skill levels in a range of sectors, both for local residents and new residents. This includes providing digital skills anchor occupiers of the campus.



2. Locally Specific Sense of Place

3.27 Create distinctive and recognisable places, which complement and enhance the existing qualities of the sites. This should include integrating the new development into its wider landscape and enhancing the military heritage of Chetwynd Barracks.



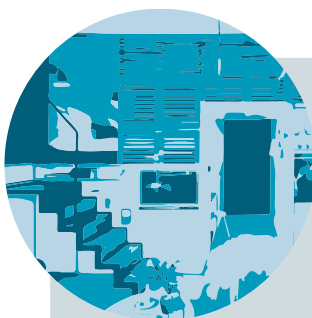
4. Well Connected Place

3.28 Create a vibrant interchange around the railway station providing a distinctive sense of arrival to the area. This should be complemented by excellent public transport, active travel and digital connectivity, which link existing and new communities to the station and each other and reduce reliance on private vehicles.



6. Vibrant Mix of Uses

3.29 Support great place-making by mixing uses and forms of development throughout the sites that provide a range of homes, jobs and community facilities that meet local needs and which existing communities and new residents can access.



8. New Models of Living

3.30 Pioneer new and innovative models of development which meet the range of housing needs of the local area, support the transition to net-zero, integrate living, working and playing and adopt new approaches to community ownership/stewardship in their maintenance and management.

KEY FIXES

3.31 Section 1 of the document notes that a series of fixes are contained within the SPD that are consistent with Local Plan policy requirements.

3.32 Some of the fixes are spatial in nature and comprise site features that will be retained or will remain functional once the proposed development is delivered. These assets have been excluded from the developable area. Planning applications must demonstrate how they have responded to these fixes and sensitively integrated the assets into any proposals.

3.33 Other fixes have been informed by policy requirements set out in the development plan that are not spatially specific about how they should be accommodated in the proposals for Toton and Chetwynd Barracks. They are typically defined by reference to a prescribed amount of land for certain facilities or uses. These requirements have informed the layers set out in the following sub-sections of the SPD, and where appropriate, are further referenced in Section 4.

3.34 Policy 3.2 Part D, xxiii) seeks the off-site relocation of the electricity substation, sewage treatment works and railway assets located either side of the railway subject to agreement with the relevant operators, the viability of such proposals and appropriate relocation sites being identified and secured. Based on the further work undertaken in support of this SPD, which has included further discussions with landowners and statutory undertakers, it has been concluded that it will not be viable to re-locate the electricity substation or sewage treatment works. They are therefore reflected in the list of fixes. However, to ensure the creation of a high-quality place, to maximise the amount of land available for development and to accord with Part A, vi) of Policy 3.2, undergrounding of the high voltage electricity cables at the south of the site will be required.

3.35 The operational railway assets west and east of the Erewash Valley Railway Line are owned by Network Rail and a rail depot operator. The Toton Traction Maintenance Depot complex (TMD) owned by a rail operator will only be re-located subject to an appropriate relocation site being identified and secured, and these proposals being demonstrated to be both feasible and viable. In the event that relocation of the TMD cannot be secured, its ongoing operation will be protected. These matters will be considered by the East Midlands Development Corporation programme, working in partnership with the rail depot operator and other local partners. Therefore, this SPD contains proposals which set out what could be achieved if the railway assets are re-located. It also includes guidance on how development should have regard to 'agent of change' principles which will ensure that any development in the vicinity of existing railway assets is compatible with their ongoing operation. These operational railway assets are shown in the map of existing land uses on page 21.

3.36 The NET tram stop at Toton Lane is adjoined by a large car park. Whilst the principle of consolidating the car park would be supported (for example by providing a multi-storey car park that frees up further land for development), discussions with Nottingham City Council as the owner of the tram network suggest that this is unlikely to be viable at present. The car park will therefore need to remain in its current configuration until a viable scheme comes forward.

Fig 19. Traction Maintenance Depot at Toton Sidings



Fixes

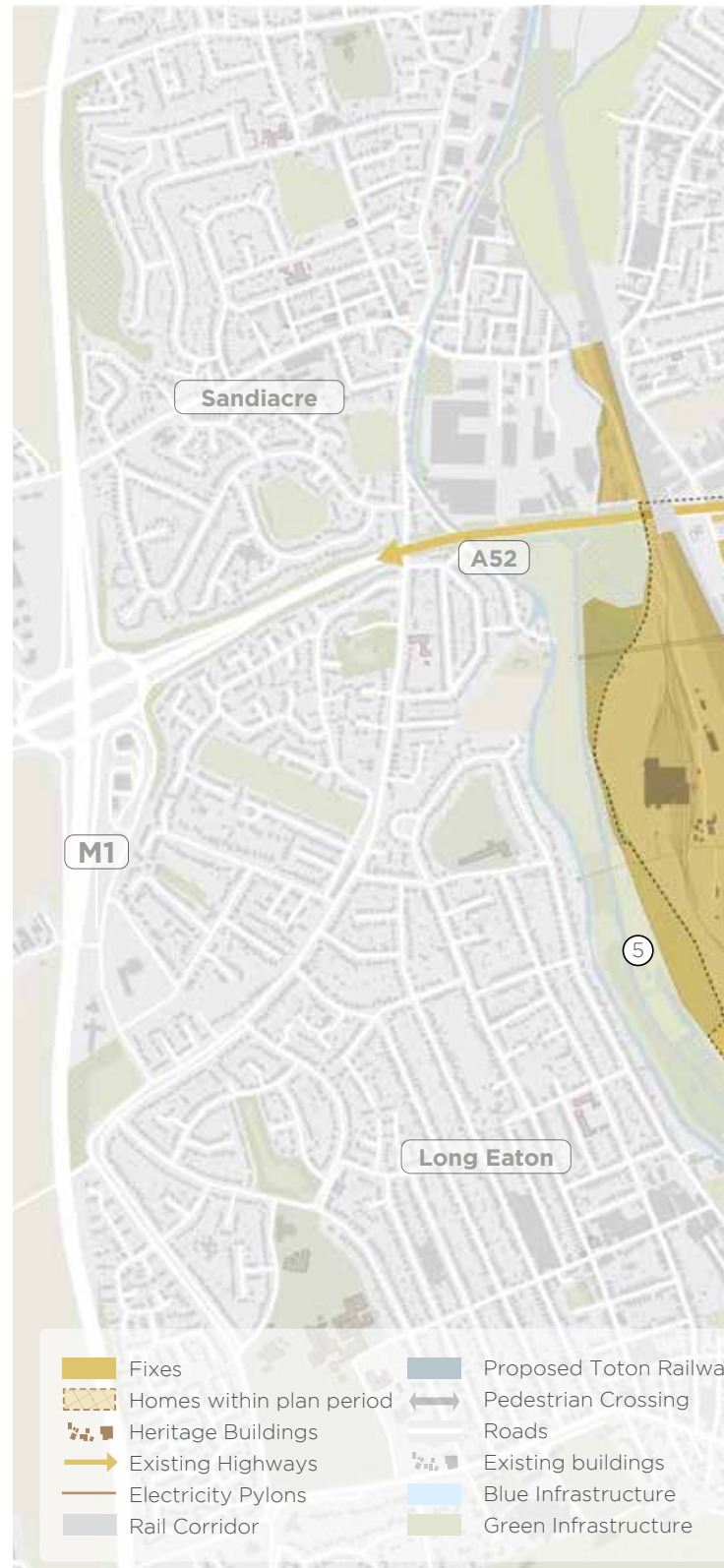
- ① Existing highway network.
- ② Existing NET tram stop and associated car park at Toton Lane.
- ③ Electricity substation
- ④ Low voltage electricity pylons.
- ⑤ Existing green and blue infrastructure assets.
- ⑥ Retained service family accommodation.
- ⑦ Sewage treatment works.
- ⑧ Toton Sidings and TMD (may be re-located subject to agreement with depot operator and a viable site being identified and secured).

Other Policy Requirements

- Ⓐ The Part 2 Local Plan defines an area within Toton where at least 500 homes must be delivered within the plan period to 2028.
- Ⓑ Policy 3.2, Part D, i) of the Part 2 Local Plan requires that space is provided for an expanded or re-located George Spencer Academy including a new primary school. Modelling and forecasting by the Local Education Authority has established that new secondary school provision will be required to accommodate the number of pupils from the new development. Future secondary provision across the whole Broxtowe South school planning area will also be considered as part of the Greater Nottingham Strategic Plan and Part 2 Local Plan review. A flexible approach will therefore be taken to the future expansion or relocation of George Spencer Academy. Land is required for two new primary schools; one at Toton and one at Chetwynd Barracks.
- Ⓒ The supporting text to Policy 16 of the Aligned Core Strategy (at paragraph 3.16.9) requires that the proposals at Toton include a minimum of 16 hectares of green infrastructure.. Policy 3.2, Part D, vi) of the Part 2 Local Plan in particular requires a hierarchy of attractive routes 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. Policy 28 of the Part 2 Local Plan requires proposals which are likely to lead to increased use of Green Infrastructure Assets, including Green

Infrastructure Corridors, natural and semi-natural green space, amenity green space and Recreational Routes.

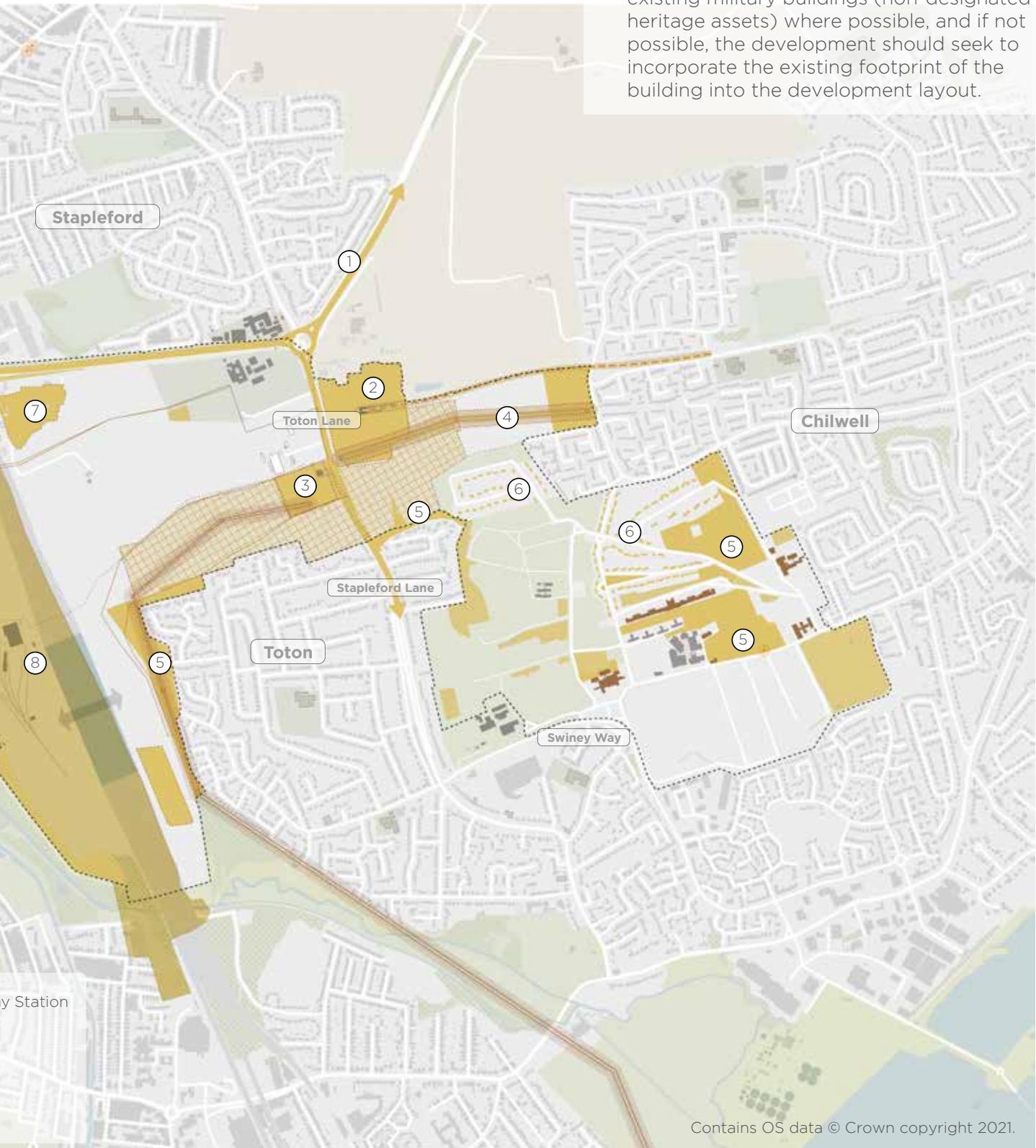
Any development will maximize the potential for external leisure and recreational pursuits, and enhance mental well being.



Page 168 Fig 20. Fixes

④ Policy 3.1, Part 6 and Policy 3.2, Part D, iii) of the Part 2 Local Plan require that a new medical centre is provided within the Masterplan area.

⑤ Policy 3.1, Part 7 'Heritage' Part (a) requires public access to the Listed Memorial to workers of National Filling Factory No.6, and the provision of public space to the south of the memorial and retaining / enhancing the existing memorial garden. Part (b) requires retaining and the re-use of existing military buildings (non-designated heritage assets) where possible, and if not possible, the development should seek to incorporate the existing footprint of the building into the development layout.



LAYER: GREEN INFRASTRUCTURE

Approach

3.37 The provision of a comprehensive and high-quality network of green infrastructure is a central part of our vision and key development principles for Toton and Chetwynd Barracks. Our approach focuses around three elements:

- retaining, and where appropriate, enhancing existing open spaces;
- providing new high-quality, multifunctional open spaces within the sites to meet the needs of local people and new residents; and
- delivering new and improved walking and cycling links, accessible to all, out of and within the sites to increase access to the green infrastructure network including key assets beyond the Masterplan area.

3.38 The open spaces and other green infrastructure assets that make up the network will function differently. This will depend on a range of factors including the nature of existing open spaces and the types of new spaces needed, whether the open spaces are public, communal or private spaces, and the character of different parts of the sites.

3.39 We have taken an integrated approach to developing the green infrastructure network, combining it with streets, walking and cycling routes, accessible to all. This will create high-quality spaces and attractive and usable links, whilst ensuring sufficient land is available for development. Some green corridors will include blue infrastructure and SuDS

Existing Open Spaces	Typologies:
① Toton Sidings	① Urban Boulevard
② Toton Fields Local Nature Reserve	② Wildlife Corridor
③ Field Lane Open Space	③ River Corridor
④ Field Close Open Space	④ Railway Corridor
⑤ Hobgoblin Wood	⑤ District Park
⑥ Hill Close Wood	⑥ Local Park and Open Space
⑦ Memorial Garden	⑦ Innovation Campus Landscape
⑧ Chetwynd Barracks Sports Ground	

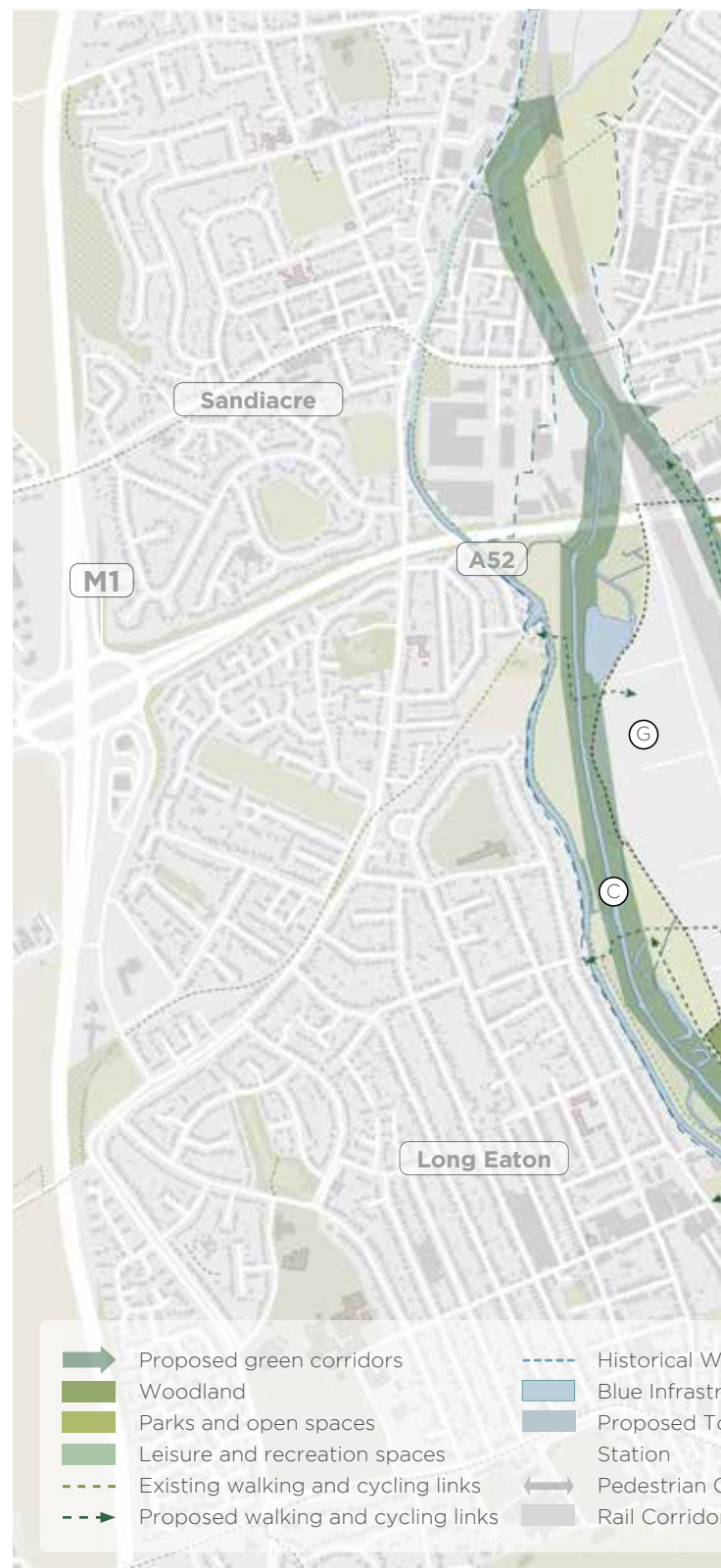
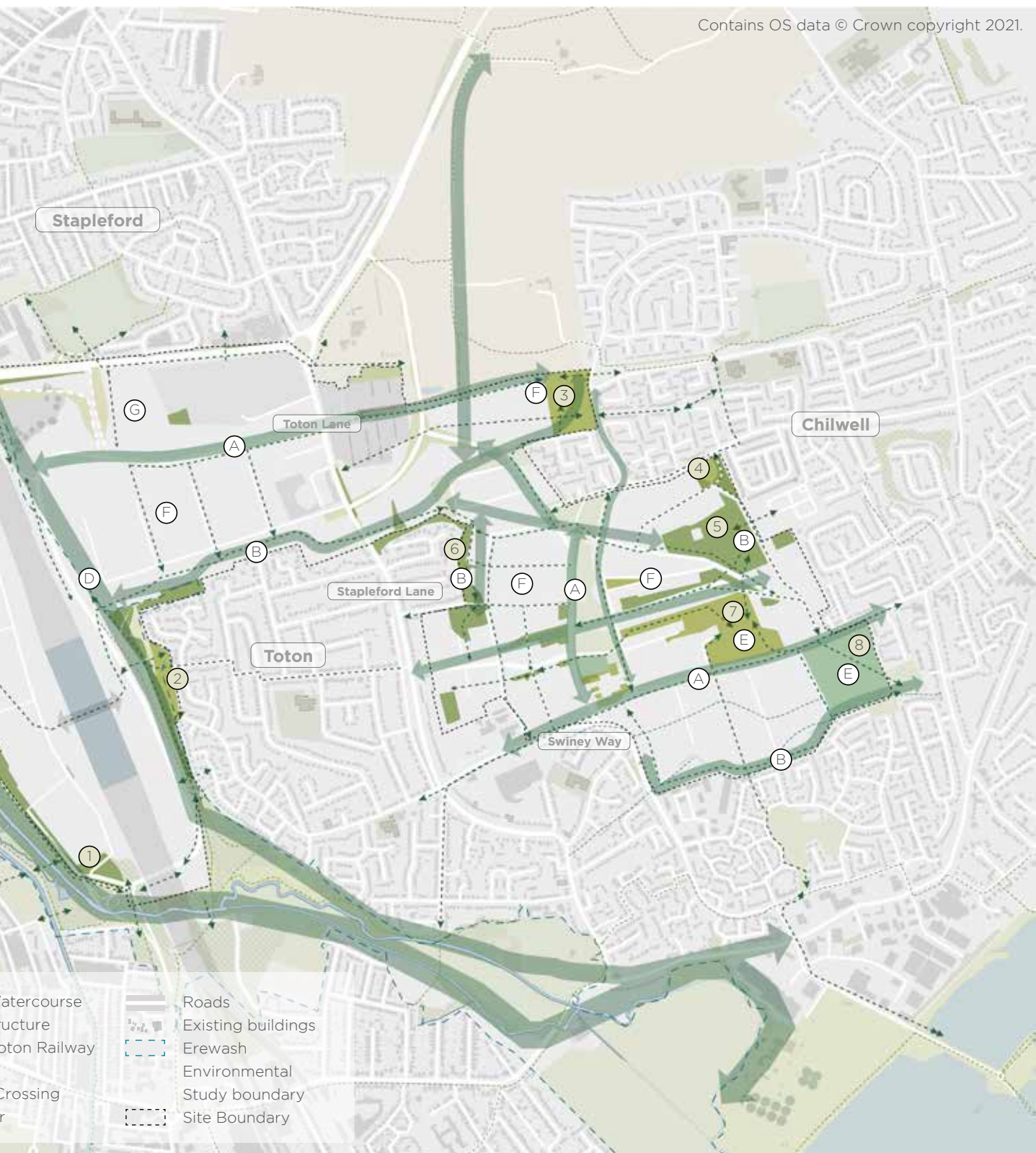


Fig 21. Proposed Green Infrastructure Framework Plan



Green Infrastructure Framework Plan

3.40 Policies 3.1 and 3.2 of the Part 2 Local Plan identify specific green infrastructure assets which should be retained as well as locations where introducing new green infrastructure links or enhancing existing ones is considered to be appropriate. Policy 28 of the Part 2 Local Plan sets out general requirements around green infrastructure provision through new development including the need for development to take reasonable opportunities to enhance existing assets, and not result in the loss or harm of existing assets unless the benefits of development are demonstrated to outweigh this. Policy 31 of the Part 2 Local Plan sets out requirements around the protection and enhancement of biodiversity, including the need for biodiversity net gain in new development.

3.41 These policy requirements, along with the following design principles, have informed the Green Infrastructure Framework Plan:

- providing recreational opportunities in easy reach of all parts of the sites for both local people and new residents, to make Toton and Chetwynd Barracks attractive places to live, work and visit;
- improving walking and cycling links to and between existing and new open spaces, accessible to everyone;
- retaining and enhancing habitats for wildlife that live in or migrate through the sites (including within existing and proposed green infrastructure corridors), with detailed specific measures (such as bat boxes) required to achieve biodiversity net gain (at a minimum level of 10%) to be determined through individual planning applications;
- consideration of opportunities for the enhancement of the River Erewash corridor;
- designing the assets to be capable of taking on a role in carbon sequestration and mitigating the effects of climate change such as urban heat island effect;
- integrating existing water features such as canals and rivers;
- providing appropriate flood and surface water mitigation, including the provision of SuDS as appropriate; and

- considering adjacent land uses to ensure good place-making including ensuring all parts of the green infrastructure network benefit from natural surveillance so that they do not become a potential target for antisocial behaviour.

3.42 In parallel with the development of the Masterplan, work has been undertaken on an Erewash Environmental Study. This sets out more detailed proposals to deliver a new park of regional significance along the Erewash Valley, tying together a number of existing assets with new green infrastructure. The study area is shown on the Framework Plan. Development proposals at Toton will be expected to reflect these proposals and, where possible, assist in their delivery including through developer contributions as appropriate.

3.43 Key elements of the green infrastructure network include:

- retaining and enhancing existing green infrastructure assets (see the Framework Plan for those assets that should be retained as part of any proposals) and corridors including around the eastern and northern areas of Chetwynd Barracks and along the Erewash Canal and Erewash River Valley;
- providing a new multifunctional green infrastructure corridor to the south of Toton which connects Toton Fields Local Wildlife Site with Hobgoblin Wood (in Chetwynd Barracks) and extends northwards from Toton Fields up to Bessell Lane; and
- delivering a series of new urban boulevards that connect the A52 to Toton Lane, Toton Lane to the railway station and the A52 to Swiney Way.

Fig 22. Former Red Cross Nurses' building and Memorial Garden at Chetwynd Barracks



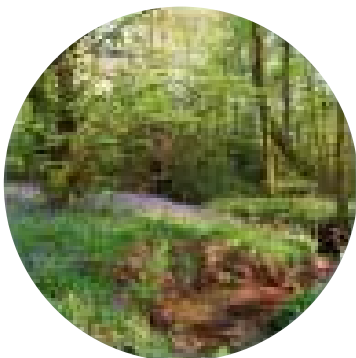
Green Infrastructure Typologies

3.44 Across the two sites, we have identified seven types of green infrastructure assets that will be provided. This sub-section outlines the ‘look and feel’ of these assets, the characteristics of which should be integrated into the detailed proposals brought forward as part of any planning application.



Urban Boulevard

3.45 Characterised by continuous tree-planting, generous footways, cycleways and furniture elements. The boulevards comprise the primary multi-modal links across the sites, facilitating public and private vehicles, modal interchange and active travel links adjacent to, and along, active ground floor frontages.



Wildlife Corridor

3.46 Varied environments with natural drainage capacity and high biodiversity and ecological value that create natural links between existing and new green infrastructure assets and communities. In some locations, they may include existing or new woodland. Where appropriate, wildlife corridors should be designed to include both public space within and private space adjacent to the corridor.



River Corridor

3.47 ‘Blue Infrastructure Corridor’ and ‘Blue and green infrastructure associated with the existing river and canal corridors and associated wildlife sites, providing attenuation capacity and recreational amenity, as part of wider proposals in the Erewash Environmental Study to create a new regional park.



Railway Corridor

3.48 Continuous linear green infrastructure assets. Proposals are likely to comprise both new planting and sustainable drainage elements.



District Park

3.49 Large publicly accessible open spaces that provide a focal point for the developments. They will provide a range of facilities including informal sports and recreational amenities and secure ecological enhancements.



Local Parks and Open Space

3.50 Community-scale open spaces, including parks and squares, that provide for day-to-day needs including the opportunity for children's play, sitting out areas and nature conservation.



Innovation Campus Landscapes

3.51 Landscape spaces that present good active linkages and a range of amenities that respond to the campus setting.

LAYER: MOVEMENT

Approach

3.52 The provision of a safe, accessible and efficient movement network that is well integrated into surrounding communities and provides a choice of sustainable transport modes that meets the needs of those that live, work and play within and near the sites is a central part of our vision and key development principles for Toton and Chetwynd Barracks.

3.53 The Part 2 Local Plan requires the Masterplan to take a joined-up, collaborative, cohesive and proactive approach to the planning and implementation of development and infrastructure. This includes the funding and delivery of the movement framework, which needs to be considered jointly across Toton and Chetwynd Barracks.

Movement Framework Plan

3.54 Policies 3.1 and 3.2 of the Part 2 Local Plan identify requirements for the movement network, with Map 8 (which covers Toton) identifying potential vehicle access roads, the location of which is indicative. These policy requirements, along with the following design principles, have informed the Movement Framework Plan:

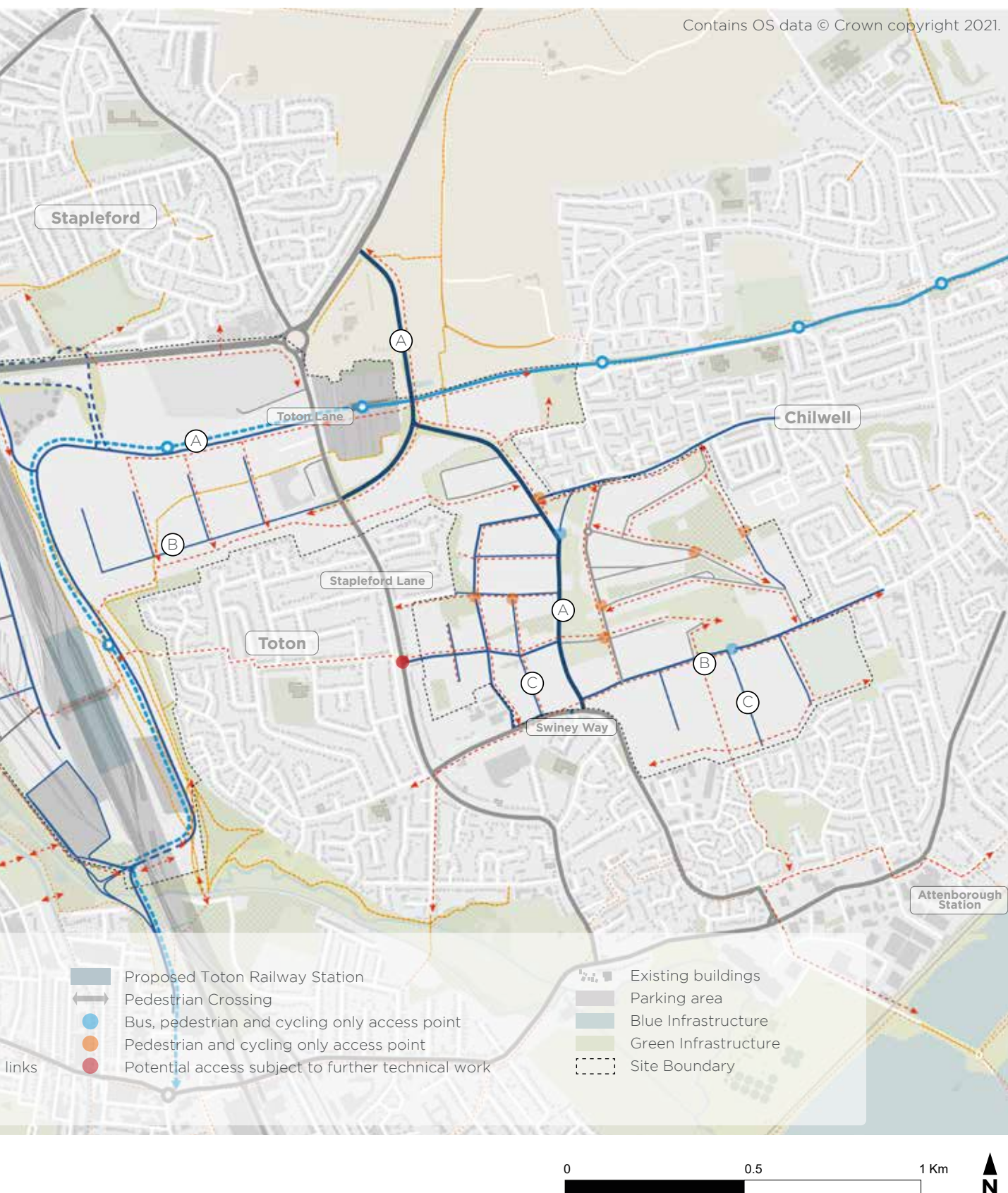
- Considering the combined needs of the two sites including how they interact and the impact of the total quantum of development proposed of the existing highway network.
- Prioritising sustainable transport modes to encourage walking, cycling, and public transport use and to reduce reliance on private vehicles.
- Given the scale of development proposed, that strategic and local routes are facilitated including providing attractive, convenient and accessible walking and cycling routes through the sites, which connect into existing walking and cycling networks.
- Reducing congestion, thereby improving air quality and associated health and wellbeing benefits.

Street Typologies:

- (A) Boulevards
- (B) Local Streets
- (C) Neighbourhood Streets



Fig 23. Proposed Movement Framework Plan



Access to/from Long Eaton.

3.55 More detailed work is required to establish the nature of any connection between the sites and Long Eaton, via Midland Street. This further work should consider all options for connecting Toton to the existing highway network at Long Eaton. Design measures could include reduced speed and priority given to the NET. It is also recognised that Long Eaton Green is considered a pinch point on the local highway network; all options should consider the implications of the proposals for this junction and any mitigation measures that may be required.

Access to/from Stapleford via Bessell Lane

3.56 Bessell Lane is an important street because it provides the only direct connection between the Toton site and Stapleford town centre. It therefore represents an opportunity to provide an improved local gateway into the Toton site.

3.57 At present, several options exist for the future potential use and design of this street. Further detailed work will be required to establish the preferred approach in this location. This is likely to include consideration of land and engineering constraints, traffic and environmental implications, and policy alignment.

3.58 Proposals here will need to demonstrate enhanced provision for active travel in particular, given the currently limited facilities and need to facilitate greater modal share of walking & cycling for short journeys. Care will also need to be taken to ensure that proposals do not have an adverse effect upon network performance or road safety and maintain access to existing properties.

Public Transport, Walking and Cycling

3.59 The movement framework embeds sustainable transport choices, including through the following key proposals:

- a railway station
- the NET tram system being extended from its current terminus at Toton Lane to the site of the railway station before going towards Long Eaton town centre;
- the NET extension, new bus terminus and taxi ranks would complement the railway station, forming key elements of a vibrant interchange;
- new and extended bus routes will be provided to Toton and Chetwynd Barracks. This includes 'bus gate' restrictions within Chetwynd Barracks to enable buses to serve the site and Chilwell without creating rat-runs for drivers;
- a comprehensive and accessible network of walking and cycling routes between Toton, Chetwynd Barracks, existing communities and the railway station;
- this includes new links that are aligned with our proposals for the green infrastructure network and the D2N2 Local Cycling and Walking Infrastructure Plan;
- southern access point to bring Attenborough Station within walking distance of future residents; and
- the consideration of potential routes for equestrian users.

3.60 It is recognised that gradients throughout Chetwynd Barracks, in particular, may present a barrier to frequent cycling for some. For example, there is an approximate 36 metre level difference between Swiney Way and Vaughan Road. In such instances, the Department for Transport Cycle Infrastructure Design Guidance (LTN 1/20) advises that:

- Steep gradients should be avoided where possible, with alternative routes balanced against directness.
- On steeper uphill gradients, cyclists will require more space and separation from faster vehicles.

3.61 Both Readman Road and Highfield Road exceed the desirable maximum length of gradient set out in Table 5.8 of LTN 1/20 and there are few alternate routes with similar levels of directness. Detailed proposals for these cycleways must therefore incorporate segregation from vehicular traffic.

3.62 Any proposals should also facilitate the use of e-Bikes recognising that in the UK, we are experiencing strong uptake. E-Bikes significantly reduce the energy exerted on steep gradients and therefore have the potential to improve cycle mode share in areas of presently challenging topography.

3.63 Development should be designed to accommodate the through-routing of bus services. Facilities and other proposals to reduce car dependence and improve accessibility for all, including car sharing and community transport, will be strongly supported by the Council.

Highway Network

3.64 Whilst we want to create places which are walkable and well served by public transport, there is still a need for roads. They will play a vital role in improving the accessibility of the jobs, services and other facilities to local people and address existing congestion hot spots. Well-designed, multi-modal streets are places for people and form extensions of public spaces, offering high-quality environments that integrate soft and hard landscaping elements to create a rich and vibrant environment that provides natural surveillance and a sense of place through the day and night. Upgrades or improvements will be needed to local highway network to prevent severe impacts on the operation of the highway network, making the proposals unacceptable in planning terms.

3.65 Access to the Toton site will be provided from the A52 through new roads to the railway station, and from the east of Bardills Island to Stapleford Lane. This route will continue to Swiney Way via Chetwynd Barracks and will help avoid significant increases in congestion on the A52, Stapleford Lane and around Bardills Island. The Local Connectivity Study commissioned in support of this Masterplan concluded that the local junction baseline modelling of the Bardills Roundabout suggests that without this new route in place, the gyratory would operate well above the normally accepted 90% practical reserve capacity in the morning and evening peak hours by 2026.

3.66 Funding sources are being investigated in order to deliver the new route between the A52 and Stapleford Lane. This element of the scheme will be designed to enable this route to extend southwards to provide a new access through Chetwynd Barracks to Swiney Way. Policy 3.1, Part 4d) of the Part 2 Local Plan requires that, as a minimum, the proposals for Chetwynd Barracks should positively facilitate the provision of this route in any planning application. As indicated by paragraph 3.4 which supports Policy 3.1, this requirement relates to the site as a whole. It reflects the fundamental importance of this strategic route in ensuring that comprehensive and cohesive development is delivered across the two sites and that the new development is effectively integrated and accessible from the surrounding local areas. The Council expects any future proposals for Chetwynd Barracks to demonstrate how the aspirations for the new route, informed by the boulevard street typology outlined overleaf, have been embedded in the layout and design of the route and wider transport network as well as the surrounding land uses and building typologies.

3.67 In response to Part 4c) of Policy 3.1 of the Part 2 Local Plan, upgraded and new access points into and routes through Chetwynd Barracks will be provided to support its re-integration with surrounding communities. Based on the Local Connectivity Study, multiple points of vehicular access to the site are likely to be required (as opposed to serving the site by a singular access point). In determining the appropriate number of access points, consideration should be given to the effects of potential access points, including on road safety, air quality and congestion.

3.68 It may be necessary to provide an access point into Chetwynd Barracks from Stapleford Lane, including potentially opposite Woodstock Road. However, further technical and design work will be required before it can be demonstrated that an access point from Stapleford Lane is necessary and the preferred location along Stapleford Lane results in a safe access point for all road users. As a minimum, this further work will need to:

- establish the potential volume of vehicular traffic generated by development at Chetwynd Barracks as a whole;
- consider the likely implications of this volume of traffic on individual junctions and the local highway network as a whole;
- consider the potential access points from Stapleford Lane and their suitability to provide a safe access for different modes of transport including pedestrians, cyclists, public transport and private vehicles; and
- identify any mitigation measures likely to be required to accommodate the anticipated volume of traffic, ensure the safe and efficient functioning of the highway network and minimise impacts on residential amenity.

Fig 24. Toton Lane tram terminus and Park & Ride site



Street Typologies

3.69 Across the two sites, three street typologies have been identified. Whilst the precise nature of each street will differ depending on local conditions, they can broadly be described as follows. These characteristics should be integrated into the detailed design proposals brought forward as part of any planning application.



Boulevards

3.70 Streets that accommodate higher levels of movement, including the connection of vehicular traffic to the existing local highway network. Streets should have a 30mph design speed and limit, include segregated cycle infrastructure, bus priority measures and green infrastructure including street trees. Streets should be enclosed with active ground floor frontages comprising a mix of uses.



Local Streets

3.71 More local streets, that connect primary streets to neighbourhood cells. Maximum 20mph design speed, with segregated cycle infrastructure and green infrastructure including street trees and rain gardens. High-quality modal filters should be implemented to connect secondary streets to existing residential areas. Raised table junctions should be implemented at connections to other streets, with kerb radii kept as tight as possible to induce low turning speeds.



Neighbourhood Streets

3.72 Low traffic streets, with priority of the carriageway given to pedestrians and cyclists. Usually implemented as a level surface with no on-street parking. Neighbourhood streets should be social spaces that embrace and promote interaction and play. Vehicular design speed should be no greater than 10mph, with street furniture and green infrastructure employed to create horizontal deflection that reinforces low speeds.

Parking

3.73 The range of public transport infrastructure to be provided at Toton and Chetwynd Barracks will transform the existing levels of connectivity. The extension of the NET and additional bus services will serve shorter distance trips and the railway station will serve medium to long distance trips. Additionally, a series of bus gates are planned across Toton and Chetwynd Barracks, to further improve the attractiveness of local public transport

3.74 This level of connectivity is more comparable to a city centre location, and better than many large towns across the UK.

3.75 A parking strategy will therefore need to be delivered that manages levels of private vehicle use, with levels of parking that support a shift to public transport and active travel modes.

3.76 As part of any planning application, proposals should demonstrate that thorough consideration has been given to:

- the proposed number of parking spaces provided as part of the development including how essential parking needs such as blue badge holders and visitor parking will be met;
- the mix of formats and configurations of car parking across the development including on-street, rear of building, and shared parking courtyards;
- the use of on-site provision for car clubs/car sharing or pooling arrangements to reduce the need for individual parking spaces; and
- measures to reduce the propensity for overspill car parking into adjacent neighbourhoods, including the need for Controlled Parking Zones.








SPATIAL FRAMEWORK

3.77 The Spatial Framework summarises our aspirations for Toton and Chetwynd Barracks. It aggregates the fixes and layers of the proposals to provide a flexible framework against which development proposals can come forward.

Green and Blue Infrastructure

-  Proposed green corridors
-  Protected Woodland and Trees
-  Local Nature Reserve
-  Local Wildlife Site
-  Woodland/ Scrub
-  Historical Woodland Location
-  Parks and Open Space
-  Leisure and Recreation spaces
-  Agriculture/Allotments
-  School Sites
-  Grassland
-  Waterbodies
-  Surface Drainage Channels
-  Historical Watercourse

Existing Movement Infrastructure

-  Motorway/A road
-  Primary road
-  Secondary road
-  Tertiary road
-  NET route
-  Walking and cycling links
-  Public Right of Way/ Bridleways

Proposed Movement Infrastructure













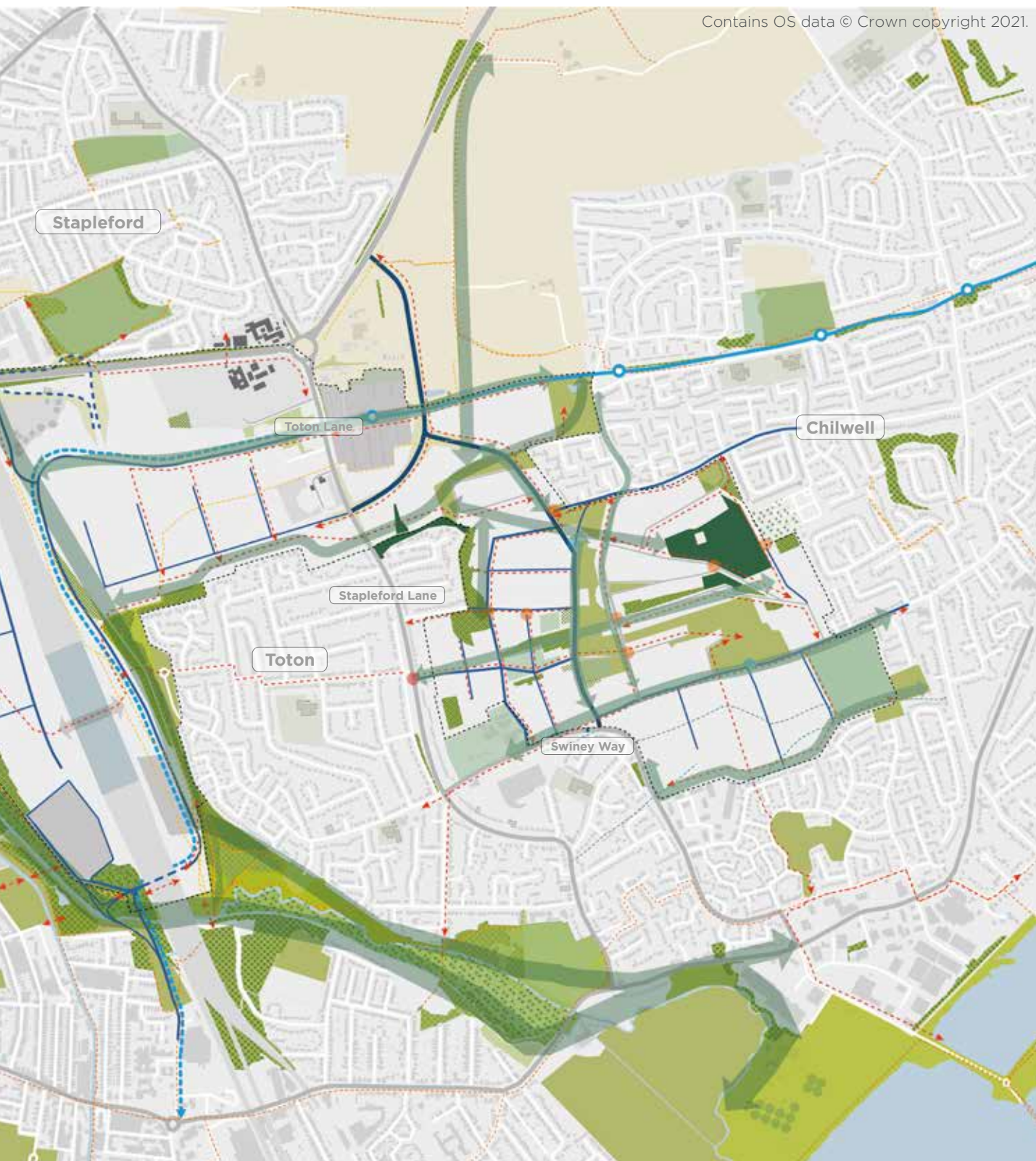
-  Primary road
-  Secondary road
-  Tertiary road
-  NET extension
-  Walking and cycling links
-  Proposed Toton Railway Station
-  Parking area
-  Pedestrian Crossing
-  Bus, pedestrian and cycling only access point
-  Pedestrian and cycling only access point
-  Existing buildings
-  Site Boundary



Fig 25. Spatial Framework Plan



SECTION 4

Character Areas

DEVELOPMENT WITHIN EACH CHARACTER AREA

4.1 To achieve the proposed aspirations for Toton and Chetwynd Barracks, a series of character areas have been identified within which defined types of development can come forward.

4.2 This Masterplan is intended to be flexible, providing an overall framework for development. The character areas therefore do not prescribe precisely what will be built in specific locations but are accompanied by a set of principles on matters such as design and identity. Individual developments within the Masterplan area will need to demonstrate how they have complied with these principles as part of any planning application.

4.3 The requirements for each character area should be read in conjunction with the green infrastructure network on page 44 and overall spatial framework on page 58 when developing schemes. Where planning applications do not extend across the entirety of a Character Area, they will need to demonstrate how the proposals will support delivery of the design considerations across the character area as a whole. This is to ensure that the overall development requirements for the Masterplan area as a whole can be met.

ACCEPTABLE NEIGHBOUR RELATIONSHIPS

4.4 The Masterplan does not specify which land uses should be located next to one another, providing flexibility for this to be resolved in the future – either as part of future planning applications, or by the East Midlands Development Corporation programme (and the Interim Vehicle, EM DevCo Ltd). Proposals will need to demonstrate how they comply with Policy 19 of the Part 2 Local Plan, ensuring that development identifies potential nuisance issues and addresses impacts accordingly.

4.5 This applies to the impacts of development within the Masterplan area on existing communities, as well as new development within the Masterplan having regard to existing and committed future sources of noise, light and odour in accordance with the ‘agent of change’ principles set out at paragraph 182 of the National Planning Policy Framework. This requires that existing businesses, uses and operations should not have unreasonable restrictions placed upon their operation as a result of development permitted after they were established – this includes businesses, uses and operations which are proposed for relocation in the masterplan, given that these will continue to operate in the short term and that their relocation in the long term cannot be guaranteed. Where an existing business, use or operation could have a significant adverse impact on new development in the vicinity, the new development will need to provide suitable mitigation. Details of such mitigation measures should be included as part of any planning application.

CHARACTER AREAS

4.6 The Masterplan includes seven main character areas:

1. **Toton North** – Employment, residential, retail and community facilities focused around the central boulevard.
2. **Toton South** – Primarily residential, alongside limited employment.
3. **Toton East** – Primarily residential, alongside community facilities.
4. **Chetwynd West** – Primarily residential, alongside community facilities.
5. **Chetwynd East** – Residential, retail and community facilities set around retained heritage assets.
6. **Chetwynd South** – Residential, community facilities and employment.
7. **Toton West** – Employment and residential.

4.7 The definition of the character areas reflects existing features, such as Toton Lane between Toton South and Toton East. Other boundaries follow features which do not yet exist, such as the north-south boulevard within Chetwynd Barracks between Chetwynd East and Chetwynd West. It is recognised that the precise spatial extent of character area boundaries will therefore depend on the alignments of these new features. In the event that the operational rail depot (Toton Traction Maintenance Depot complex (TMD)) within the Toton West character area cannot be relocated, it should be treated as being within the Railway Corridor character area (see below).

4.8 There are two further character areas, crucial to the overall form of development in the Masterplan area, but where the Masterplan itself is not proposing development:

8. **Railway Corridor** – site of the railway station, interchange and car parking.
9. **Toton Fields Local Nature Reserve** – retained and enhanced open space and wildlife habitat.

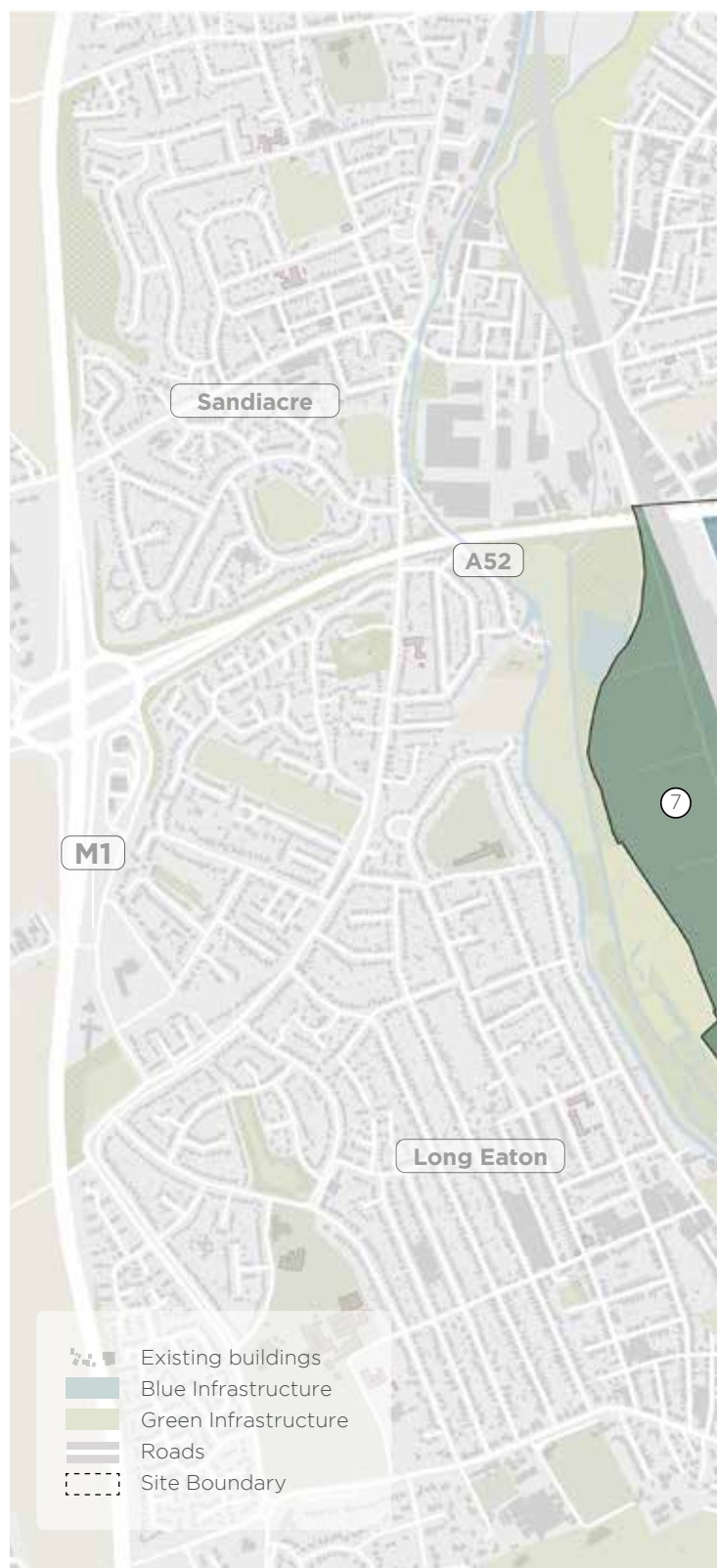
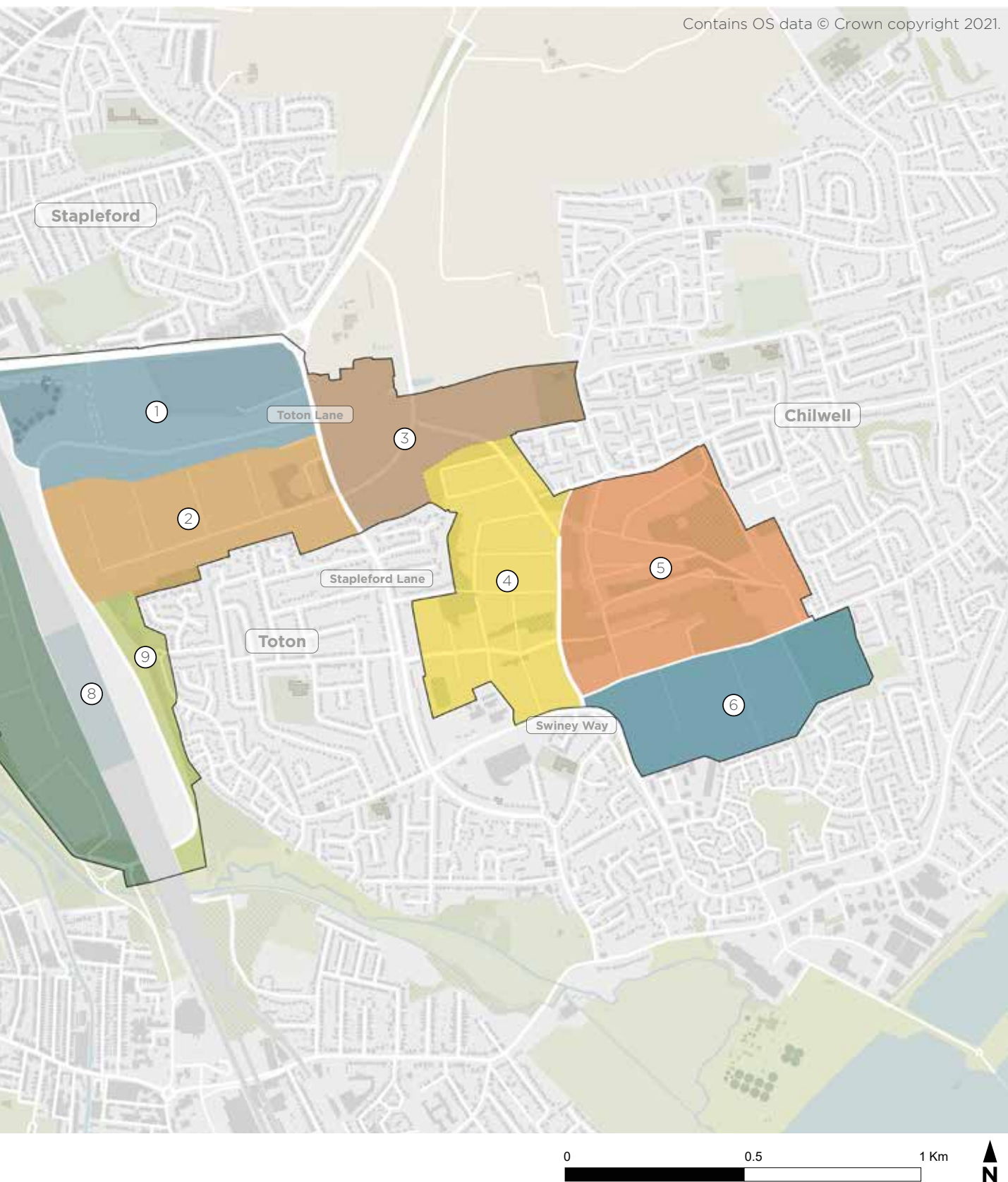


Fig 26. Character Areas Plan

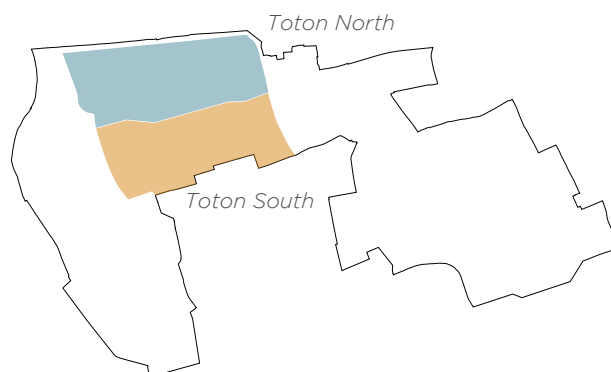


1. TOTON NORTH

4.9 Toton North will become a key part of the new community at Toton, as well as serving existing surrounding communities. It will include parts of the Innovation Campus, with a significant amount of new employment space set around a new east-west boulevard. Along the boulevard will be a new local centre providing for local retail and community needs, with new homes in the surrounding streets. New homes may also be located on upper floors above employment uses. Other complementary uses to support the Innovation Campus will be welcomed within this character area, including hotels and conference facilities.

DESIGN CONSIDERATIONS

- Development at medium-high density, with building heights around four to six storeys throughout much of the character area. Taller buildings may be suitable in proximity to the railway station. **(A) (B) (C)**
- Provision of key open spaces and courtyards for leisure and recreation, linked to the wider green infrastructure and active travel network. **(A) (C)**
- Provision of new access from A52 to the station. **(B)**
- Extension of NET tram system along new boulevard towards the railway station.
- Retail provision to be of a scale proportionate to development, and not compete with the retail offer in nearby centres including Long Eaton, Stapleford and Sandiacre.
- Retail and other leisure uses which generate high footfall should front onto the boulevard, providing street level activity. The design of such buildings should facilitate active frontages onto the boulevard.
- New development should be sensitively integrated with the George Spencer Academy and the sewage treatment works, given the likely retention of these assets in their current locations.
- Development alongside the Railway Corridor should be designed with regard to railway noise and the potential for ongoing noise from the TMD, given further work is required before its relocation can be confirmed.
- Preferred location for new primary school in later phases of development.
- Provision of at least 18,000sqm of employment floorspace within the existing Local Plan period to 2028, with significantly more beyond. The employment provision required within the Plan period must be in E(g) Use Class use (including offices, research and development and high-tech light manufacturing) or B Use Classes.



2. TOTON SOUTH

4.10 Toton South will be a primarily residential area, with the potential for some limited employment provision at the western end of the character area closest to the railway station and associated with the Innovation Campus. It will be closely linked to the Toton North character area, with 'through' walking and cycling linkages, accessible to all.

DESIGN CONSIDERATIONS

- Development at a mix of densities, including terraced houses, maisonettes and low-rise apartments, with higher densities towards the boulevard. **(D) (E)**
- Careful integration of new development with the existing residential area of Toton to the south.
- Provide open spaces for leisure and recreation between residential development, encouraging active travel and facilitating social interaction, inclusion and social cohesion. **(D)**
- Integrate the sloping topography to the west of the area to enhance the character of development.
- Incorporate and enhance existing assets to create a new multifunctional green infrastructure corridor to the south of the character area, which connects Toton Fields Local Nature Reserve with Hobgoblin Wood in Chetwynd Barracks. Development should be designed to integrate with the adjacent green infrastructure corridor and create interconnected wildlife habitat between public and private spaces, whilst ensuring an efficient use of development land. **(E)**
- Integrate the existing drainage channel into site-wide SuDS and green infrastructure networks.
- Integrate accessible new walking and cycling and with existing footpaths to the south of the site.
- Sensitively integrate new development with electricity substation, which could include the use of landscaping to provide a natural buffer, given it will be retained in its current location.
- Provision of at least 500 new homes between Toton South and Toton East character areas within the existing Local Plan period to 2028.
- Development alongside the Railway Corridor should be designed with regard to railway noise and the potential for ongoing noise from the TMD, given further work is required before its relocation can be confirmed.

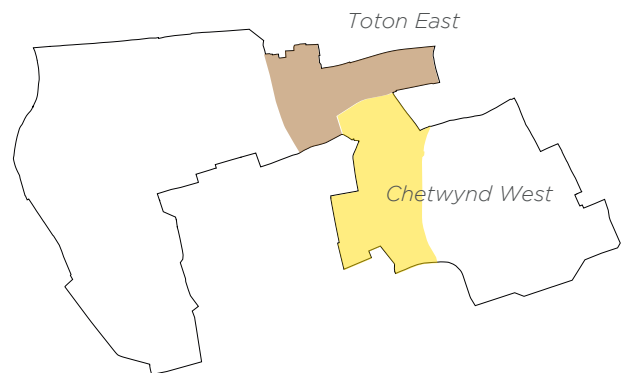


3. TOTON EAST

4.11 Toton East comprises land to the east of Toton Lane, north of Chetwynd Barracks, and will be a primarily residential area. It will be a location for some community facilities, being a secondary hub for the Toton site given its greater distance from the boulevard and railway station.

DESIGN CONSIDERATIONS

- Development at lower densities, primarily comprising terraced, semi-detached and detached houses. **(B) (C) (D) (F)**
- Hub of the Masterplan area's green infrastructure network with linkages along green corridors in all directions, incorporating existing mature trees **(A)** and open spaces **(E)** (including Field Lane Open Space) into the character of the development.
- Green, attractive and accessible routes for walking and cycling to Toton Lane Tram Stop **(B)**, as well as along the tram route towards Chilwell.
- Retention of areas under overhead pylons as green routes with pathways and provision of SuDS infrastructure, contributing towards place-making. **(C)**
- Sensitive integration of new development with retained service family accommodation at Chetwynd Barracks, with a desire to remove the military fence.
- Provision of a new route between the A52 and Toton Lane and into Chetwynd Barracks. This should be designed to provide a sense of place with development orientated towards it and active travel links provided alongside. This will ensure the new route is fully integrated into the character of development.
- Provision of at least 500 new homes between Toton South and Toton East character areas within the existing Local Plan period to 2028.



4. CHETWYND WEST

4.12 Chetwynd West will be a primarily residential area, as well as the potential location for some community facilities by virtue of it being one of the first areas of development likely to come forward.

DESIGN CONSIDERATIONS

- Development at lower densities, primarily comprising terraced, semi-detached and detached houses, with higher densities to the south near Chetwynd Road. **(B) (C) (D) (F)**
- Retention of existing green infrastructure assets, provision of new green corridors and integration into the wider green infrastructure network. **(A)**
- Provision of attractive and accessible routes for walking and cycling within the character area **(B)**, with links to Toton Lane Tram Stop and towards the railway station.
- Take advantage of open spaces retained from the former military use of the site, with these re-purposed as social infrastructure and amenity spaces. **(G)**
- Sensitive integration of new development with retained service family accommodation in the north of the character area, with a desire to remove the military fence, to facilitate links into Toton East.
- Integrate the sloping topography to enhance the character of development.
- Provision of new through route between Swiney Way and Toton to the north, designed to provide a sense of place with development orientated towards it and active travel links provided alongside. This will ensure the new route is fully integrated into the character of development.
- Potential location for new primary school and healthcare provision to support the initial phases of development across both Toton and Chetwynd Barracks.

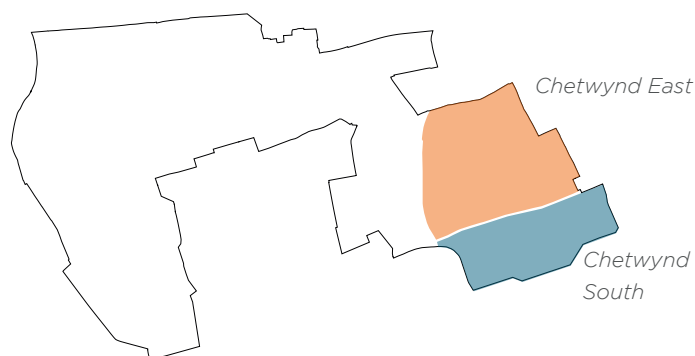


5. CHETWYND EAST

4.13 The character of Chetwynd East will be heavily influenced by retained military heritage. It will be the heart of the new community at Chetwynd Barracks, as well as serving existing, surrounding communities. A new high street-style local centre (F) focused around the listed Shell Filling Factory Memorial and Memorial Gardens will include retail as well as other community facilities catering for local needs. The remainder of Chetwynd East will accommodate new homes.

DESIGN CONSIDERATIONS

- Development at lower densities, primarily comprising terraced, semi-detached and detached houses (D), although sensitively designed development at a higher density would be appropriate around the memorial and local centre to help create a sense of place.
- Potential location for new primary school and healthcare provision, if these can be delivered in parallel with the initial phases of development across both Toton and Chetwynd Barracks.
- Heritage-led approach to development with the retention and sensitive conversion of key military buildings to residential, community or employment uses (B), and creation of a heritage trail.
- Integrate the sloping topography to enhance the character of development. (A) (E)
- Retention of existing green infrastructure assets including Hobgoblin Wood, provision of new green corridors and integration into wider green infrastructure network. (C)
- Provision of attractive and accessible routes for walking and cycling within the character area, with links to Toton Lane Tram Stop and towards the railway station.
- Take advantage of open spaces retained from the former military use of the site, with these re-purposed as social infrastructure and amenity spaces. (A) (B) (C)
- Sensitive integration of new development with retained service family accommodation in the north of the character area, with a desire to remove the military fence to facilitate integration with Chilwell.
- Provision of new through route between Swiney Way and Toton to the north, designed to provide a sense of place with development orientated towards it and active travel links provided alongside. This will ensure the new route is fully integrated into the character of development.



6. CHETWYND SOUTH

4.14 Chetwynd South will be closely related to the Chetwynd West character area, and the new local centre in Chetwynd East. Whilst primarily residential, this character area will also include community facilities and employment space.

DESIGN CONSIDERATIONS

- Development at higher densities than the other two Chetwynd character areas, reflecting greater mass and scale of existing military buildings being replaced in this site, including terraced houses, maisonettes and low-rise apartments.
- Retention of existing green infrastructure assets including existing playing fields, provision of new green corridors and integration into wider green infrastructure network.
- Integration of existing culverted drainage channel along southern site boundary into site-wide SuDS and green infrastructure network with an open swale, creation of adjoining open space and restoration of Moor Wood to help provide a sense of place **(C)**.
- Provision of attractive and accessible routes for walking and cycling within the character area, with links to Toton Lane Tram Stop and towards the railway station.
- Southern access point to bring Attenborough Station within walking distance of future residents.
- Provision of between 2 and 3.5 hectares of land for small scale employment development in Use Class E(g) (offices, research and development and high-tech light manufacturing). **(F)**



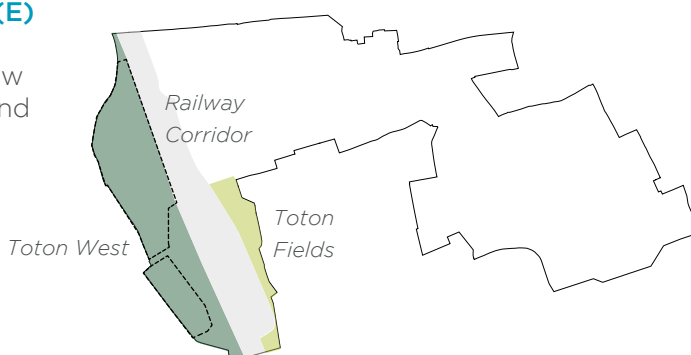
7. TOTON WEST

4.15 Toton West will be characterised by its dual proximity to the Erewash River and Erewash Canal, as well as to the railway station. It will be part of the Innovation Campus, with a significant amount of new employment space which is likely to be E(g) Use Class uses (e.g. offices, research and development and high-tech light manufacturing, although B Use Class uses may be permissible), with other complementary uses such as hotels and conference facilities supported. The area will also include a significant number of new homes.

DESIGN CONSIDERATIONS

- Development at medium-high density, with building heights around four to six storeys throughout much of the character area. **(B) (C) (D)**
- Provision of key open spaces and courtyards for leisure and recreation, linked to wider green infrastructure and active travel networks, with particular emphasis on linkages to and alongside the water. **(B) (E)**
- Need for development to integrate into and actively facilitate the delivery of a new regional park along the Erewash Valley and support active travel. **(A) (B) (E)**

- Provision of individual shops and other service provision to promote ground-level activity and provide for day-to-day needs, but of a smaller scale than the new local centre along the boulevard within Toton North.
- Utilise land that may be released by the relocation of TMD although development will need to adopt a flexible approach in case either ambition cannot be achieved.
- Extension of NET tram system along new route south from the railway station towards Long Eaton.



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8. RAILWAY CORRIDOR

4.16 The Railway Corridor includes the route of the Erewash Valley Line which would be where a new railway station would be located. The Masterplan supports the freeing up of land within Toton West to allow other development to come forward but retains flexibility in case this cannot be achieved.

9. TOTON FIELDS LOCAL NATURE RESERVE

4.17 Toton Fields Local Nature Reserve is an important wildlife habitat which is protected from development. It provides highly valued open space and active travel routes and can help to establish a sense of place for adjoining development. New development should be designed to integrate with the Local Nature Reserve and provide new linkages into the wider green infrastructure network. Adjoining development should facilitate enhancements to the Local Nature Reserve through developer contributions.



SECTION 5

Delivery

DEVELOPMENT PHASING

5.1 Due to the scale of development proposed at Toton and Chetwynd Barracks, development will take place gradually over the next 25 years. It is therefore important that the Masterplan embeds clear requirements that will ensure high-quality development is delivered, while providing flexibility over some of the detail to enable proposals to respond to change over time.

5.2 Homes and workspace will be provided at different stages. In accordance with the Part 2 Local Plan policies, 500 homes will be delivered at Chetwynd Barracks and up to 800 homes at Toton by 2028.

5.3 It is anticipated the initial phase of 500 homes at Chetwynd Barracks will be in the delivery phase by approximately 2025 and will be developed within the character area of Chetwynd West. Development here will be characterised by terraced, semi-detached and detached homes orientated to follow the topography of the area and existing patches of woodland with higher densities to the south near Chetwynd Road.

5.4 At Toton, it is anticipated the initial phase of 500-800 homes will be in the delivery phase by approximately 2025. It is anticipated approximately 300 homes will be developed initially within the character area of Toton East. This character area borders with Chetwynd Barracks and Chilwell to include a mix of low and medium density residential typologies. This phase of development seeks to create a key new route and associated access points to the sites. Simultaneously, it is anticipated up to 500 homes will come forward in the Toton South character area.

5.5 Development of the 18,000m² employment floorspace required to support the development of an Innovation Campus to accord with the Part 2 Local Plan is anticipated to come forward as part of development in the Toton North character area. The other character areas will come forward as part of later phases of development.

INFRASTRUCTURE DELIVERY

5.6 There are a series of key infrastructure ‘moves’ required to support comprehensive and cohesive development of the sites. The Part 2 Local Plan requires that a joined-up collaborative, cohesive and proactive approach is taken to the planning and implementation of development and infrastructure between Toton and Chetwynd Barracks. Physical infrastructure and community facilities delivery therefore needs to be considered jointly.

Physical Infrastructure

5.7 Physical infrastructure interventions likely to be required over the Plan period (to 2028) include:

1. A52 - Stapleford Lane – Swiney Way route.
2. Undergrounding of the high voltage cables west of Toton Lane.
3. Green infrastructure link from Toton Fields Local Nature Reserve to Hobgoblin Wood.
4. Enhancements to green infrastructure in the Erewash Valley.
5. Access points into Chetwynd Barracks. Further technical and design work will be required (having regard to access considerations for the site as a whole to demonstrate what access points are required).

5.8 Beyond the Plan period, key physical infrastructure interventions will include:

6. Boulevard linking Toton Lane to the railway station.
7. Access improvements associated with High Speed 2 on the A52, Bessell Lane, private access road to Sandiacre and to Long Eaton via Midland Street.
8. NET extension to the railway station and on to Long Eaton.
9. Re-location of the TMD and active rail use at Toton Sidings both west and east of the railway line, subject to the outcomes of the further relocation feasibility study.

5.9 A funding stream is currently being sought so that the first part of the A52 to Stapleford Lane route (key move 1) can be delivered. This element of the scheme will be designed to enable this route to extend southwards to provide a new access through Chetwynd Barracks to Swiney Way. By the mid-2020s the electricity pylons west of Toton Lane (key move 2) will have been placed underground.

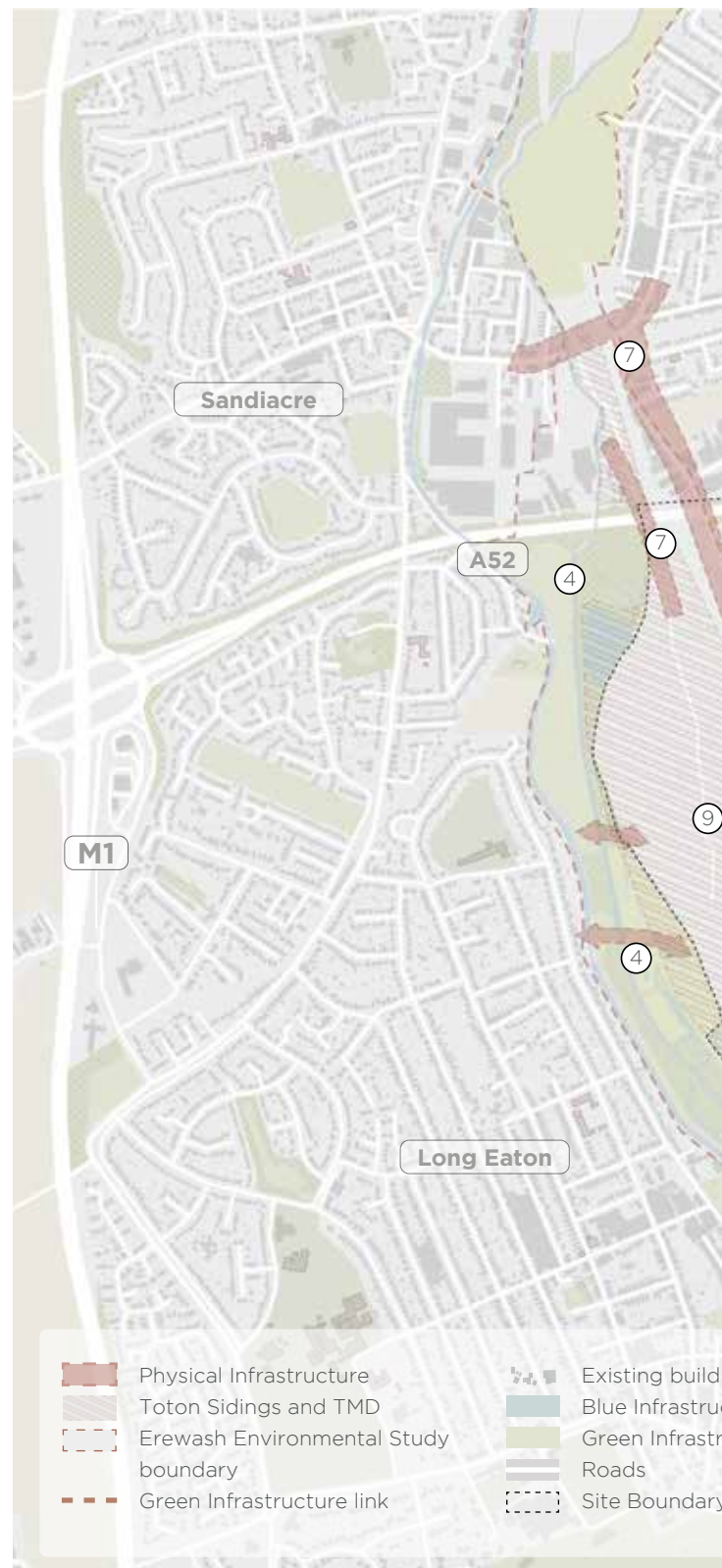
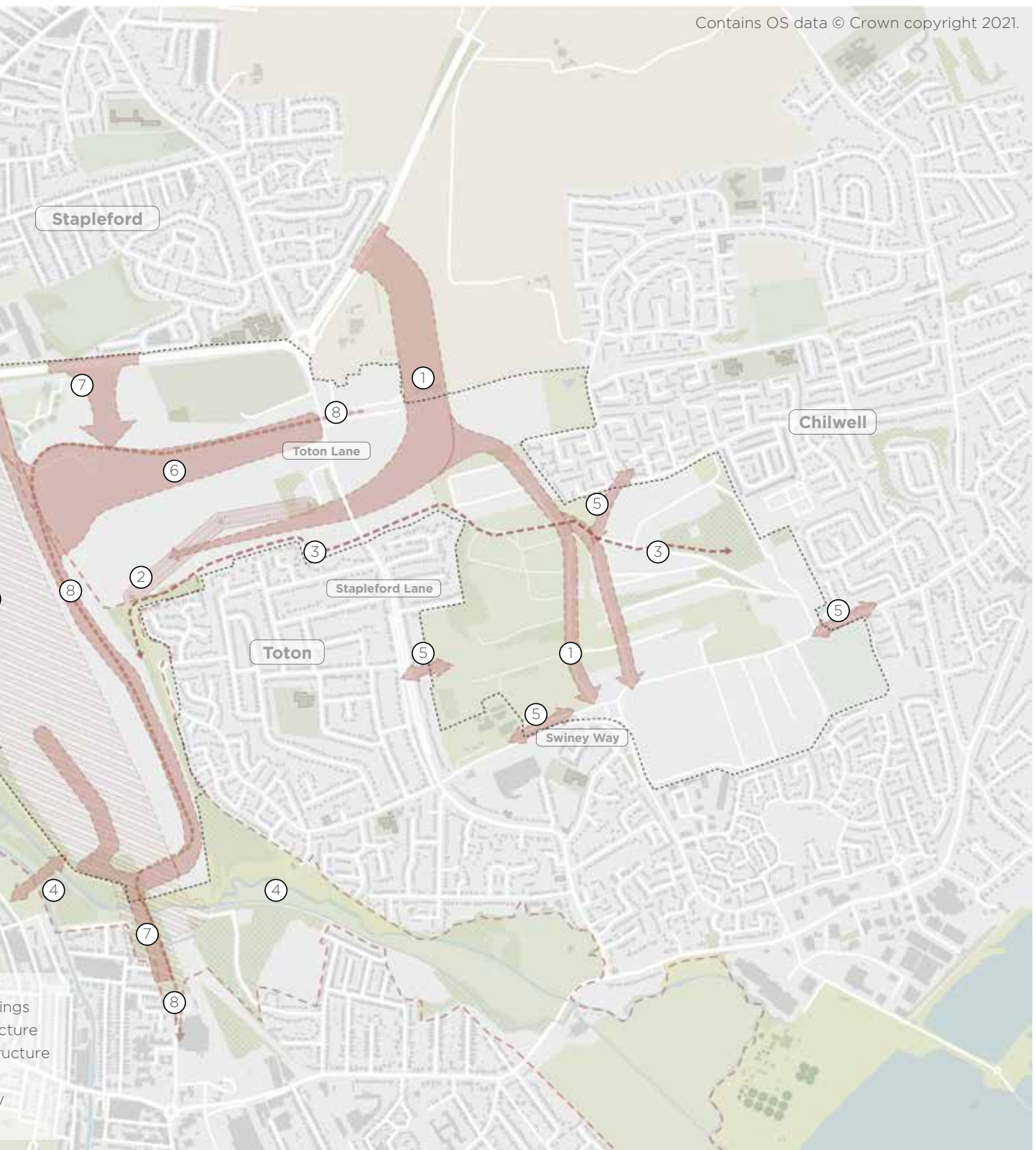


Fig 27. Infrastructure Delivery Plan



Community Facilities: Schools

5.10 Existing primary schools in the area surrounding Toton and Chetwynd Barracks are at capacity. New schools will therefore need to be provided as part of the development. The overall capacity of the two sites (for some 4,500 new homes) will create a demand for two new primary schools: one at Toton and one at Chetwynd Barracks. The primary schools will need to be delivered at the rate required to meet the need for school places arising from the new homes, with each meeting demand arising across both sites. Developers will need to provide land and/or contributions for new schools within the sites

5.11 Work to-date suggests one primary school will be required within the current plan period to 2028, when it is expected that up to 1,300 homes will be built across the two sites. It is expected that the first phase of development delivered across the two sites will be at Chetwynd Barracks and therefore this development should contain the first primary school delivered across the two sites. Based on the technical work undertaken in support of this Masterplan, the first primary school could be located in the Chetwynd East or Chetwynd West character areas. As part of any planning application, an assessment should be undertaken of the suitability and deliverability of locating the school in both character areas. The assessment should consider which location will result in the best place-making outcomes, ensuring that the facilities can be accessed safely by residents of new properties and the existing surrounding communities. Given the constraints in existing local primary schools, the first primary school will need to be capable of use from the occupation of the first new homes.

5.12 The preferred location for the second primary school is within the Toton North character area. This will be required beyond the end of the current plan period to 2028. It will need to be delivered at a rate to meet the need for school places arising from new homes, once the first primary school is at capacity.

5.13 Modelling and forecasting by the Local Education Authority has established that new secondary school provision will be required to accommodate the number of pupils from the new development. A range of options will therefore need to be considered, including the potential expansion of existing secondary schools or new provision. Further discussions should be undertaken with the Local Education Authority when planning applications are brought forward, including the need to provide developer contributions. Future secondary provision across the whole Broxtowe South school planning area will also be considered as part of the Greater Nottingham Strategic Plan and Part 2 Local Plan review. Various options will therefore need to be considered, including the potential expansion of existing secondary schools or new provision within the masterplan area itself. Further discussions should be undertaken with the Local Education Authority when planning applications are brought forward, including the need to provide developer contributions.

Community Facilities: Healthcare

5.14 Existing doctors' surgeries in the area surrounding Toton and Chetwynd Barracks are at capacity. New primary healthcare provision will need to be made on-site to meet the patient demand from new development, both within the plan period to 2028 and beyond.

5.15 Based on the technical work undertaken in support of this Masterplan, primary healthcare provision could be located in the Chetwynd East or Chetwynd West character areas. As part of any planning application, an assessment should be undertaken of the suitability and deliverability of locating the primary healthcare provision in both character areas. The assessment should consider which location will result in the best place-making outcomes, ensuring that the facilities can be accessed safely by residents of new properties and the existing surrounding communities. Given the constraints in existing local surgeries, the new primary healthcare provision will need to be capable of use from the occupation of the first new homes.

Community Facilities: Other

5.16 The Masterplan has made provision for shops, other services, and community facilities to meet local needs. As part of the two new local centres, one in each of the two sites, it is proposed that there will be shared use of facilities for both the new and existing community to access.

5.17 At Chetwynd Barracks, Chetwynd High Street would be situated adjacent to the retained Memorial Gardens in the character area of Chetwynd South and be the heart of its community with shops and new community facilities. At Toton, community facilities would be focused around the boulevard between Stapleford Lane and the East Midlands Hub Station, within the Toton North character area and also include shops and eating establishments.

Stewardship

5.18 In accordance with Policy 3.1, suitable long-term stewardship arrangements for the management of woodland, green infrastructure and open spaces must be secured in perpetuity at the planning application stage. Site promoters/developers should ensure stewardship arrangements form part of early discussions with the Council, alongside engagement with the community and community organisations. Options regarding suitable stewardship bodies, partnerships and governance arrangements should be reviewed and funding opportunities identified and secured, including through Section 106 agreements, where required.

5.19 Ultimately, a management plan for long-term stewardship should include a staged approach to evolve stewardship requirements as the community is built out at Toton and Chetwynd Barracks. This should be reviewed at key stages to make the most of new opportunities while ensuring that review is not used as an opportunity to reduce commitments made at the pre-/planning application stage. If appropriate, meanwhile uses should also be included as part of a management plan for stewardship.

Meanwhile Uses

5.20 'Meanwhile Uses' (temporary uses of land) provide the opportunity for early wins by quickly bringing life and activity to an area before permanent development begins and enabling a period of testing ideas and establishing uses. Meanwhile uses could play a role in early place making at Toton and Chetwynd Barracks, particularly in Toton, where there will be many temporarily vacant land parcels awaiting development in the longer term.

5.21 Broxtowe Borough Council is generally supportive of meanwhile uses. However, it will be important to ensure that any meanwhile use does not result in an unacceptable impact on residential amenity and that the uses do not prevent land parcels from being brought forward for development in a timely fashion.

5.22 All major development proposals will be required to submit a 'Meanwhile Feasibility Study' at the planning application stage, for approval by Broxtowe Borough Council. The Study should identify whether the land or buildings affected by the development proposal are appropriate for meanwhile activities.

The Future

PLANNING FOR A NEW REGION

5.23 The unique opportunities at Toton and Chetwynd Barracks will be harnessed to create a next-generation community, and a beacon for innovation. A pioneer for great place-making, it will showcase new clean and green ways of living, working and learning, including as an internationally significant exemplar net-zero carbon community. The development will provide unparalleled connectivity through new public transport, digital infrastructure and walking and cycling links, accessible to all. The unique history of the area and the diverse landscapes of the Erewash river valley will support the creation of a place rooted in its past but looking to the future.



1. Net-zero Carbon Community



2. Locally Specific Sense of Place



3. High-Quality Network of Public Spaces



4. Well Connected Place



5. Human Scale Streets and Spaces



6. Vibrant Mix of Uses



7. Jobs and Skills for All



8. New Models of Living

Appendix A

POLICY MATRIX

This appendix sets out how the Strategic Masterplan SPD has, where possible and appropriate, incorporated and complied with the requirements set out in Policies 3.1 (Chetwynd Barracks) and 3.2 (Toton Strategic Location for Growth) within Broxtowe Borough Council's Part 2 Local Plan.

Some of the Key Development Requirements relate to the operation of the development management process, and do not expect further detail to be provided within the Strategic Masterplan. For brevity, those requirements are not repeated here.

Policy 3.1: Chetwynd Barracks

Key Development Requirement	How the Strategic Masterplan meets the Requirement	Page No
1. Strategic Masterplan:		
a) 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.	The preparation of this Strategic Masterplan partially meets the requirement, with a further masterplan expected to accompany any planning application. This Appendix demonstrates how the requirements set out in the policy have been complied with.	N/A
2. Delivery:		
a) 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.	Detail on proposed infrastructure requirements for the site is set out within Section 5: Delivery.	70-75
b) Development proposals must contribute proportionately towards the delivery of those infrastructure items set out in this policy and in the Infrastructure Delivery Plan	Detail on proposed infrastructure requirements for the site is set out within Section 5: Delivery.	70-75
3. New and Existing Homes:		
a) 500 Homes (within the plan period), with the capacity for 1,500 overall.	Detail on development phasing is set out within Section 5: Delivery. The Background within Section 1: Introduction re-confirms the overall capacity of up to 4,500 homes, which is made up of 1,500 at Chetwynd Barracks and 3,000 at Toton.	3, 70

Key Development Requirement	How the Strategic Masterplan meets the Requirement	Page No
b) Ensure that new development integrates with any retained MOD residential accommodation to the north of the site	Detail on the proposed integration has been covered under the Design Considerations for each character area surrounding the MOD residential accommodation in Section 4: Character Areas.	58-69
4. Connections and Highways:		
a) Provide attractive and convenient walking and cycling routes through the site connecting to the proposed HS2 station, the tram and to other recreational routes and nearby facilities.	Detail on proposed walking and cycling connections are illustrated in Figure 23 (Proposed Movement Framework).	48-49
b) Provide a bus route through the site.	Detail on proposed bus routes is set out under the Public Transport, Walking and Cycling heading.	50
c) Upgrade existing access points and road network within the site, with Chetwynd Road to be prioritised for buses, cyclists and pedestrians.	Detail on access points and the highway network are illustrated in Figure 23 (Proposed Movement Framework) and set out under the Public Transport, Walking and Cycling and Highway Network headings.	48-49
d) Ensure that the ability to provide a north/south road to link to the Tram Park and Ride site is positively facilitated by development.	The requirement for this route is set out under the Highway Network heading and with an indicative alignment illustrated in Figure 23 (Proposed Movement Framework).	48-49, 51
e) 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.	Both sites are considered cohesively throughout the SPD, including within the Movement section.	48-55
5. Green Infrastructure, Open Space and Sports Pitches:		
a) Retain and enhance Green Infrastructure corridors around the eastern and northern areas of the site and create attractive links between open spaces	The Proposed Green Infrastructure Framework (Figure 21) shows the retention and enhancement of existing green infrastructure corridors, and the creation of new links.	42-43

Key Development Requirement	How the Strategic Masterplan meets the Requirement	Page No
b) Retain and enhance the existing playing fields and sports facilities (including the pavilion) on the south-eastern corner of the site.	The Proposed Green Infrastructure Framework (Figure 21) shows the retention of existing playing fields and sports pitches. Further enhancement of community facilities will be supported as part of proposals for a new local centre within the Chetwynd East Character Area.	42-43, 66
c) Retain existing mature trees and grass verges and incorporate these into a boulevard approach to the street scene.	The importance of retaining existing assets is set out throughout the Green Infrastructure section.	42-47
d) Retain existing Hobgoblin Wood	The Proposed Green Infrastructure Framework (Figure 21) shows the retention of Hobgoblin Wood.	42-43
e) Ensure that management of woodland, green infrastructure and open spaces is secured in perpetuity.	Detail on the management of woodland, green infrastructure and open spaces has been covered under the Stewardship heading within Section 5: Delivery.	75
f) Provide on-site sustainable drainage system	The requirement for site-wide SuDS provision to be incorporated into the Green Infrastructure Framework is set out within the Green Infrastructure section.	44
6. New facilities:		
a) Provide a new Primary School and Medical Centre within close proximity to the playing pitches and sports facilities at the south-east of the site.	Detail on providing primary schools and medical centres are set out in Community Facilities heading within Section 5: Delivery, and the Design Considerations for relevant character areas within Section 4.	74-75, 62-68
b) Provide a small retail/service centre to meet local need along the main through route.	Provided within the Chetwynd East character area within Section 4.	66
c) Provide small scale employment development	Provided within the Chetwynd South character area within Section 4.	67
7. Heritage:		
a) Provide public access to the Listed Memorial to workers of National Filling Factory No.6, provide public space to the south of the memorial and retain/ enhance the existing memorial garden.	Illustrated in Figure 21 (Proposed Green Infrastructure Framework), and the importance of access and place-making around the Memorial is set out for Chetwynd East character area within Section 4.	42-43, 66

Key Development Requirement	How the Strategic Masterplan meets the Requirement	Page No
b) Retain and re-use 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 development layout.	Provided within the Chetwynd East character area within Section 4.	66

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

Key Development Requirements within the Plan Period

Key Development Requirement	How the Strategic Masterplan meets the Requirement	Page No
Within the Plan Period:		
i) Between 500 and 800 homes, (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 (Map 8).	Detail on development phasing is set out within Section 5: Delivery. The Background within Section 1: Introduction re-confirms the overall capacity of up to 4,500 homes, which is made up of 1,500 at Chetwynd Barracks and 3,000 at Toton. The spatial extent of the identified location for the first phase of homes is identified in the Fixes diagram (Figure 20).	70-75, 3, 40-41
ii) Development proposals should comprise a blended density taking into account adjacent development (existing and proposed), topography and avoiding an inefficient use of land.	Detail on the proposed housing densities and about the proposed integration with existing development has been covered in Design Considerations sections for each character area surrounding existing developments and assets.	62-68
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.	Detail on the locations of employment development are set out under the Design Considerations section for the Toton North character area.	62
iv) Limited neighbourhood retail and community facilities (including health and education) 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.	Detail on providing small retail/ service centres is set out in Community Facilities within Section 5: Delivery.	75

Key Development Requirement	How the Strategic Masterplan meets the Requirement	Page No
Within the Plan Period:		
v) Provision of a multifunctional 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	The Proposed Green Infrastructure Framework (Figure 21) shows this corridor, with further detail set out under the Green Infrastructure Typologies section. The Design Considerations for the Toton South character area also set out the approach to this green infrastructure corridor.	42-43, 46-47, 63
vi) Undergrounding of the high voltage electricity cables at the south of the site.	Detail on proposed undergrounding of the high voltage cabling is provided in the Infrastructure Delivery chapter within Section 5: Delivery.	72
vii) Development should be located and designed to complement and not prejudice proposals for access to the HS2 Hub Station and further build-out	No longer relevant.	N/A
Beyond the End of the Plan Period:		
viii) Development should be consistent with the development proposals set out in Part A of this policy and illustrated in the framework (Map 8).	All parts of the SPD, taken together, demonstrate compliance with Part A of the policy and the framework. This is illustrated in the Spatial Framework (Figure 25).	56-57

Key Development Requirements to be subject to the Strategic Masterplan

Part 2 Local Plan Key Development Requirement	How the Strategic Masterplan meets the Requirement	Page No
Community Provision		
i) Provide space for provision of an expanded or relocated George Spencer Academy including a new Primary School.	The Other Policy Requirements section within Section 3 indicates that a flexible approach will be taken to the future expansion or relocation of George Spencer Academy, based upon the current understanding of secondary school capacity within the Broxtowe South School Planning Area.	40

Part 2 Local Plan Key Development Requirement	How the Strategic Masterplan meets the Requirement	Page No
ii) 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	Detail on the proposed community facilities and scale are provided in Community Facilities within Section 5: Delivery	74-75
Traffic / Transport / Connectivity		
iii) A system that flows well for all modes of transport including a multi-modal transport hub adjacent to the station and proper consideration of access both from Long Eaton and Stapleford, and how the site will connect and complement development at the Chetwynd Barracks site, including the necessary highway improvements to provide acceptable access to both sites. 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, 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.	Detail on the proposed transport connectivity, the interchange area and green infrastructure networks (connectivity for cycling and pedestrians) is set out in Figure 21 (Proposed Green Infrastructure Framework), Figure 23 (Proposed Movement Framework) and the supporting text to these sections.	42-43, 48-49

Part 2 Local Plan Key Development Requirement	How the Strategic Masterplan meets the Requirement	Page No
<p>iv) 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>a) Tram extension to HS2 station which should be 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 extension to Long Eaton, Derby and East Midlands Airport. This will need to include access provision 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>b) 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>Detail on the proposed tram extension and green infrastructure networks (connectivity for cycling and pedestrians) is set out in Figure 21 (Proposed Green Infrastructure Framework), Figure 23 (Proposed Movement Framework) and the supporting text to these sections.</p>	<p>42-43, 48-49</p>
<p>v) 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>Figure 21 (Proposed Green Infrastructure Framework) and Figure 23 (Proposed Movement Framework) show the close alignment between the open space network and movement networks, with attractive routes which link to surrounding movement and open space networks.</p>	<p>42-43, 48-49</p>
<p>vi) Pedestrian access should be provided to the station from the east with an additional secondary western access. This should include a safe route either over or under the station.</p>	<p>Detail on pedestrian access to the station is illustrated in Figure 23 (Proposed Movement Framework).</p>	<p>48-49</p>

Part 2 Local Plan Key Development Requirement	How the Strategic Masterplan meets the Requirement	Page No
vii) 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).	Figure 23 (Proposed Movement Framework) sets out a comprehensive network of walking and cycling routes, with connections in all directions from the Masterplan area - including along the proposed NET extension route to Long Eaton. The Public Transport, Walking and Cycling section in Section 3 sets out how these are anticipated to form part of wider networks, including through integration with the D2N2 Local Cycling and Walking Infrastructure Plan.	48-49, 50-52
viii) 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 District Centre and to ensure 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.	Detail on Bessell Lane integration with the Masterplan area is provided in the Access to/from Stapleford via Bessell Lane heading within Section 3: Vision and Principles. Considerations for access into Stapleford via Bessell Lane, and the importance of integration with wider regeneration in Stapleford is recognised under the Relationship to Other Plans heading. Linkages towards Bennerley Viaduct have been considered through the separate Erewash Environmental Study, covered under the Green Infrastructure Framework Plan heading.	50, 10, 44
ix) 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.	The Proposed Spatial Framework (Figure 25) shows the proposed vehicle access and car parking.	56-57
x) 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.	The Proposed Movement Framework (Figure 23) shows the high-quality transport links envisaged throughout the Masterplan area.	48-49

Part 2 Local Plan Key Development Requirement	How the Strategic Masterplan meets the Requirement	Page No
xi) Onward rail service connections to other principal East Midlands Stations including Ilkeston Station.	This is outside the scope of the Strategic Masterplan but is supported within Section 1.	8
xii) Prevent overspill parking in existing residential areas when the station is operational. This may include Toton to become a 'residents only parking' area to mitigate issues with Station/Tram traffic	More detailed expectations around parking provision within individual planning applications are set out under the Parking heading in Section 3.	55
Green Infrastructure		
<p>xiii) 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>a) Along the northern boundary of the location south of Stapleford this should comprise a narrow, graded tree and shrub roadside corridor to improve screening of the Innovation Campus from the A52;</p> <p>b) Along the Erewash Canal to the west of the location (incorporating flood mitigation on the low lying Sidings part of the site) and Erewash River (between Toton Washlands and Stapleford);</p> <p>c) Along a north/south corridor immediately to the west of Toton towards Bessell Lane.</p>	The Proposed Green Infrastructure Framework (Figure 21) shows the provision of a walking and cycling link in this location, which will provide the narrow roadside corridor to the south of the A52. It shows new green corridors for the routes along the Erewash Canal and towards Bessell Lane.	42-43
xiv) A new primary route through the centre of the location linking development areas to the HS2 Hub and to a high-quality 'station square' as part of a new attractive principal pedestrian route	The Proposed Movement Framework (Figure 23) shows the new primary route.	48-49
xv) 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	The Green Infrastructure Framework Plan within Section 3 sets out the importance of retaining and enhancing existing green infrastructure assets.	44

Part 2 Local Plan Key Development Requirement	How the Strategic Masterplan meets the Requirement	Page No
xvi) Multi use sporting provision should be provided in appropriate locations ideally adjacent to the school for use by school children and others.	As part of the Masterplan, schools will be expected to provide sporting facilities that will be open for school children and the local community. Detail on this can be found within the Community Facilities heading within Section 5: Delivery.	74
Economic and Residential development		
xvii) The site has an overall capacity of around 3,000 homes	Detail on development phasing is set out within Section 5: Delivery. The Background within Section 1: Introduction re-confirms the overall capacity of up to 4,500 homes, which is made up of 1,500 at Chetwynd Barracks and 3,000 at Toton.	70-75, 3
xviii) The creation of an Innovation Campus as part of a mixed-use development to provide significant numbers of new high skilled jobs to drive economic development in the immediate area and the wider region.	The Innovation Campus is proposed across three-character areas, Toton North, Toton South and Toton West. Details on how the Campus will integrate with the rest of the development is set out within Section 4: Character Areas.	62, 63, 68
xix) 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 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.	This is supported within the Design Considerations for the Toton North and Toton West character areas, the two in closest proximity to the station location.	62, 68
xx) 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.	Conference facilities, hotels and high-tech developments are envisaged as complementary uses within the Design Considerations for the Toton North and Toton West character areas.	62, 68
xxi) Specific delivery mechanism for the 18,000 square metres employment floorspace to be delivered by 2028.	Detail on the locations of employment development are set out under the Design Considerations section for the Toton North character area.	62

Part 2 Local Plan Key Development Requirement	How the Strategic Masterplan meets the Requirement	Page No
Land Assembly		
xxii) 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.	These are identified as constraints on Figure 16 (with the exception of the plant nursery, which is now derelict and not in need of relocation). The Key Fixes heading in Section 3 sets out the conclusion that it not currently viable to relocate the electricity substation or sewage works. The rail depot will only be relocated subject to an appropriate relocation site being identified and secured, and it being demonstrated that it is both feasible and viable.	28-29, 38
Other Issues		
xxiii) The necessary remediation of land; and	The SPD contains the Local Plan Part 2's requirement for this to be undertaken as appropriate prior to development.	13
xxiv) Flood and surface water mitigation required to ensure any development is appropriately protected from the risk of flooding.	The requirement for site-wide SuDS provision to be incorporated into the Green Infrastructure Framework Plan is set out within the Green Infrastructure section.	44
Delivery		
xxv) 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. Development proposals must contribute proportionately towards the delivery of those infrastructure items set out in this policy and in the Infrastructure Delivery Plan.	Detail on proposed infrastructure scale, contribution and phasing for the site is set out in the Infrastructure Delivery chapter within Section 5: Delivery.	72

Appendix B

PART 2 LOCAL PLAN POLICIES

Policy 3.1: Chetwynd Barracks

Key Development Requirements

1. Strategic Masterplan:

- a) 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.

2. Delivery:

- a) Development proposals will be required to be in general conformity with the Strategic Masterplan.
- b) 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.
- c) Development proposals must contribute proportionately towards the delivery of those infrastructure items set out in this policy and in the Infrastructure Delivery Plan.

3. New and Existing Homes:

- a) 500 Homes (within the plan period), with the capacity for 1,500 overall.
- b) Ensure that new development integrates with any retained MOD residential accommodation to the north of the site.

4. Connections and Highways:

- a) Provide attractive and convenient walking and cycling routes through the site connecting to the proposed HS2 station, the tram and to other recreational routes and nearby facilities.
- b) Provide a bus route through the site.
- c) Upgrade existing access points and road network within the site, with Chetwynd Road to be prioritised for buses, cyclists and pedestrians.
- d) Ensure that the ability to provide a north/south road to link to the Tram Park and Ride site is positively facilitated by development.
- e) 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.

5. Green Infrastructure, Open Space and Sports Pitches:

- a) Retain and enhance Green Infrastructure corridors around the eastern and northern areas of the site and create attractive links between open spaces.
- b) Retain and enhance the existing playing fields and sports facilities (including the pavilion) on the south-eastern corner of the site.
- c) Retain existing mature trees and grass verges and incorporate these into a boulevard approach to the street scene.
- d) Retain existing Hobgoblin Wood.
- e) Ensure that management of woodland, green infrastructure and open spaces is secured in perpetuity.
- f) Provide on-site sustainable drainage system.

6. New facilities:

- a) Provide a new Primary School and Medical Centre within close proximity to the playing pitches and sports facilities at the south-east of the site.
- b) Provide a small retail/service centre to meet local need along the main through route.
- c) Provide small scale employment development.

7. Heritage:

- a) Provide public access to the Listed Memorial to workers of National Filling Factory No.6, provide public space to the south of the memorial and retain/enhance the existing memorial garden.
- b) Retain and re-use 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 development layout.

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

Key Development Requirements within the plan period

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).

- i) Between 500 and 800 homes, (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 (Map 8).
- ii) Development proposals should comprise a blended density taking into account adjacent development (existing and proposed), topography and avoiding an inefficient use of land.
- 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.
- iv) Limited neighbourhood retail and community facilities (including health and education) 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.
- v) Provision of a multifunctional 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.

vi) Undergrounding of the high voltage electricity cables at the south of the site.

vii) 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.

viii) 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.

Key Development Requirements beyond the end of the plan period

Strategic Masterplan

B. 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:

- i) incorporate and demonstrate how the requirements set out in Part D of this policy have been complied with; and
- ii) be consistent with the development proposals set out in Part A of this policy and illustrated in the framework (Map 8).

C. Development proposals expected to be delivered beyond the plan period will be required to be in general conformity with the Strategic Masterplan.

Key Development Requirements to be subject to the Strategic Masterplan

D. 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.

Community Provision

- i) Provide space for provision of an expanded or relocated George Spencer Academy including a new Primary School.
- ii) Provide space for provision of a relocated Leisure hub with space for a Leisure Centre including indoor sports centre and 25m swimming pool and outdoor sports pitches.
- iii) 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.

Traffic / Transport / Connectivity

- iv) A system that flows well for all modes of transport including a multi-modal transport hub adjacent to the station and proper consideration of access both from Long Eaton and Stapleford, and how the site will connect and complement development at the Chetwynd Barracks site, including the necessary highway improvements to provide acceptable access to both sites. 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, 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.

- v) Maximise the potential for trips to and beyond the station to be achieved through non-private car modes of transport. This should include:
 - a) Tram extension to HS2 station which should be 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 extension to Long Eaton, Derby and East Midlands Airport. This will need to include access provision 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.
 - b) Safe and attractive pedestrian and cycling links between new and existing communities including Toton, Long Eaton, Stapleford and Sandiacre utilising attractive routes through the location to the HS2 hub and neighbouring areas.
- vi) 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.
- vii) Pedestrian access should be provided to the station from the east with an additional secondary western access. This should include a safe route either over or under the station.

viii) 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).

ix) 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 District Centre and to ensure 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.

x) 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.

xi) 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.

xii) Onward rail service connections to other principal East Midlands Stations including Ilkeston Station.

xiii) Prevent overspill parking in existing residential areas when the station is operational. This may include Toton to become a 'residents only parking' area to mitigate issues with Station/Tram traffic.

Green Infrastructure

xiv) 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:

a) Along the northern boundary of the location south of Stapleford this should comprise a narrow, graded tree and shrub roadside corridor to improve screening of the Innovation Campus from the A52;

b) Along the Erewash Canal to the west of the location (incorporating flood mitigation on the low lying Sidings part of the site) and Erewash River (between Toton Washlands and Stapleford);

c) Along a north/south corridor immediately to the west of Toton towards Bessell Lane.

xv) A new primary route through the centre of the location linking development areas to the HS2 Hub and to a high-quality 'station square' as part of a new attractive principal pedestrian route.

xvi) 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.

xvii) Multi use sporting provision should be provided in appropriate locations ideally adjacent to the school for use by school children and others.

Economic and Residential development

- xviii) The site has an overall capacity of around 3,000 homes.
- xix) The creation of an Innovation Campus as part of a mixed-use development to provide significant numbers of new high skilled jobs to drive economic development in the immediate area and the wider region.
- xx) 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 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.
- xxi) 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.
- xxii) Specific delivery mechanism for the 18,000 square metres employment floorspace to be delivered by 2028.

Land Assembly

- 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.

Other Issues

- xxiv) The necessary remediation of land; and
- xxv) Flood and surface water mitigation required to ensure any development is appropriately protected from the risk of flooding.

Delivery

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. Development proposals must contribute proportionately towards the delivery of those infrastructure items set out in this policy and in the Infrastructure Delivery Plan.

