

Toton and Chetwynd Barracks Strategic Masterplan

REPORT OF INITIAL PUBLIC ENGAGEMENT

12 October – 22 November 2020

February 2021



Contents

Introduction	3
How we engaged	4
Who we engaged with	7
Engagement results	10
Opportunities and Constraints	11
Key Development Principles	12
Community Facilities	15
Open Space Network	18
Movement Network	21
Character Areas	29
Other issues	32
Summary	34

Introduction

This Report of Engagement provides a summary of the findings from the engagement undertaken on the Toton and Chetwynd Barracks Strategic Masterplan in October and November 2020. This was an informal stage of engagement on emerging elements of the proposals for the sites including the vision, key principles and infrastructure proposals.

This report provides an overview of how engagement was undertaken. Due to social distancing requirements arising from the Covid-19 pandemic this engagement has primarily been undertaken online through Arup's Virtual Engage platform. This was supported by measures to provide access for people unable or whose preference is to view materials in hard copy. This report also contains an analysis of the demographic characteristics of those who viewed the engagement materials online, as well as those who responded to the engagement.

The engagement sought feedback on a range of topics. For each of these, the report provides an overview of the key points raised and identifies the next steps to progress the Strategic Masterplan and produce the Supplementary Planning Document for consultation later in 2021. The report ends with conclusions around key themes and next steps. The analysis in this report will help to support the development of the Strategic Masterplan for Toton and Chetwynd Barracks throughout early 2021, ensuring that it responds to the issues identified.

How we engaged

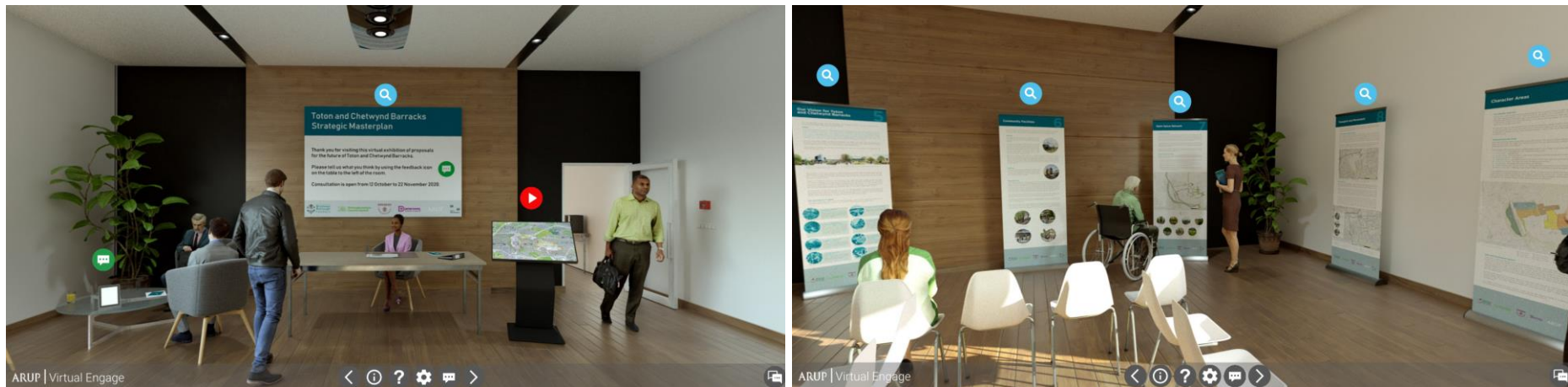
Engagement took place for a period of 42 days, from 12 October to 22 November 2020. This was primarily a ‘virtual’ process of engagement. However, efforts were made to ensure that all sections of society were informed of the engagement and able to make their views known, regardless of whether they could (or wanted to) view materials online. A feedback form was made available to seek views from the public and stakeholders on the proposals.

Virtual Engage platform

Arup’s Virtual Engage software allows people to explore and understand proposals in an interactive way. The [virtual exhibition room](#) enabled members of the public to understand the proposals by inviting them to ‘walk’ around the exhibition room, read information banners and watch videos, as they would in real life. The virtual room also included a ‘frequently asked question’ section, and pop-up window allowing users to ask questions in the same way they would in a staffed exhibition. Virtual Engage’s accessibility meant that proposals could be accessed 24/7 from anywhere, saving travel time and costs for participants, and helping to encourage participation.

As a result, despite restrictions on face-to-face events, engagement was able to reach significant numbers of people. Further details are set out in the following section on who we engaged with.

Figure 1. Arup Virtual Engage software, Toton & Chetwynd Barracks Strategic Masterplan Public Engagement



Approaches outside the Virtual Engage platform

To maximise inclusivity, non-digital methods of engagement were used for people who were unable or did not wish to access the virtual room. Printed copies of materials were made available upon request from Broxtowe Borough Council, including hard copy feedback forms, with these being distributed to around 30 households.

Publicising the engagement

To notify residents and businesses in the areas surrounding Toton and Chetwynd Barracks, a leaflet was produced which included detail of the context of the engagement, a map of the engagement area and a QR code to access the Virtual Engage site. The leaflet was distributed to 38,255 homes within postcodes NG9 4-8 and NG10 1-5 – broadly corresponding to Toton, Chilwell, Stapleford, Sandiacre and Long Eaton. The distribution area was checked with the Toton and Chilwell Neighbourhood Forum in advance of the engagement period to ensure key locations were captured.

Broxtowe Borough Council included a promotional video, an overview of the engagement as well as details of how to visit the Virtual Engage platform and provide feedback on social media channels (Facebook, Twitter, YouTube and LinkedIn). The Council also targeted other community Facebook groups based in Broxtowe, all of which published at least one mention of the engagement on their pages. A total of five community Facebook groups were targeted including Beeston Updated; Beeston, Chilwell and Surrounding Areas Community Group; Stapleford Community Group; Bramcote Today; and Beeston Voice. Nottinghamshire County Council and Broxtowe Borough Council made regular posts through their social media channels for the duration of the engagement period.

Nottinghamshire County Council and Broxtowe Borough Council both published details of the engagement on their website as Latest News items. The engagement details and link were also included on Broxtowe Borough Council's Consultations webpage for the duration of the engagement period. Other media activity included news articles published on [NottsLive](#) and [BusinessLive](#), resulting from proactive media engagement undertaken by the two Councils. This also secured mention of the engagement in a BBC Radio Nottingham news bulletin.

Both the Beeston & District Civic Society and The Toton and Chilwell Neighbourhood Forum provided information about the engagement to their members. They were provided with posters and physical packs with feedback forms, to display and promote the engagement over its duration. The Neighbourhood Forum posted on a regular basis throughout the engagement period encouraging participation, and also published details in their newsletter.

Local MPs, county councillors and district ward councillors were also made aware of the engagement and encouraged to share information within their local networks.

Targeted stakeholder engagement

There are several stakeholders who have informed the emerging vision, key principles and infrastructure proposals for the sites and were subject to targeted engagement. These included:

- The Toton and Chilwell Neighbourhood Forum, to discuss alignment between the Masterplan and published Neighbourhood Plan (which covers the majority of the Masterplan area)
- Technical consultees such as the Local Highway Authority and Local Education Authority (both Nottinghamshire County Council), Nottingham and Nottinghamshire Clinical Commissioning Group and the Environment Agency
- Utilities providers – Western Power Distribution, Cadent Gas and Severn Trent Water
- Nottingham City Council with respect to the extension of the Nottingham Express Transit tram system
- Landowners within the Masterplan area were notified of the upcoming engagement and invited to discuss the proposals with Broxtowe Borough Council.

Who we engaged

Visitors to Virtual Engage

Arup’s Virtual Engage platform uses Google Analytics, allowing a range of data to be analysed about those who visited the site. This is done on an anonymous basis and is based on assumptions made by Google with users’ consent.

Over the six weeks of engagement, some **4,379** users viewed the Virtual Engage site for Toton and Chetwynd Barracks. A number of these users visited the site more than once, resulting in **5,366** site views in total. This is a high level of engagement, compared to the number of people who would have been reached through ‘traditional’ face-to-face public events.

Google Analytics allows the sources of visitors to the site to be seen. The largest proportion of visitors (**48%**) navigated directly to the site. The next largest group of visitors came from links on social media (**35%**) – primarily Facebook – with the third largest (**10%**) from links on Broxtowe Borough Council and Nottinghamshire County Council’s websites. The remaining 7% came from other sources, including search engines.

Figure 2 shows there was a relatively even split of visitors to the site across different age groups, suggesting that the online format was accessible to across a range of audiences. Figure 3 shows that the main means of access to the Virtual Engage site was via mobile devices (**53%**). This suggests that people viewed the materials as part of their day-to-day lives; something which might not have been the case through face-to-face public events.

Figure 2. Visitors to the Virtual Engage site, by age group

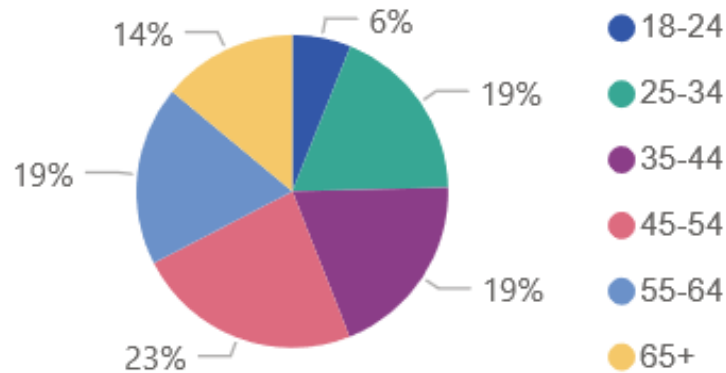
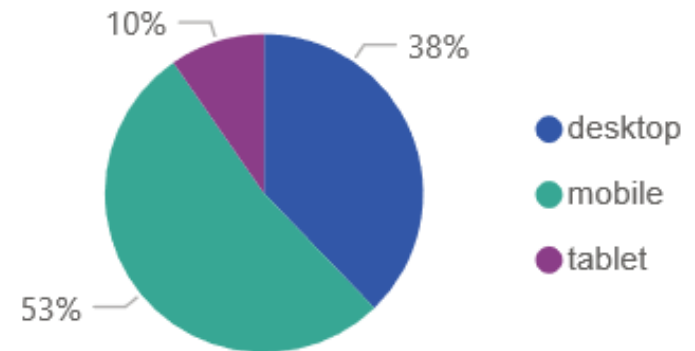


Figure 3. Device type used to access the Virtual Engage site



Engagement respondents

In total, responses to the engagement were received from **175** respondents. Responses were encouraged to be made via the feedback form (either online or through paper forms returned by post) to ensure that views were provided on the full range of topics set out in the display boards. The response rate to each question varies. In some cases, not all questions in the feedback form were completed by respondents, hence the analysis presented throughout this report does not add up to 175 for every question.

Responses were also accepted by email and letter, with all responses treated equally. The breakdown of responses by type was:

- **142** responses to the online feedback form.
- **12** responses using paper feedback forms requested by individuals, returned by post.
- **19** emails and letters.

Based on information provided by respondents, **158** responses (90%) were from individuals, with **17** responses (10%) from businesses and organisations. These businesses and organisations include the majority of landowners within the Masterplan area, local businesses, Natural England, HS2 Ltd, Derbyshire and Leicestershire County Councils, and Nottingham City Council.

Demographics of respondents

Demographic data was requested to enable us to understand how representative respondents were of the wider community.

- Of those respondents who provided an answer, **65%** were male and **33%** female (the remainder were non-binary or prefer to self-describe). This is a strong skew from the balanced gender proportions in the local population.
- In contrast to the more balanced age mix of Virtual Engage visitors which broadly reflected the local population at the 2011 Census (in wards corresponding to the NG9 and NG10 postcodes), engagement respondents were generally older. The largest respondent age group was **65+**, with low numbers of respondents **25-34** and none at all **18-24** (see Figure 4).

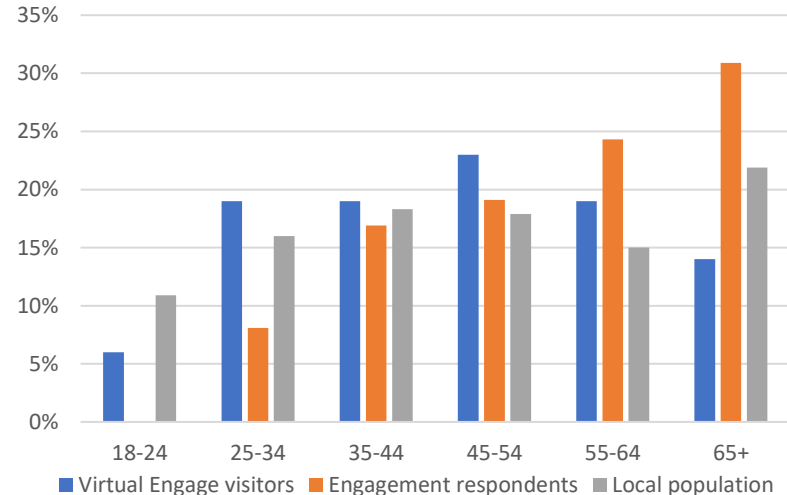


Figure 4. Age of respondents, against age of Virtual Engage visitors and age of local population

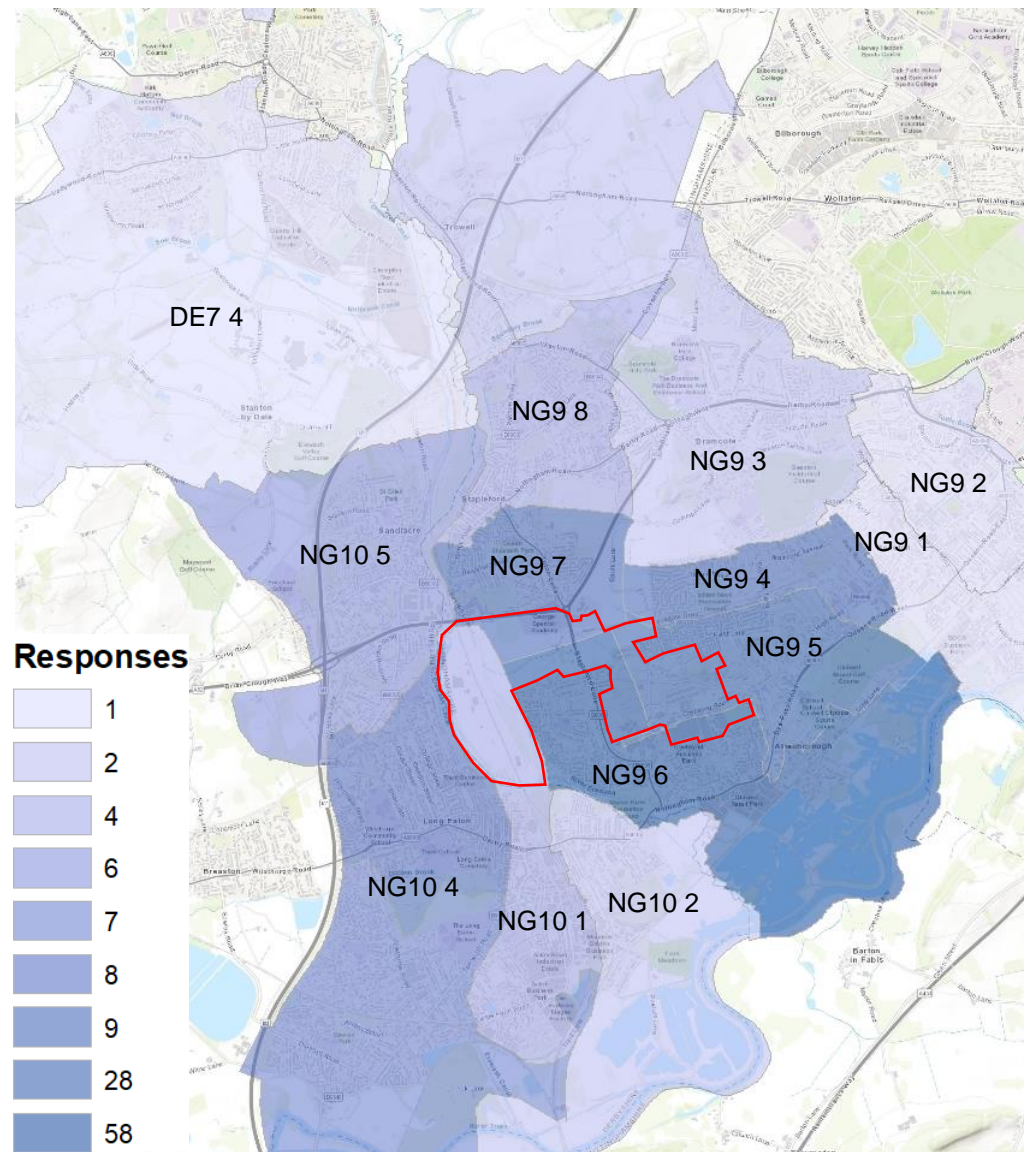
- **92%** of respondents indicated that they were of a White ethnic group, broadly representative of the **93%** of the local population who described themselves as White in the 2011 Census (based on wards corresponding to the NG9 and NG10 postcodes).
- **5%** of respondents indicated that they have a disability, somewhat less than the **8%** of the local population (based on wards corresponding to the NG9 and NG10 postcodes) whose day-to-day activities are ‘limited a lot by disability’ according to the 2011 Census.

Location of respondents

Postcode data was collected from individual respondents, enabling an understanding of where respondents were concentrated to be gathered (see Figure 5). At **40%** of the total, NG9 6 – covering Toton – had the most significant concentration of respondents. Other areas with a higher number of respondents include NG9 5 (Chilwell) at **19%**, NG9 7 (southern Stapleford) at **6%**, NG10 4 (eastern Long Eaton) at **6%** and NG10 3 (western Long Eaton) at **5%**.

Smaller but still notable clusters of individuals lived elsewhere within Broxtowe and Erewash Borough Council areas, such as in Sandiacre, Ilkeston and Beeston. Individual responses were also received from Rushcliffe, Gedling and Charnwood local authority areas.

Figure 5. Location of respondents



Engagement results

Introduction

This section of the report provides a summary of the issues and themes raised in the feedback to the engagement. It follows the structure of the display boards used within the Virtual Engage site, and the corresponding questions that were asked through the feedback form.

The Virtual Engage site hosted nine display boards. The first three provided an introduction and context to the Strategic Masterplan, with the other six setting out the proposals. The feedback form asked eight main questions on the proposals.

A wide variety of issues were identified in responses, and have therefore been summarised into a number of key themes. Where responses have been made by email or letter (and therefore do not follow the same structure as responses made via the feedback form), we have assigned comments to the most appropriate topic. For the purpose of this summary, we have also ensured that all comments on a theme are grouped together, irrespective of the question that comments were made in response to.

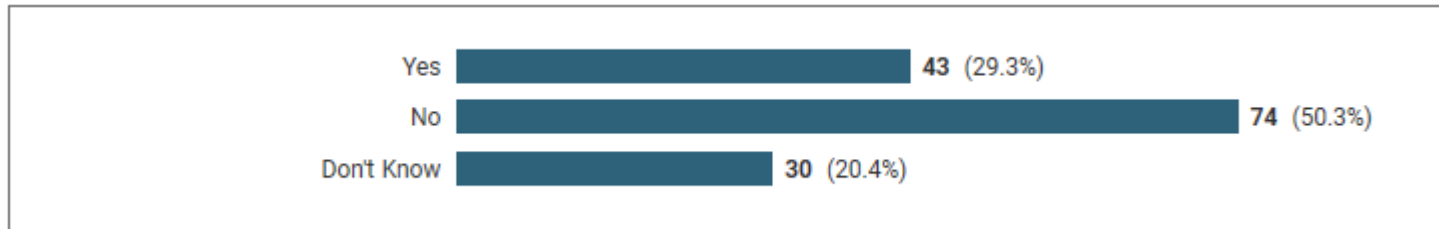
Under each theme, the report provides a summary of next steps to progress the Strategic Masterplan and produce the Supplementary Planning Document for consultation later in 2021. These next steps include further engagement with stakeholders, and additional technical work to address some of the issues raised.

Opportunities and Constraints

Question 1a – Do you think we have identified all the relevant constraints and opportunities?

Some 29% of the respondents answered 'yes' to this question with nearly a fifth of respondents (20%) 'unsure'. Whilst this may suggest significant change is needed to the opportunities and constraints identified, many of the responses to Question 1b concerned other parts of the Strategic Masterplan proposals – with relatively few additional constraints and opportunities identified.

Figure 6. Summary of survey responses to question 1a of the engagement



Question 1b – Which other constraints or opportunities do we need to consider? Please explain why these are important to you or your local area.

The following points were raised in response to this question:

Constraints

- Whilst highway constraints have been noted, constraints in local cycle infrastructure have not, including the Erewash Canal towpath, steep gradients on Stapleford Lane, and elsewhere outside the Masterplan area.
- More consideration should be given to overcoming the constraints posed, for example the wastewater treatment works.
- The area shown as the operational rail depot does not include the full extent of Network Rail and DB Cargo's landholdings - notably the Toton rail sidings. The Strategic Masterplan also needs to reflect the Local Plan requirement that relocation of Network Rail and DB Cargo is subject to viability, and appropriate relocation sites being identified and secured.

A number of additional comments were made against this question regarding infrastructure constraints – these have been summarised against the different infrastructure themes in questions 4, 5b and 7.

Opportunities

- Opportunities around future proofing, sustainability and net zero carbon should be further developed, including:
 - provision of electric vehicle charging infrastructure;
 - use of south-facing slopes to generate solar or wind power for use on-site;
 - inclusion of planting for carbon capture; and
 - explicit plans for 'green' light industrial and manufacturing jobs in the Innovation Campus.
- The potential to address specific issues in the local cycling network should be identified as an opportunity; the sites could be a 'mini Holland' exemplar scheme.
- Universities should be further involved in development of the Strategic Masterplan to support development of the Innovation Campus proposals.

Next steps for the Strategic Masterplan:

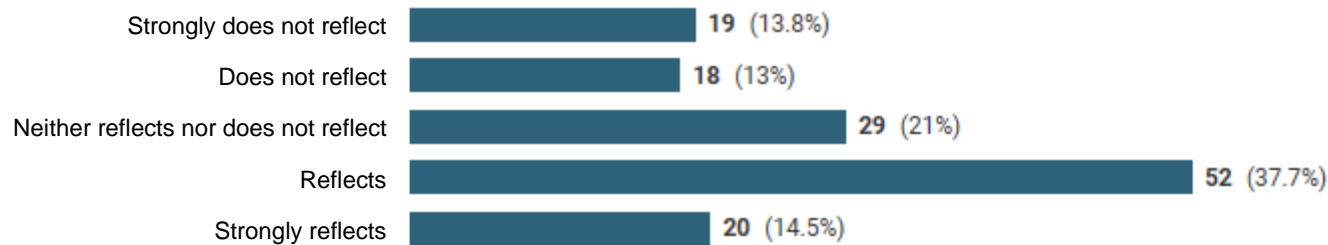
- As noted above, whilst a majority of respondents to Q1a felt that more or different opportunities and constraints needed to be identified, many of the responses to Question 1b concerned other parts of the Strategic Masterplan proposals (such as open space, and movement infrastructure). Next steps for those areas are set out on the following pages.
- Further consideration is being given to the sustainability and net zero carbon potential of Toton and Chetwynd Barracks and how associated interventions or measures can be integrated in the Strategic Masterplan.

Key Development Principles

Question 2a – To what extent do our vision and key development principles for Toton and Chetwynd Barracks reflect your aspirations for the local area?

Over half of respondents (52%) felt that the vision and key development principles either reflects or strongly reflects their aspirations for the sites, with about a quarter saying that they did not. This is an encouraging endorsement of this area of the proposals.

Figure 7. Summary of survey responses to question 2a of the engagement (1 represents strongly does not reflect, 5 represents strongly reflects)



Question 2b – Is there anything else you would like to see reflected in the vision or the key development principles? Please explain why they are important to you or your local area.

The following points were raised in response to this question:

- General support for the provision of employment land within the Masterplan area:
 - Proposals must capitalise on the opportunities associated with the HS2 East Midlands Hub Station.
 - The employment opportunities should be available to local residents, to prevent the area from becoming a commuter destination.
- Good quality walking routes, cycling routes and cycle parking should be identified as a key principle.

- The vision and key principles should focus on the improvement of surrounding local areas, specifically:
 - Greater consideration is needed on the impact of the proposals on nearby town centres.
 - The Strategic Masterplan should include the Japanese Water Garden and Bardills Garden Centre. Whilst this land is in the Green Belt, it is previously developed land and their redevelopment should be considered comprehensively as part of the Strategic Masterplan proposals.
- Development should follow Garden Village principles.
- How the proposals for the Masterplan area will benefit the wider economy of the East Midlands, and the impact that High Speed 2 will have on transport and the regional economy needs to be articulated.
- Enhancing digital connectivity should be more explicitly recognised.
- The Strategic Masterplan should be more specific about the provision of a wide range of homes including:
 - Affordable homes (although some comments also expressed concerns about the provision of affordable homes).
 - Homes accessible to first-time buyers.
 - Homes for the older adult population and for adults with learning disabilities.
 - Specific provision of plots for self-build homes.
 - Homes should have 'decent sized' private gardens to encourage wildlife.

Next steps for the Strategic Masterplan:

The key development principles for the Strategic Masterplan will be reviewed and updated where appropriate to reflect the feedback received – for example to set out further detail on integration with (and benefits for) existing nearby communities, the importance of digital infrastructure, and key role that active travel modes will have in creating a sustainable community.

Community Facilities

Question 3 – What are your views on our proposals for community facilities? Are there other community facilities that you feel should be included?

Generally, the proposed provision of a wide range of community facilities within the Masterplan area was supported, although there were mixed views about whether this should be achieved through the provision of new infrastructure or expansion of existing facilities. Generally, respondents expressed a desire for Toton and Chetwynd Barracks to be self-sufficient in terms of community facility provision, to ensure that existing facilities in surrounding areas are not overwhelmed by demand from new residents. The following specific points were raised in response to this question:

General comments

- Rather than providing new facilities within the Masterplan area, existing community facilities should be upgraded first.
- Community facilities should be clustered together in parts of the two sites.

Education

- Further detail needs to be provided about how future education demands will be met.
- More needs to be done to ensure the safety of existing and new school children travelling to George Spencer Academy.
- It would be more appropriate to increase capacity at George Spencer Academy or Chilwell School than it would be to build a new school. The opportunity to expand Chilwell School should be considered.
- Some local primary schools are not at capacity; existing primary schools should be filled before funding is allocated to new schools.

Shops and services

- More detail should be provided on what shops and services will be provided in the local centres.
- The Strategic Masterplan should not commit to specific locations for the local centre within Chetwynd Barracks at this stage.

- The local centre for Chetwynd Barracks should be located close to Tesco on Swiney Way, to create a larger retail hub and eliminate the need for additional car parking.
- Neighbourhood shops and facilities should be positioned close to the East Midlands Hub Station at Toton, to ensure they are accessible.
- The Strategic Masterplan should include fewer shops or no shops at all since there is sufficient existing provision.
- A shopping centre with leisure facilities and food outlets should be developed adjacent to the Innovation Campus.

Community assembly spaces

- Provision of space for a Public Place of Worship is missing from the proposals, as well as designated places for quiet and contemplation.
- There is a need for more multi-functional community space which is accessible, some of which could be community-owned:
 - Proposals should consider alternative and meanwhile uses.
 - There should be specific provision of indoor activity space.
 - There is a need for flexible co-working space.
- Public open outdoor space could provide space for outdoor cultural activities.

Sports and leisure

- The Strategic Masterplan should include provision for horse riders.
- Existing sports facilities in Chetwynd Barracks should be retained, and not lost when the Barracks are decommissioned.
- There will be a need for specific recreational facilities for teenagers.
- A mountain bike trail such as that located at Sherwood Pines near Edwinstowe should be included.
- There are opportunities to develop leisure provision at Chilwell School, and open this up to serve the needs of a growing local population.

Other comments

- The Masterplan area should include the provision of CCTV, to prevent anti-social behaviour.
- Community infrastructure should be self-contained within Toton and Chetwynd Barracks, and therefore addressed in separate planning applications rather than the Strategic Masterplan.

Next steps for the Strategic Masterplan:

- We will work with stakeholders to confirm the latest education capacity position in and around the Masterplan area, and resultant requirements for future education provision across the two sites, including when any new capacity may be required.
- The Strategic Masterplan will be reviewed to consider how best to address comments on the need for community assembly spaces (such as community centres and places of worship) and sports and leisure provision.

Open Space Network

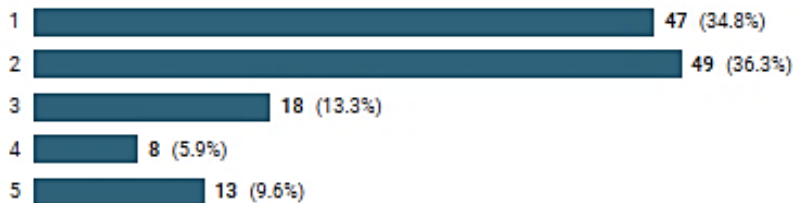
Question 4a – Which of the following functions of an open space network are important to you?

This question asked respondents to score the relative importance of various open space functions, with 1 representing the most important and 5 representing the least important:

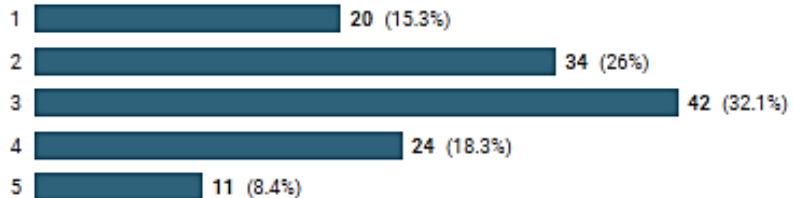
- Routes for walking, running or cycling
- Parks and children's play spaces
- Habitats and corridors for wildlife
- Recreational opportunities along and around of waterways or water bodies
- Outdoor gyms and other fitness opportunities.

Figures 8 to 12 (overleaf) show that routes for walking, running or cycling was considered to be the most important function of open space by respondents (35%), followed by habitats and corridors for wildlife (31%). Around a third of respondents considered these two functions to be more important than the other functions identified. Parks and children's play spaces were also considered to be important, with 41% of respondents identifying this function as either important or most important.

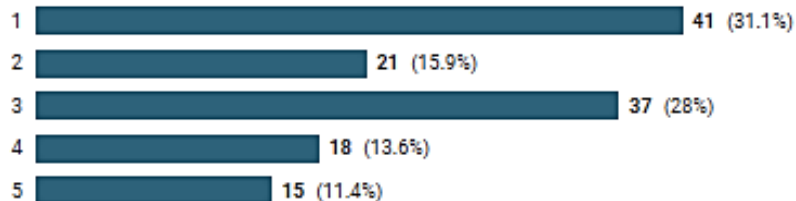
Question 4.1: Routes for walking, running or cycling



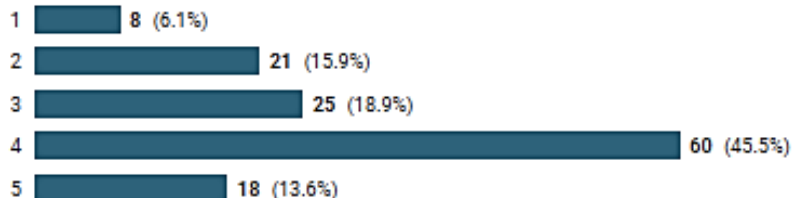
Question 4.2: Parks and children's play spaces



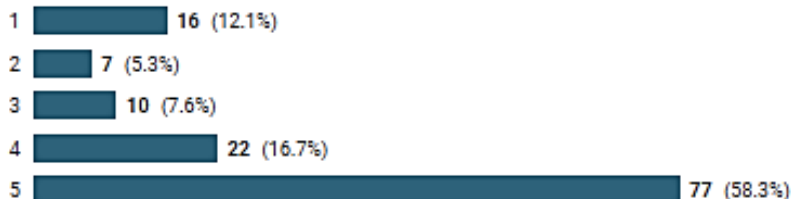
Question 4.3: Habitats and corridors for wildlife



Question 4.4: Recreational opportunities along and around of waterways or water bodies



Question 4.5: Outdoor gyms and other fitness opportunities



Figures 8 – 12. Summary of survey responses to question 4a of the consultation (1 represents most important, 5 represents least important)

(Multi answer: Percentage of respondents who selected each answer option (e.g. 100% would represent that all this question's respondents chose that option)

Question 4b – Are there any other functions that you would like to see prioritised in the network of open spaces?

The following points were raised in response to this question:

General comments

- All of the different open space functions should be given equal priority.
- The proposed open space network in the Strategic Masterplan should be referred to as indicative, rather than being treated as definitive in advance of individual planning applications.
- Evidence of compliance with the Local Plan's open space standards should be set out in the Strategic Masterplan, ensuring that private gardens are not included in the calculation.

Extent of the open space network

- Any open space corridor along the southern boundary of Toton (west of Toton Lane) should be limited in width to 15-20m. This width will allow a functional corridor for biodiversity and ensure that development needs can be met.
- It is not possible to achieve the desired high-quality network of open spaces without including further land to the east of Toton Lane and north of the A52 in the Masterplan.

Protection of existing assets

- Proposals should ensure that all existing trees, hedgerows and woodland are preserved as far as possible including potentially through the use of Tree Preservation Orders.
- Green space going up the hill towards the fields from the parade ground in Chetwynd Barracks should be retained.
- Existing open spaces to be blocked off during construction of HS2 should be replaced when the station is complete.

Further opportunities

- A new large regional park to enhance wildlife and provide recreational facilities should be considered.

- Include picnic facilities and other informal places for small outdoor gatherings.
- Some of the proposed walking and cycling routes could provide educational benefits e.g. as historical or natural trails.
- Waterways should be incorporated, with new access to sections of the River Erewash (e.g. for angling or bird watching).
- Allotments or a community garden could be included.

Wildlife and habitat provision

- Greater assessment of development's impact on areas of ecological significance is needed.
- Wildlife corridors to be incorporated in the Strategic Masterplan should be continuous and of genuine wildlife value.
- Proposals for amenity green space (e.g. alongside boulevards) should include plants and wildflowers which support insects and bird populations.
- All homes should be 'hedgehog highway' connected and include a range of bird/bat boxes.
- Development presents a valuable opportunity to design an exemplar scheme for blue and green infrastructure to address air quality issues and to provide 're-naturing' in an urban area. It could be planned as part of a Nature Recovery Network partnership.

Next steps for the Strategic Masterplan:

- In response to the comments received, we will seek to refine the open space network proposals to provide further details on the form and function of individual parts and the provision complies with the standards set out in Broxtowe's Part 2 Local Plan.
- Consider how we can emphasise the importance of protecting existing assets.
- Consider how separate work commissioned on an Erewash Valley Park could be integrated into the open space network proposals.

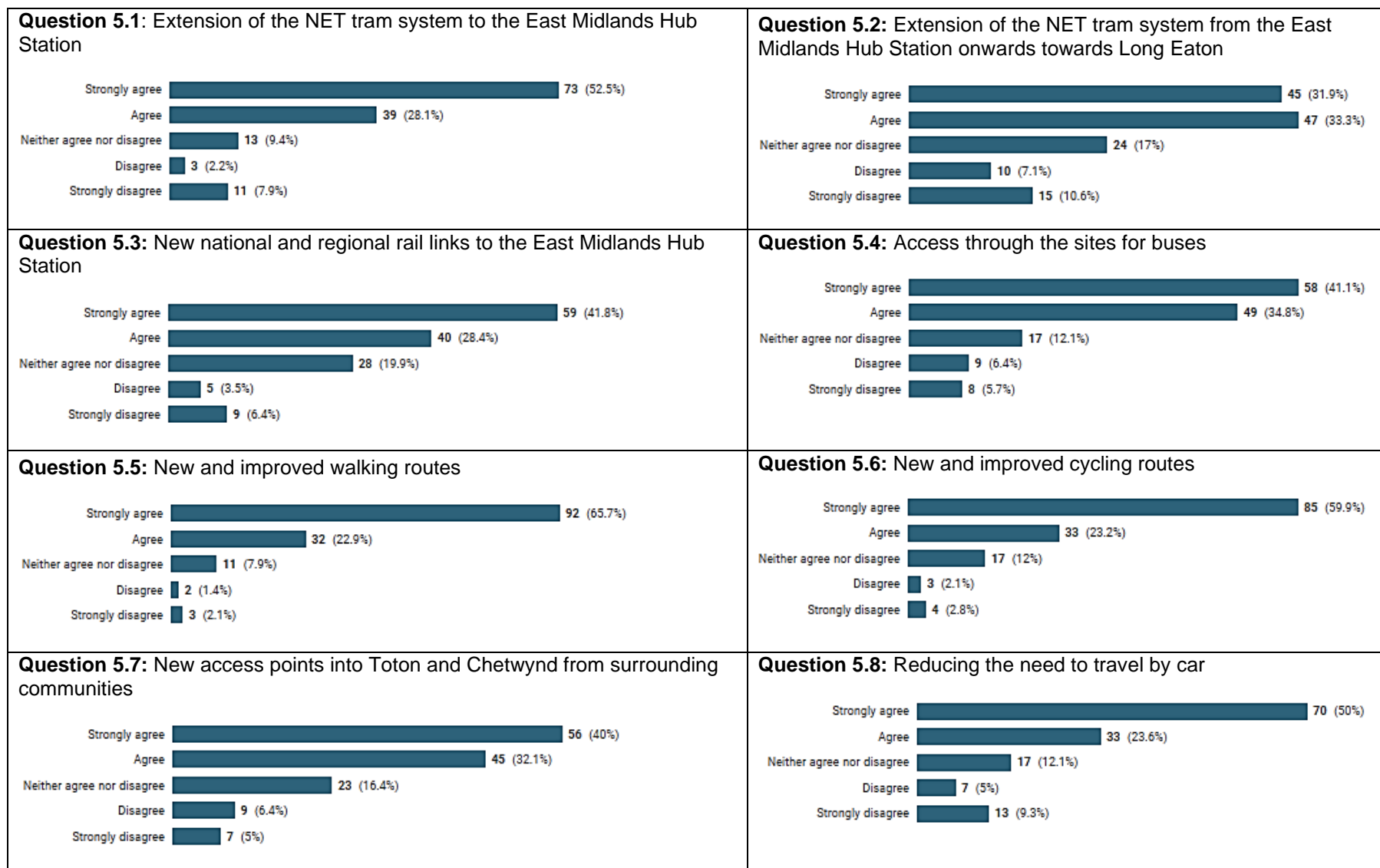
Movement Network

Question 5a – To what extent do you agree with the proposals for public transport, walking and cycling around the sites?

This question asked respondents to score a number of proposals for public transport, walking and cycling based on whether they agreed or disagreed with them. The proposals are as follows:

- Extension of the NET tram system to the East Midlands Hub Station
- Extension of the NET tram system from the East Midlands Hub Station onwards towards Long Eaton
- New national and regional rail links to the East Midlands Hub Station
- Access through the sites for buses
- New and improved walking routes
- New and improved cycling routes
- New access points into Toton and Chetwynd from surrounding communities
- Reducing the need to travel by car.

For every proposal, respondents showed strong support – ‘strongly agree’ was the most popular response category in all cases. For new and improved walking routes and new and improved cycling routes, less than 5% of respondents either disagreed or strongly disagreed. Similarly, new and improved walking and cycling routes as well as the extension of the NET tram system to the East Midlands Hub Station were either agreed with or strongly agreed with by nearly all respondents. Although levels of disagreement and strong disagreement were generally low, the proposal to extend the NET tram system from the East Midlands Hub Station onwards towards Long Eaton was the least well supported scheme. Further details of the response to each proposal is set out in Figures 13 to 20 (overleaf).



Figures 13 – 20. Summary of survey responses to question 5a of the consultation

(Multi answer: Percentage of respondents who selected each answer option (e.g. 100% would represent that all this question's respondents chose that option)

Question 5b – For any public transport, walking and cycling proposals you disagree or strongly disagree with, please tell us why.

The following points were raised in response to this question:

General comments

- Concern that provision for sustainable transport is not being given greater priority than car-based transport in the Strategic Masterplan. Other respondents considered that the Strategic Masterplan needs to do more to recognise that travel by private vehicle will continue to be many people's first preference.
- There is no need for transport improvements given the projected future decline in reliance on private vehicles/public transport.

Cycling and walking

- Support for improved linkages to address the current lack of crossings over railways, rivers and canals.
- Development areas should be served by peripheral ring-roads, making cycling and walking the most convenient travel options within each area.
- The quantum of cycle path provision is over specified and the mechanisms for delivery should be outlined.
- Concern that the introduction of cycle paths will impact road capacity for vehicles, for example by making roads one-way.
- Local Cycling and Walking Infrastructure Plans are the Department for Transport approved means to deliver cycling and walking infrastructure in major development, but do not appear to be envisaged.
- Within Chetwynd Barracks, the gradients of the proposed cycle routes are too steep and will not be attractive.

Public transport

- The NET/tram should be capable of extension in three directions beyond the East Midlands Hub Station (to Derby, East Midlands Airport via Long Eaton and Ilkeston). Other comments felt that public transport provision to these places should be by bus only.

- A NET/tram route into Long Eaton via Midland Street cannot easily be extended to East Midlands Airport. It should either follow the alignment of the Low Level Line to stop alongside Asda, Tesco or Aldi in Long Eaton, or follow the alignment of High Level Line to stop near Nottingham Road and/or Station Street in Long Eaton.
- Given desires to close the Low Level Line to trains, it should be used as the corridor for extension of the NET/tram into Long Eaton to reduce highway disruption and congestion.
- Proposals should include specific bus stop facilities, including provision for people with disabilities.

Question 5c – Is there anything else you would like to see included in our public transport, walking and cycling proposals?

The following points were raised in response to this question:

- Car club provision should be made within the Masterplan area, to reduce reliance on private vehicles.
- Walking and cycling routes should be segregated for pedestrian safety.
- The Strategic Masterplan needs to ensure that cycling and walking routes are well lit and overlooked, to ensure safety.
- Suggestion to re-route National Cycle Route 6 so that it passes through the East Midlands Hub Station and away from the current road network south of Toton.
- The Strategic Masterplan should include more explicit walking and cycling links to Attenborough Railway Station.
- The Strategic Masterplan should address the missing cycle route section on Nottingham Road, to improve links to Chilwell and Beeston.
- Mitigation for increased demand on existing cycling and walking routes immediately outside the Masterplan area (e.g. along the Erewash Canal) needs to be considered.
- It should be ensured that public transport provision to the Masterplan area is affordable.

Question 6 – What are your views on our proposed highway network changes, including new boulevards and access points into and out of Toton and Chetwynd Barracks?

The following points were raised in response to this question:

Highway network changes

- General support for proposed highways network changes that reduce congestion, particularly at Bardills Island.
- Transport and access proposals should remain consistent with the HS2 East Midlands Hub Gateway Connectivity Study.
- Further consideration should be given to the increased pressure that development will place on the existing local road network, particularly the A52.
- The proposed movement network in the Strategic Masterplan should be referred to as indicative, rather than being treated as definitive in advance of individual planning applications.
- Additional new strategic highway routes should be considered, including:
 - A grade-separated route from Long Eaton to Sandiacre/Stapleford and Ilkeston, to relieve congestion at Junction 25 of M1 and at Bardills Island
 - A new east-west link road through the Masterplan area to relieve pressure on the A52 and A6005
 - A new route between Toton and the A453 across the River Trent, via the Midland Main Line rail corridor.
- The design and layout of new roads should ensure that they are wide and provide good visibility.
- The Strategic Masterplan should include plans to resurface existing local roads, particularly Toton Lane.
- The Strategic Masterplan needs to include a comprehensive travel plan and maximum car parking standards.
- Off-road parking should be provided for homes to increase road safety and improve traffic flow.
- Car parking for NET should be consolidated at the East Midlands Hub Station.

Access points into the Masterplan area

- Support for proposals to limit Bessell Lane to bus and active travel only access, subject to:
 - Bessell Lane could only be "all traffic" if it and its junction with Derby Road in Stapleford were to be improved.
 - Allotments and other uses on Bessel Lane will still require unrestricted access.
- Objections to provision of a new access point into Chetwynd Barracks from Stapleford Lane (opposite Woodstock Road). Specific concerns included:
 - Highway safety, and views that a junction would increase congestion on Stapleford Lane.
 - Access to Chetwynd Barracks should be via Swiney Way, Chetwynd Road and Field Lane only, although others objected to access via Field Lane.
 - Access from Chetwynd Barracks onto Stapleford Lane should be for walking and cycling only.
 - If access is provided in this location, the residential service road along Stapleford Lane should have a mini roundabout.
- Vehicular access into Chetwynd Barracks should not be from Mountbatten Way to the south.
- Support for the provision of the proposed link road to the north from the A52. Although it was noted by some respondents that the allocation of Chetwynd Barracks in Broxtowe Borough Council's Part 2 Local Plan is not reliant on the delivery of this road.
- Vehicular access to the East Midlands Hub Station should be directly from the A52 and/or M1, not via the central boulevard through Toton.
- A road from Banks Road in Toton north towards the A52 should be considered.
- Regarding the new road south from Toton towards Long Eaton:
 - It should be located immediately alongside the railway, to preserve the disused railway embankment and mature trees.
 - Its junction with the road crossing underneath HS2 should be simplified, to reduce impact on the River Erewash.

- The road from the East Midlands Hub Station to Long Eaton should be for trams, buses, taxis, cyclists and pedestrians only, to avoid unacceptable impacts on Long Eaton Green roundabout.

Networks and routes within the Masterplan area

- Whilst some respondents were complimentary about the boulevard concept, others considered further clarity is required about what the boulevards will be and how they will function.
- The boulevard routes should be restricted to public transport, cyclists and pedestrians only, with a focus on placemaking.
- There is a lack of measures proposed to reduce traffic speeds, such as one-way streets and discouraging of through and non-essential traffic (although some comments also said that such measures should not be introduced).
- There is an opportunity to develop Low Traffic Neighbourhoods, given strong cycling provision in the proposals.
- Concerns that a major north-south road through Chetwynd Barracks will limit the attractiveness of cycle routes that cross it.
- All streets should be set in a grid pattern to create larger building plots.

Next steps for the Strategic Masterplan:

- We will work with stakeholders to consider amendments to the movement framework, including access points into the Masterplan area, the route to Long Eaton and internal cycle path network.
- We will consider approaches around vehicle and cycle parking to be included in the Strategic Masterplan to ensure that provision is sustainable and linked to the character of development in different parts of the area.
- We will provide further detail on the intended form and function of the different road types set out in the proposed street hierarchy.

Character Areas

Question 7 – What are your views on our proposed character areas? We are particularly interested in your views on the mix of development types and uses (homes, employment etc.).

The following points were raised in response to this question:

General comments

- Clarity around the exact quantum and land uses proposed in each character area is required.
- Definition of design principles for each character area will be overly prescriptive, and inappropriate in a Masterplan described as 'strategic'.

Mixed use development

- The Strategic Masterplan should ensure that mixed use development does not impact on adjoining residential amenity.
- In case Network Rail and DB Cargo cannot be relocated, the Strategic Masterplan needs to ensure that adjacent sensitive development is planned to ensure rail operations are not prejudiced.

Design ethos

- Concern about the density of development and potential departure from local character, including that:
 - The Strategic Masterplan should plan for development to have a 'village feel'.
 - Buildings should be a maximum height of 3-storeys.
 - The provision of flats and apartments within the local area would be inappropriate.
 - The area should be predominantly residential, with employment opportunities generated by ancillary commercial uses rather than it being a specific employment area.
 - The site capacity of 4,500 homes is not justified and is far in excess of the capacity identified in Broxtowe's Strategic Housing Land Availability Assessments.
- Other comments supported the ambitions for the site:

- There is a need for more high-quality office and co-working space. This should focus on university, advanced research, education etc.
- There should be provision for high skilled jobs including in small and medium-sized light industrial and manufacturing companies and these should cater for younger and older people.
- There is a need to retain or develop a strong sense of character for the area e.g. retention of old twitchells and alleyways.
- Lack of consideration of the loss of the military community and jobs from Chetwynd Barracks; a heritage centre or museum should be included in proposals.
- It would be inappropriate to brand the development at Chetwynd Barracks as a ‘celebration’ of military heritage.

Phasing

- The Strategic Masterplan needs to ensure that community facilities are provided prior to any significant increase in local population.
- Transport infrastructure should be provided at the outset, with development then built around that infrastructure.

Detailed character area suggestions

Comments were received on the specific development types envisaged for each character area. These included:

- Toton South (Character Area 1): Desire for this area to be solely residential, with employment limited to any retail provision along the central boulevard.
- Toton East (Character Area 2): Desire for this area to include a relocated George Spencer Academy, with a new leisure centre as well as new homes.
- Toton North (Character Area 3): Desire for this area to be primarily employment, with homes all being apartments to create a 'small city' feel.
- Chetwynd West (Character Area 4): Desire for this area to be solely residential, with green space and woodland margins to prevent urban sprawl.

- Chetwynd East (Character Area 5): Support for the provision of a village centre in this area, incorporating existing heritage assets, community facilities and a place of worship.
- Chetwynd South (Character Area 6): Concerns that ground contamination may make this area inappropriate for residential development.
- Toton West (Character Area 7): Desire for this area to be primarily employment, with some apartment provision particularly on upper floors.
- Toton Fields Local Nature Reserve (Character Area 8): Support for the conservation and enhancement of this area for wildlife and recreation.
- Railway Corridor (Character Area 9): Desire for the interchange to be limited to this area, with linear parks separating the station from the surrounding uses. Development should be integrated into the environment e.g. a multi-storey car park could be built into the escarpment at the top of Toton Fields Local Nature Reserve hill and topped with a green roof.

Next steps for the Strategic Masterplan:

We will continue to refine the proposals for the character areas, associated design principles and key infrastructure requirements, having regard to the feedback received.

Other Issues

Question 8 – Do you have any other comments on our proposals, or other ideas that should be included in the Strategic Masterplan?

The following points were raised in response to this question:

General concerns outside the scope of the Strategic Masterplan

- Objection to development in the Green Belt and/or greenfield land (citing urban sprawl and the merging of settlements).
- Objection to the principle of HS2 and concerns about the impacts it will have.
- Objection to increases in population at a time when there are not perceived to be enough local jobs.
- Estimates of job creation associated with Midlands Engine Development Corporation require justification.

Remit and timing of the Strategic Masterplan

- In view of the emerging Greater Nottingham Growth Strategy (which could choose to remove further land from the Green Belt east of Toton Lane and north of the A52), this is not an appropriate time to prepare the Strategic Masterplan.
- Concern over the appropriateness and/or deliverability of the Strategic Masterplan given on-going uncertainty around HS2.
- The Strategic Masterplan should allow flexibility around HS2's design because this is not fixed until Hybrid Bill submission.
- Concern that land owned by third parties will not be available for development and should be compulsory purchased.
- The impact of Covid-19 has not been adequately considered in the Strategic Masterplan.

Policy and Strategy

- The Strategic Masterplan should be clear on the relationship between the Masterplan, Local Plan and Neighbourhood Plan.
- Aspects of the Local Plan have been overlooked, including development quantum, phasing, identification of the location of employment space, specific space for the expanded or relocated George Spencer Academy, space for a relocated leisure hub and the improvement of Bessell Lane.

Environment

- Concern that development will result in increased flood risk and that sustainable drainage should be better considered.
- Greater consideration should be given to air quality and noise, including suggestion of a sound barrier to protect homes on Westerlands and Brampton Drive.
- Contaminated land issues may make parts of the Masterplan area undevelopable.
- The development should not be connected to the existing drainage network as this will not have the capacity over time.
- All electricity pylons should be placed underground to improve the landscape.

The engagement process

- Concern over the clarity of engagement materials and the ease of use of the online portal.
- Land safeguarded for HS2 should have been shown on relevant maps and explained in supporting text.
- Concern that the evidence base upon which emerging proposals are based has not been published.
- Engagement was undertaken during Covid-19 restrictions, meaning there will have been less engagement with the proposals and fewer respondents.

Next steps for the Strategic Masterplan:

- We will ensure that the Strategic Masterplan includes sufficient detail to explain its interaction with other planning processes, including Broxtowe's Part 2 Local Plan, the Toton and Chilwell Neighbourhood Plan and HS2's Hybrid Bill and that the requirements of Broxtowe's Local Plan policies are appropriately addressed.
- We will provide further detail on infrastructure required to support the proposed development, having regard to the feedback received.
- Ahead of the planned consultation on the Strategic Masterplan later in 2021, should virtual engagement be necessary at that point in time, we will explore ways in which the virtual engagement process could be further improved.

Summary

Key themes and messages

Despite the constraints posed by Covid-19, initial engagement on the Toton and Chetwynd Barracks Strategic Masterplan has reached a significant proportion of the local population. Responses to the engagement have indicated support for the emerging proposals. A wide range of comments have been received about areas of the proposals that could be further developed. Some of these expressed concerns, but others are well aligned with the focus areas already been drawn out in our vision and key development principles.

What happens next?

All comments received in response to this engagement will be taken into account and help us to prepare the Strategic Masterplan for Toton and Chetwynd Barracks throughout 2021. Where necessary we will explore the points raised through the engagement with technical consultees, to ensure that these are fully understood.

The Strategic Masterplan will be subject to public consultation later in 2021, with finalisation of the Strategic Masterplan being based on the comments raised at that stage. It is anticipated that the Strategic Masterplan will be adopted by Broxtowe Borough Council later in 2021 as a Supplementary Planning Document, with it then being a material consideration in the development of Toton and Chetwynd Barracks going forward.