

Toton and Chetwynd Barracks Strategic Masterplan

CONSULTATION DRAFT SPD

JUNE 2021



Logos to be added to final version

Foreword

Executive Summary

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SECTION 1

Introduction

BACKGROUND

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 the High Speed 2 East Midlands Hub Station at Toton, provide the catalyst for new and sustainable ways of living and working.

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, with the East Midlands Hub Station offering unrivalled connectivity.

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

Toton and Chetwynd Barracks are allocated in Broxtowe Borough Council's Part 2 Local Plan (see Policies 3.1 and 3.2). Together they 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.

The Part 2 Local Plan seeks to ensure that a comprehensive and cohesive approach to development is achieved across the two sites. To this end, it requires that a Strategic Masterplan is 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.

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.

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

To ensure the co-ordinated planning and delivery of development and infrastructure at Toton and Chetwynd Barracks, Policies 3.1 and 3.2 of the Broxtowe Part 2 Local Plan require a Strategic Masterplan (hereafter known as the Masterplan) to be prepared for the two sites. The 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 SPD, the Masterplan will form a material consideration in determining planning applications for the development of the sites.

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.

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 placemaking, 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, cycling and wheeling links. 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.

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.

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

- An Erewash Environmental Study produced by The Environment Partnership, considering 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.

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

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.

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).

Combined, Toton and Chetwynd Barracks, Ratcliffe-on-Soar Power Station and the East Midlands Airport, are the size of four Olympic Parks. They have the potential to be a new hub for growth, providing jobs across all skill levels for local people and new residents, contribute substantially to inclusive growth, the transition to net zero carbon, levelling up and 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

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.

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. Government support for this aspiration was contained in Planning for the Future published alongside the Budget in March 2020 and in the document of the same name published in August 2020 which set out planned reforms to the planning system.

The East Midlands Freeport

In March 2021, the Government announced the East Midlands Freeport to be one of eight new Freeports. Based around the East Midlands Airport and Gateway Industrial Cluster, Ratcliffe-on-Soar Power Station and the East Midlands Intermodal Park, the Freeport is intended to bring significant investment to develop and drive innovation, provide alternative energy sources and green technology and support SMEs and large regional employers. The Freeport will be designated by HM Treasury as a new business and enterprise hub to boost economic activity, deliver lasting prosperity and drive inward investment to communities, including an estimated 60,000 jobs. Its designation will be subject to an Outline Business Case, which is currently being prepared. When combined with a new Innovation Campus at Toton, the Freeport will create a hub of economic growth and innovation for the region.

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



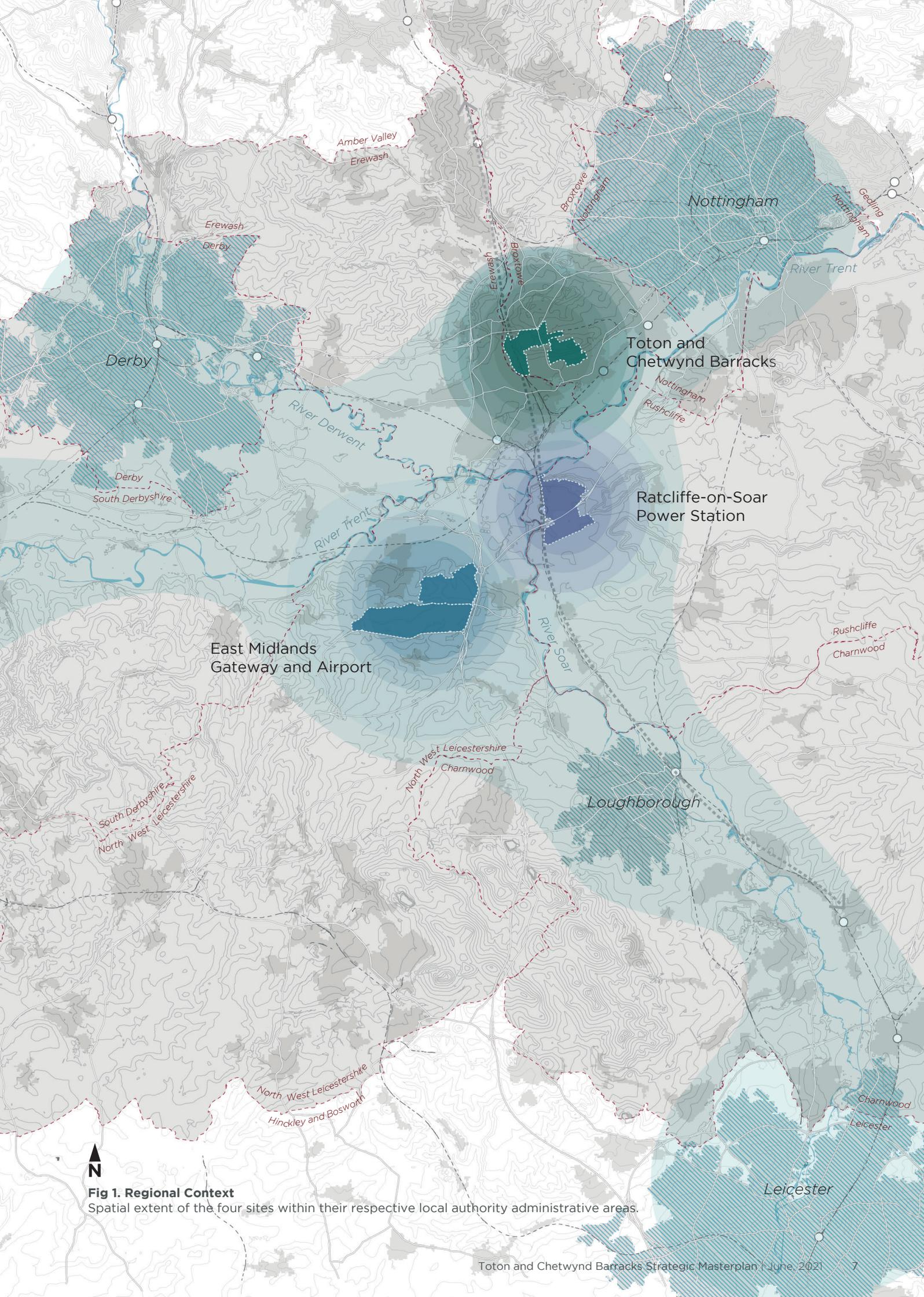


Fig 1. Regional Context

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

A WELL CONNECTED LOCATION

The East Midlands Hub Station at Toton will become one of the best-connected stations in the UK. A step-change in connectivity within the East Midlands will be provided by new regional rail, tram and bus connections. High Speed 2 will also provide new connections to London, the rest of the Midlands and the North, with direct trains to Birmingham, Sheffield, Leeds and Newcastle.

In May 2020, local councils with support for Highways England and Midlands Connect (the sub-national transport body for the Midlands) published the 'Access to Toton' report, which sets out aspirations for improved local connections to Toton. This includes regional rail services from the East Midlands Hub Station to Nottingham, Derby, Mansfield and Leicester, and new bus services to destinations including West Bridgford, Clifton, Ripley and Derby. Its proposals also include an extension to the NET tram system from Toton Lane to the East Midlands Hub Station and beyond, which are reflected in the Masterplan. As well as providing benefits for the Masterplan area, these measures will also improve access to nearby centres and opportunities for existing surrounding communities.

Toton is therefore a strategically important site, being equidistant from the city centres of Derby and Nottingham. The proposed improvements 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, cycling and wheeling links across the two sites, will also provide opportunities to re-connect these communities.

Taken together, these proposals will provide the local area with a new transport network, with the hub anchored at Toton. They will provide improved connectivity and accessibility to local, regional and national destinations whilst providing a sense of place.

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, with East Midlands Hub Station offering unrivalled connectivity.



Fig 2. Sites Location



RELATIONSHIP TO OTHER PLANS

National Design Guide and National Model Design Code

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.

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.

The Masterplan 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.

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.

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.

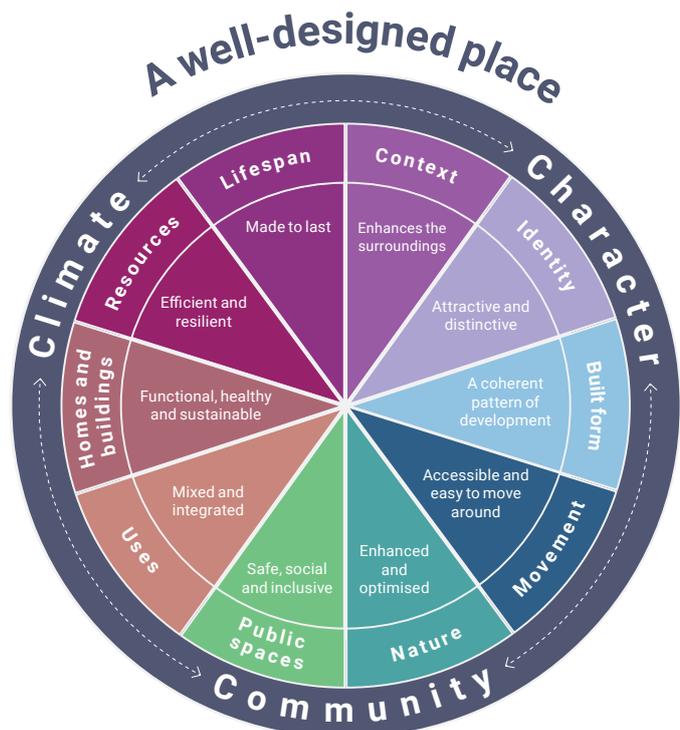


Fig 3. The ten characteristics of well-designed places

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. The Council is also exploring opportunities to prepare a design code for the two sites.

Planning and Development Corporation Reform

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. Government's response to the consultation has not yet been published, although its 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.

The Environment Bill

The Environment Bill was published in January 2020 and sets out new legal frameworks for air pollution, water quality and nature conservation. The Bill is anticipated to be enacted in Autumn 2021. The Bill seeks to provide several legislative and policy levers to provide a step change in environmental protection and recovery.

The Environment Bill will require 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.

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.

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.

East Midlands HS2 Growth Strategy

The 2017 East Midlands HS2 Growth Strategy established the ambition for the area around the East Midlands Hub Station. This included major new development at Toton and Chetwynd Barracks comprising new homes and an 'Innovation Campus' for new technologies and businesses.

The Growth Strategy ambition for the wider Toton site is for the site to be at the heart of a thriving network of garden village developments that includes the neighbouring Chetwynd Barracks site. The Strategy identified the East Midlands Hub Station as a key development area, anchored by multi-modal transport infrastructure with an active, animated public realm. Other parts of the wider Toton site accommodate a mixed use, sustainable transport corridor alongside gateway buildings

and areas of residential development. The Growth Strategy culminated in a series of 'key moves' and enabling measures necessary for progressing development at the East Midlands Hub Station. These 'key moves' have since informed discussions with Government, High Speed 2 Ltd and other relevant stakeholders.

These ambitions were translated into Broxtowe Borough Council's Part 2 Local Plan, which guides the future development of the area and is used by the Council to make decisions on all planning applications.



Fig 4. East Midlands HS2 Growth Strategy - September, 2017

Broxtowe Part 2 Local Plan

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 playing pitches and sports facilities at the south-east of the site, 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 directing access as well as road and active travel links throughout the site to ensure connections to the proposed

East Midlands Hub Station and NET Tram infrastructure 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.

Policy 3.2 of the Part 2 Local Plan, the Toton Strategic Location for Growth, directs development for land in the vicinity of the East Midlands Hub Station. 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)

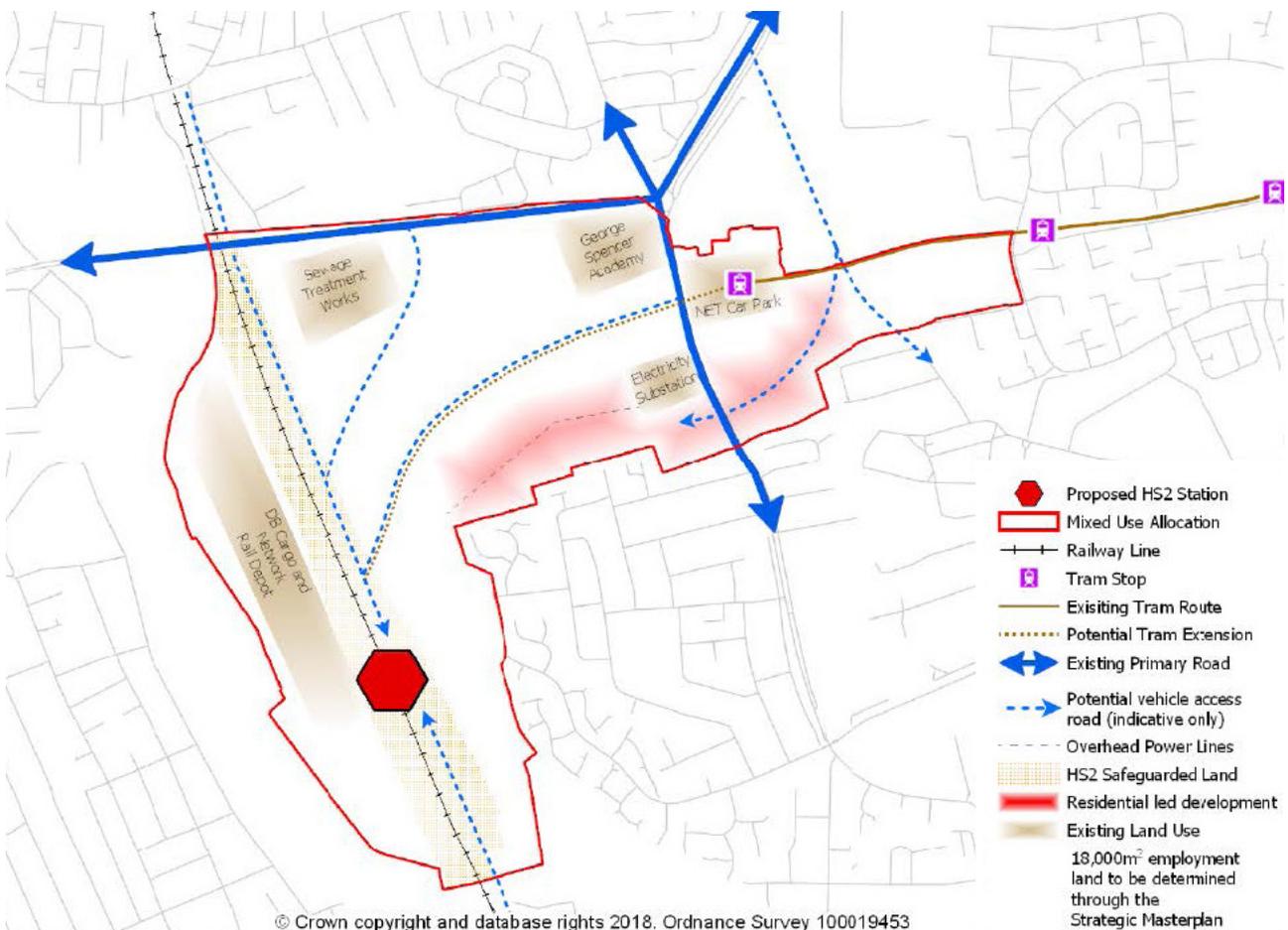


Fig 5. Toton Strategic Location for Growth Illustrative Concept Framework - October, 2019

is required within the Plan period to support realisation of an Innovation Campus focussed 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 as well as access to the East Midlands Hub Station. There are several land assembly requirements in the policy, focussing on relocation of existing infrastructure as well as flood mitigation and land remediation requirements which need to be fulfilled.

The Masterplan 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

At the time of writing, the Toton and Chilwell Neighbourhood Forum is preparing a Neighbourhood Plan which includes the Toton and Chetwynd Barracks sites and provides further detail on community aspirations. The Neighbourhood Plan includes aspirations for multi-functional green infrastructure; improved traffic management and active travel access; and a suitable and sustainable supply of new homes. The Plan also focuses on enhancing the character of the area with a focus on leisure, heritage and community functions as well as ensuring a sustainable supply and mix of employment and business. The Masterplan takes into consideration the ambitions of the emerging Neighbourhood Plan to design a place which is grounded in local aspirations for the sites.

Although Toton and Chetwynd Barracks are located solely within Broxtowe Borough (and Nottinghamshire County), links into Long Eaton in Derbyshire are important. Relevant plans and strategies produced by Erewash Borough Council have been considered in the development of the Masterplan.



Stronger Towns Fund

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.

Several towns in the East Midlands region have since prepared Town Investment Plans. This includes Stapleford and Long Eaton, which are located immediately north and to the west and south-west of the Toton and Chetwynd Barracks Masterplan area. With significant investment expected to be secured in these adjacent communities, the Masterplan is important for ensuring the connection of these two communities to support ambitions for thriving local town centres.

Planning for High Speed 2

The Masterplan area includes the High Speed 2 railway line, East Midlands Hub Station and associated access roads, car parking, environmental mitigation and railway operational facilities. High Speed 2 will be the subject of a Hybrid Bill, which will grant planning permission through an act of parliament rather than through planning applications to Broxtowe Borough Council as the Local Planning Authority. This means that proposals for High Speed 2 are not directly covered by this SPD.

Since the publication of High Speed 2 Ltd's consultation Working Draft Environmental Statement in Autumn 2018, the design of the railway has evolved to reduce impacts on local communities. The Government is also continuing to consider the best way of phasing High Speed 2 and delivering its benefits across the country. Broxtowe Borough Council,

Nottinghamshire County Council and other local partners will continue to work with High Speed 2 Ltd to minimise the any adverse effects of the project on nearby communities wherever possible.

Fig 6. Indicative site of the multi-modal transport hub and interchange at Toton Sidings with maintenance depot, southbound rail tracks to Long Eaton and Ratcliffe Power Station visible in the background



COMMUNITY AND STAKEHOLDER ENGAGEMENT

Development of the Masterplan 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

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

From this engagement, the Masterplan has been 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.

Full details of matters raised in the engagement can be found in the Report of Engagement published on Broxtowe Borough Council's website. This provides further information about how the Masterplan has been further developed in response to the feedback received.

The consultation materials prepared as part of this engagement can be accessed via the Virtual Engage engagement tool at <https://virtualengage.arup.com/toton-masterplan/>.

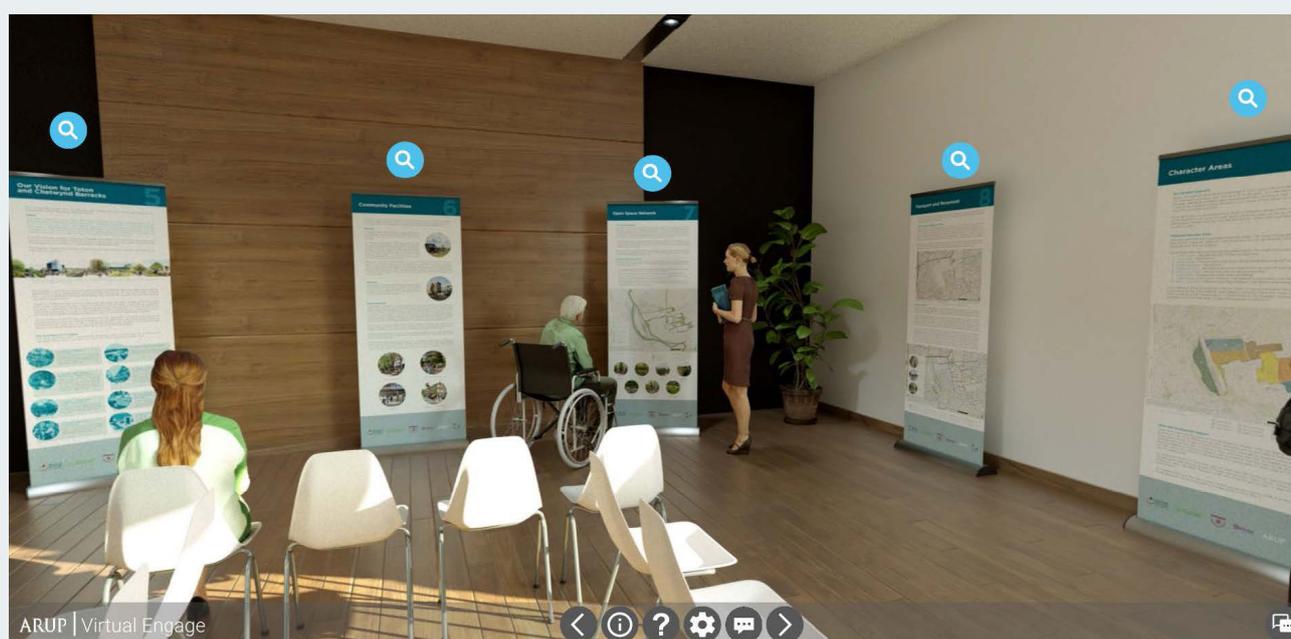


Fig 7. Engagement Virtual Rooms

Stakeholder Engagement

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 have 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.

This engagement has resulted in 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.

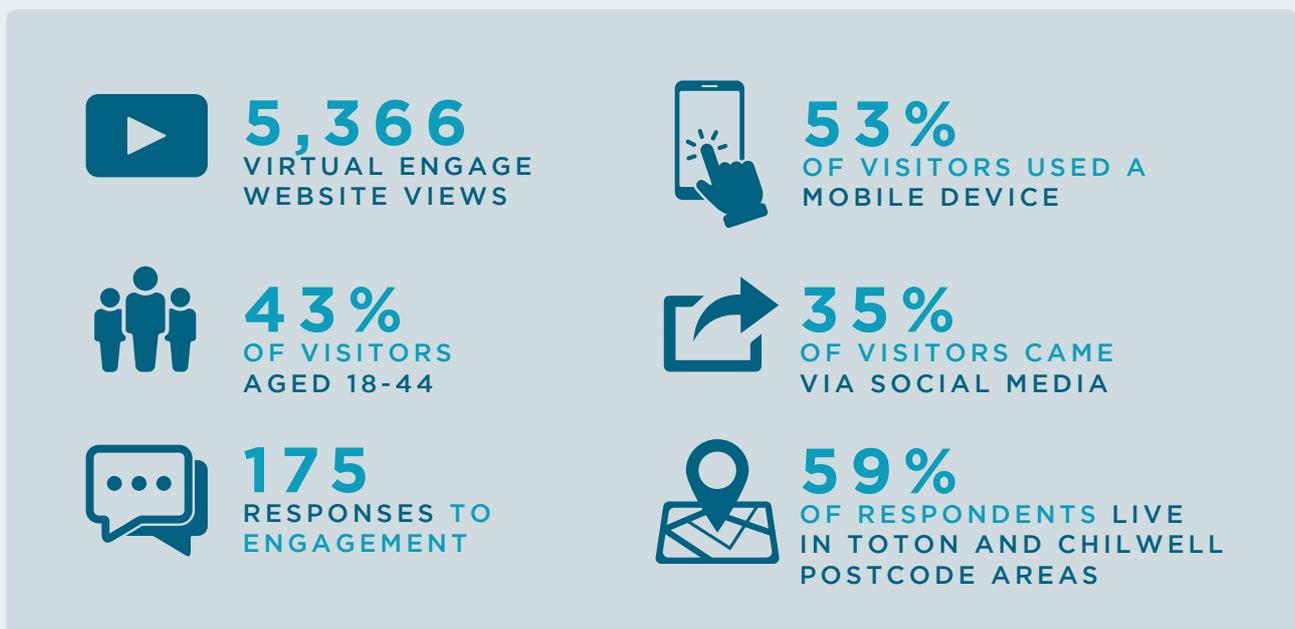


Fig 8. Key Statistics

SECTION 2

Development Context

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 that is recognisable and familiar to existing residents and welcoming to new ones.

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





EXISTING LAND USES

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

Chetwynd Barracks is owned by the Ministry of Defence. 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.

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.

Topographically, the site is split into two parts. The south is generally flat, at around 35m above sea level, and is where the large hangar-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.

Toton 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.

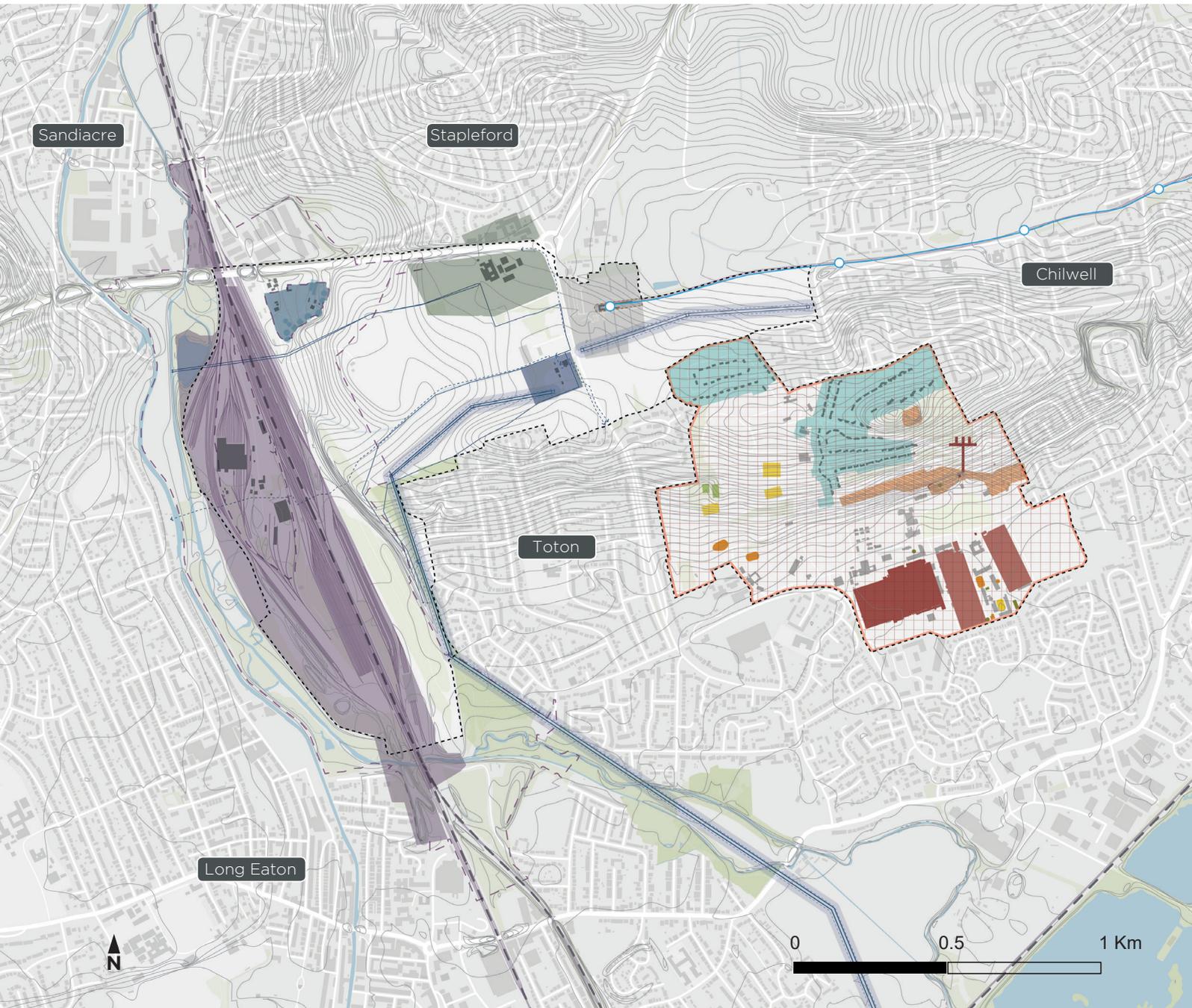
High Speed 2 is planned to be routed along the existing railway corridor on a north-south alignment. This could result in the clearance of underutilised parts of Toton Sidings, as well as some of the employment uses along Bessell Lane. Any relocation of the operational TMD (unaffected by High Speed 2) would be subject to agreement with the depot operator, the need for any such proposals to be viable and 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 outside of the High Speed 2 Hybrid Bill process will need to consider and address potential ground contamination in accordance with Policy 19 of the Part 2 Local Plan.

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.

The Toton site boundary includes the majority of the existing George Spencer Academy – a large secondary school which straddles the A52. It is not yet known whether the pupil yield arising from the planned development will need to be accommodated through expansion of the school, or other schools locally. However, 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.

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 Masterplan has been produced based on the assumption that alternative plans will now come forward.

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
- Indicative land for HS2
- Rail Tracks
- Rail Alignment
- Roads
- Existing buildings
- Blue Infrastructure
- Green Infrastructure
- Topography
- Site Boundary

Land Contamination

- Very High Unexploded ordnance Encounter Zone
- Unexploded ordnance and Radioactive Chemicals
- Asbestos/Heavy Metals
- Made Ground, Asbestos
- Heavy Metals and Chemicals
- Hydrocarbons
- Former Quarries

Fig 10. Existing Land Uses

EXISTING COMMUNITIES, DESIGN & CHARACTER

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.



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.



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 new development within the Masterplan area and to High Speed 2, as recognised in Stapleford's Town Investment Plan, and its proposed Cycle Super Highway network linked to the East Midlands Hub Station.

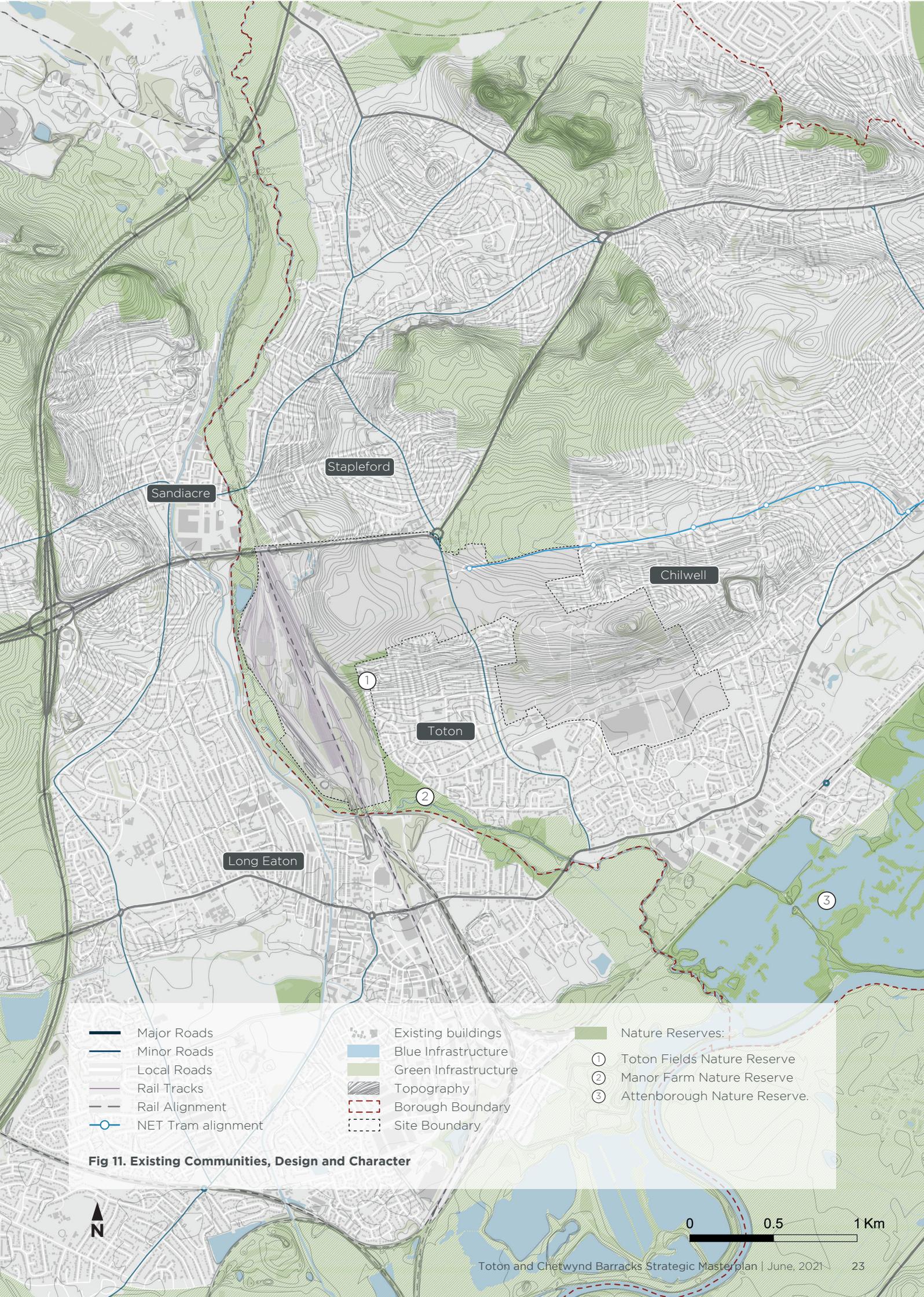
These surrounding communities, and the Masterplan area, are also characterised by their relationship with strategic blue and green infrastructure assets of the Erewash and Trent Valleys. This includes nationally and locally significant ecological assets such as Toton Fields Nature Reserve, Manor Farm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



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.



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 and to High Speed 2, which is also recognised in Long Eaton's Town Investment Plan.



- Major Roads
- Minor Roads
- Local Roads
- Rail Tracks
- Rail Alignment
- 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 11. Existing Communities, Design and Character



0 0.5 1Km

MOVEMENT, ACCESS AND CONNECTIVITY

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.

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 inaccessible particular by walking, cycling and wheeling.

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 no east-west highway routes. This means that Chilwell and Long Eaton are particularly isolated from parts of the Masterplan area.

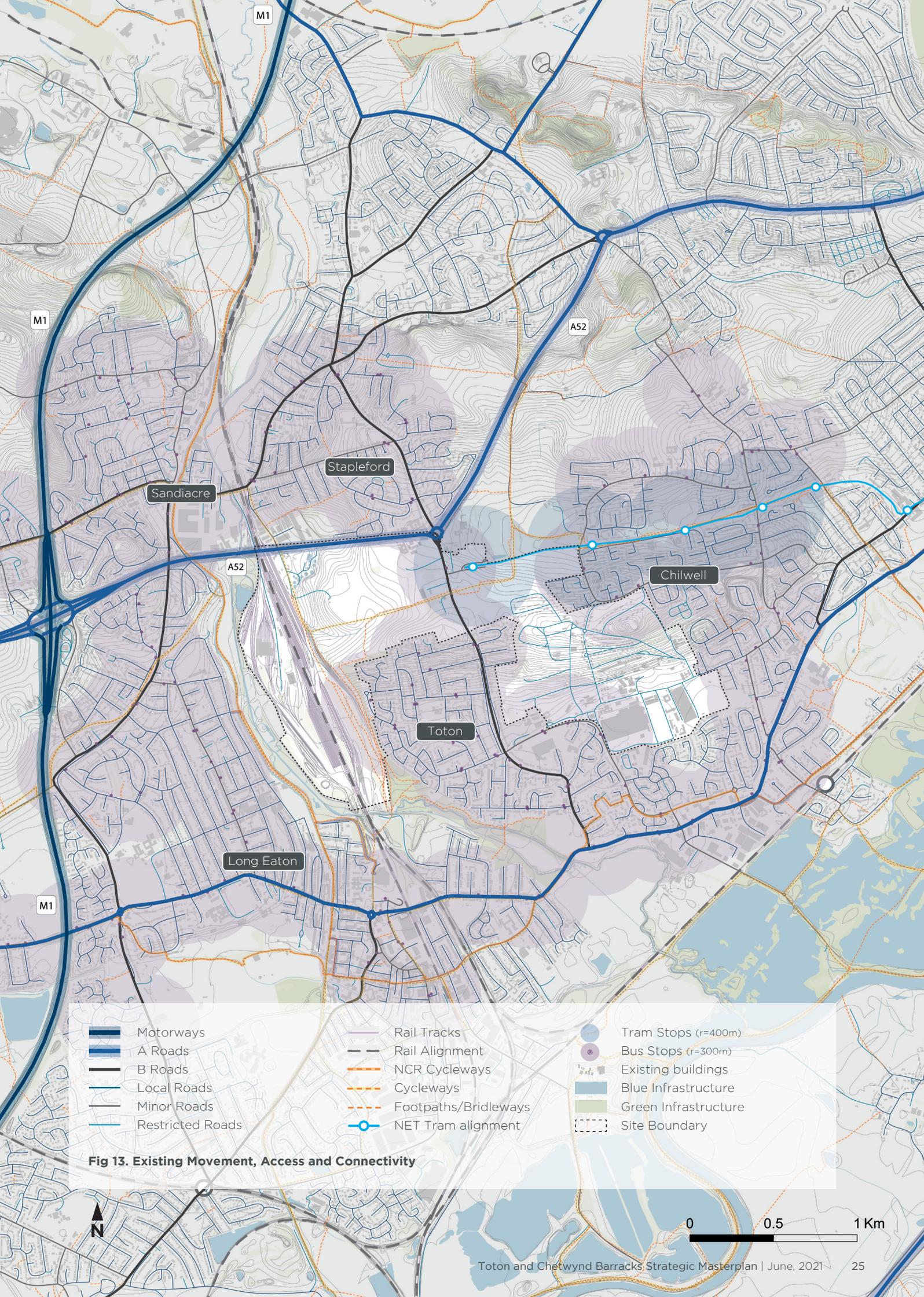
There are a number of other dead-ends and restricted access points into the Masterplan area including Bessell Lane, tthe access into Toton TMD to the west of the Erewash Valley Railway Line, and into Chetwynd Barracks from Swiney Way (south) and Chetwynd Road (east).

There are existing walking, cycling and wheeling 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.

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 12. Existing Movement Network



- | | | |
|--|--|---|
|  Motorways |  Rail Tracks |  Tram Stops (r=400m) |
|  A Roads |  Rail Alignment |  Bus Stops (r=300m) |
|  B Roads |  NCR Cycleways |  Existing buildings |
|  Local Roads |  Cycleways |  Blue Infrastructure |
|  Minor Roads |  Footpaths/Bridleways |  Green Infrastructure |
|  Restricted Roads |  NET Tram alignment |  Site Boundary |

Fig 13. Existing Movement, Access and Connectivity



GREEN AND BLUE INFRASTRUCTURE

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 multi-functional natural and semi-natural 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”.

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.

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.

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 run south towards Attenborough Nature Reserve and the River Trent, and north towards Sandiacre and Stapleford. Elsewhere within Toton there are some small wooded areas, Field Lane Open Space, as well as areas of playing fields associated with the George Spencer Academy secondary school.

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 Open Space
- ⑥ Memorial Garden
- ⑦ Chetwynd Barracks Sports Ground

- | | | |
|---|---|---|
|  Site of Special Scientific Interest |  Allotments |  Historical Watercourse |
|  Protected Woodland and Trees |  School Sites |  Active Transport Routes |
|  Local Nature Reserve |  Grassland |  Roads |
|  Local Wildlife Site |  Green Belt |  Rail Alignment |
|  Woodland/ Scrub |  Waterbodies |  Existing buildings |
|  Historical Woodland Location |  Flood Zone 2 |  Topography |
|  Parks and Open Space |  Flood Zone 3 |  Site Boundary |
|  Leisure and Recreation spaces |  Surface Drainage Channels | |



Fig 14. Existing Green and Blue Infrastructure

THE HISTORIC ENVIRONMENT

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 largely destroyed 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.

After the First World War, the site was redeveloped 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.

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 no designated or non-designated heritage assets elsewhere at Toton.

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 15. 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)



- | | | |
|--|-----------------------------------|----------------------|
| Scheduled Monument | Military heritage asset | Rail Alignment |
| Listed Building | Underground military asset | Roads |
| Important building (Education, Healthcare) | Building footprint to be retained | Existing buildings |
| Conservation Area | Memorial Garden | Blue Infrastructure |
| | | Green Infrastructure |
| | | Site Boundary |

Fig 16. Existing Historic Environment

SUMMARY OF CONSTRAINTS

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 prevent development from taking place, but are issues that will need to be navigated. The approach to dealing with these constraints is set out in further detail in Section 3 of the SPD.

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

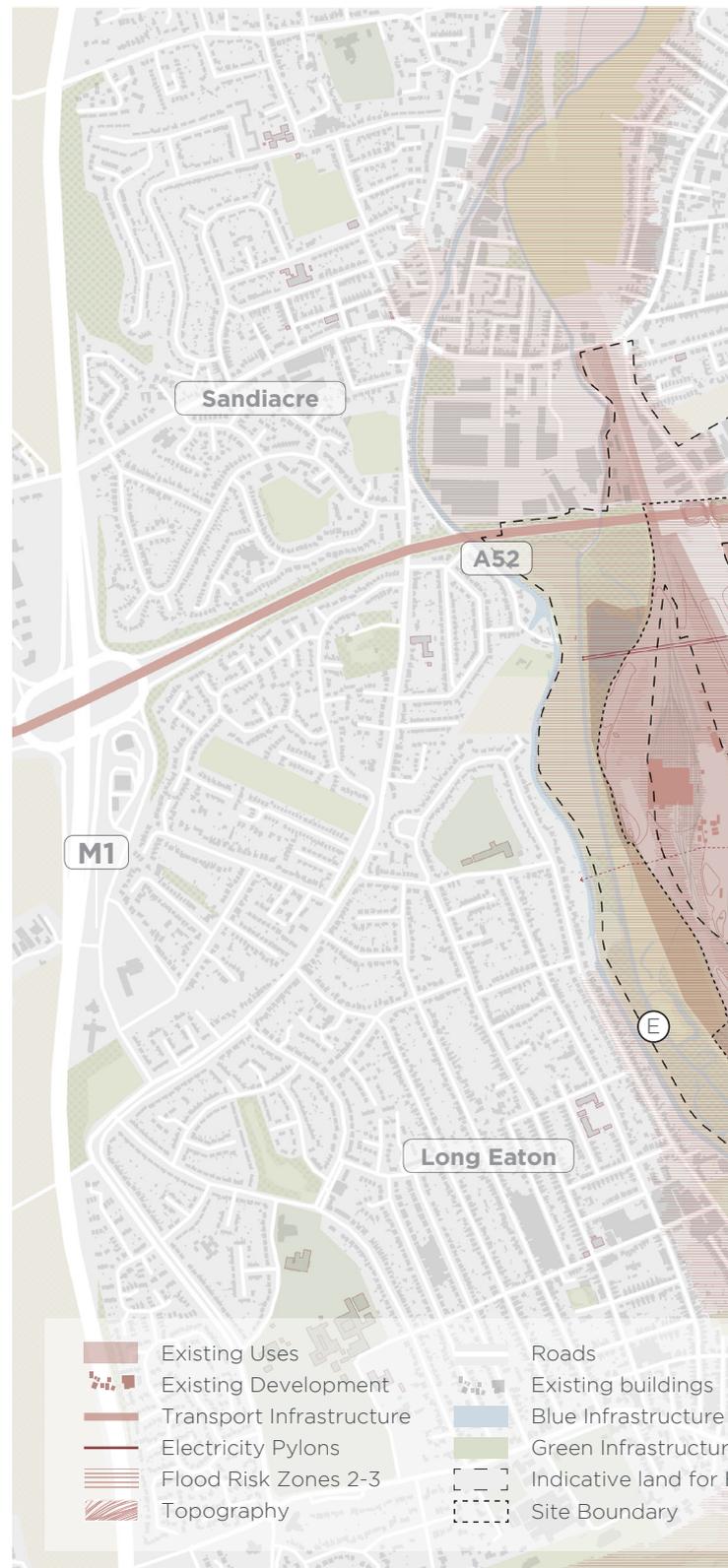
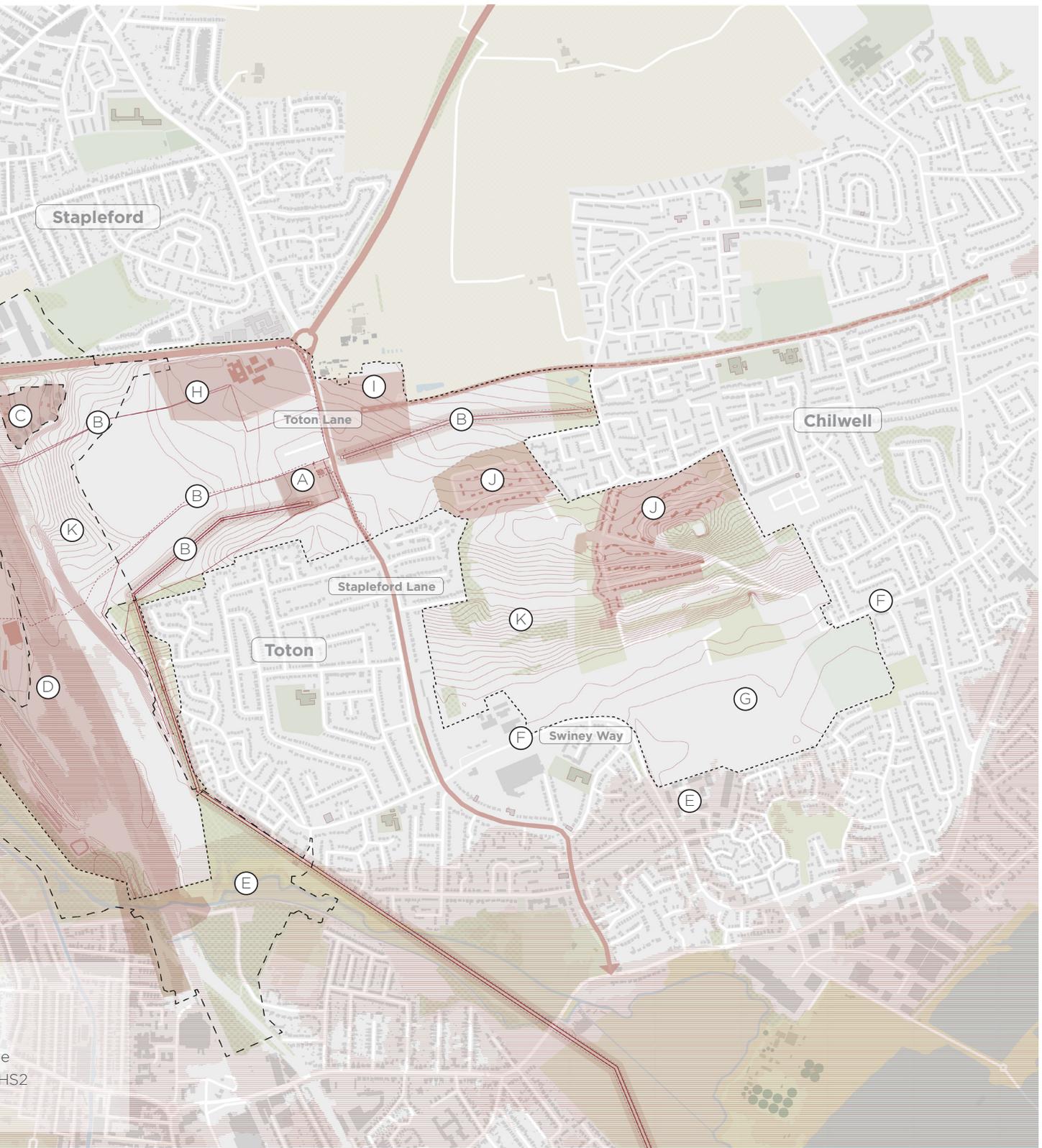


Fig 17. Constraints Mapping



SUMMARY OF OPPORTUNITIES

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

As new exemplar communities able to harness new building and systems technologies and also well connected to world-class public transport networks and active travel routes, there is an opportunity to bring about highly sustainable net zero carbon development.



Boosting connectivity through world class connectivity

High Speed 2 and the other public transport improvements will provide game-changing connectivity for residents and businesses, to national, regional and local destinations. The Government's Integrated Rail Plan, expected to be published in Spring 2021, will provide further details on the proposals for High Speed 2 in this area. Its findings will be considered in the development of the Strategic Masterplan.



Biodiversity and nature recovery

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



Connecting existing communities

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, cycling and wheeling.



Providing new homes for local people

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

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

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 interesting 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 for residents

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

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.

The public transport improvements planned at make Toton and Chetwynd Barracks will make these sites some of the best-connected places in the country. We must make the most of this opportunity and ensure local residents reap the benefits.

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



Fig 18. Illustrative image showing the possible future places and spaces that could be brought forward at Toton and Chetwynd Barracks

We imagine a station set in a park, connecting rail, tram and road systems into local cycling, walking and wheeling networks. 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.

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.

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 celebrated, 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.

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 placemaking, 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, cycling and wheeling links. 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.



WHAT IS A NET ZERO COMMUNITY?

Achieving net zero requires changes to the built environment beyond individual buildings. It requires consideration of how different elements and ‘systems’ that contribute to our places can be de-carbonised. Whilst technological advancements will assist with the transition to net zero, this alone will be insufficient.

What is designed and built now will leave a long-lasting legacy. Therefore, it is critical that the Masterplan embeds key design principles that will influence and facilitate the transition to net zero through the built and natural environment as well as supporting the behavioural change required.

The concept of net zero continues to evolve as new research emerges and new technologies are developed. There is no agreed definition of net zero.

The term ‘net zero’ has often been used most in relation to assets (e.g. buildings or companies), with a clearly defined boundary and associated sphere of influence. In this context, a net zero

energy building or development produces as much energy as it consumes over a defined period. Alternatively, a net zero carbon development is where construction, embodied and operational carbon emissions are balanced or offset development wide so that annually, the total net carbon emissions are equal to zero.

A net zero community extends beyond specific buildings or individual plots and therefore these existing definitions do not neatly align with the Council’s aspirations.

The Council recognises that this is an area where progress needs to be made now, yet at the same time, a feasible and viable route to achieving a net zero community does not currently exist. Planning applications should therefore seek to 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.

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.

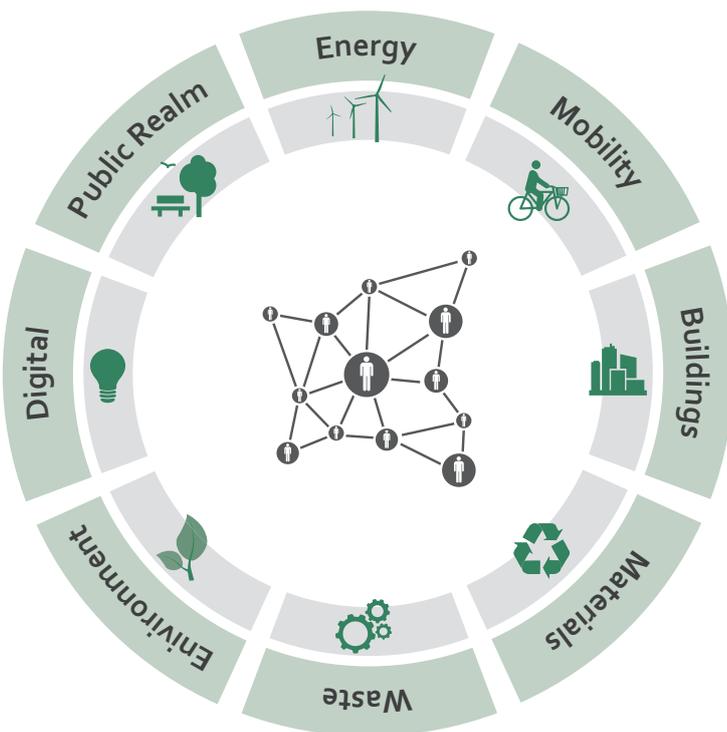


Fig 19. Systems within a community

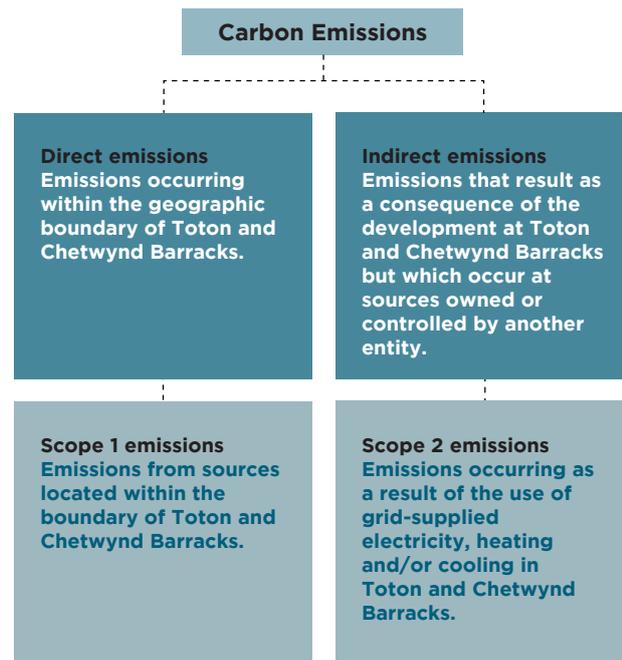


Fig 20. Considerations for a net zero community

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.

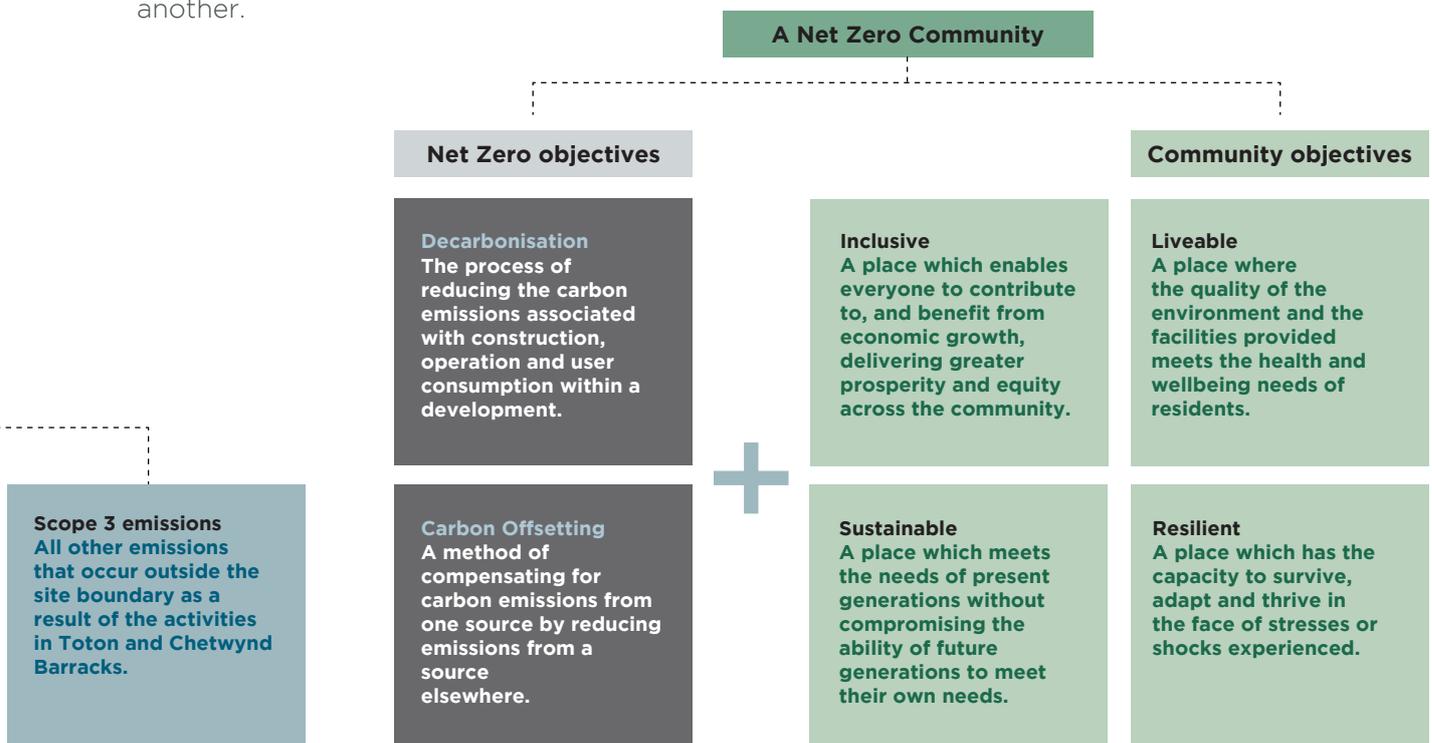
Aligning net zero thinking with other placemaking priorities. Delivering an exemplar net zero community means creating a place that is liveable, inclusive, sustainable and resilient to all who live, work, visit and enjoy it. Interventions required to achieve net zero often provide gains across one or more of liveability, inclusivity, sustainability and resilience and vice versa.

Identifying interventions to all built environment ‘systems’. To achieve a net zero community will require change across all the ‘systems’ which contribute to and enable places to function and thrive. At this masterplanning stage, significant emphasis has been given to how urban design, mobility and landscape systems can support the transition to net zero carbon. Further consideration needs to be given to the other five systems and how they integrate and support one another.

Net zero and 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 contributions to carbon emissions through the everyday choices and behaviours they exhibit.

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



DEVELOPMENT PRINCIPLES FOR TOTON AND CHETWYND BARRACKS

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 Community

Integrate the low carbon development of the development proposed, making use of materials used



3. High-Quality Public Spaces

Deliver a complete and public spaces for wellbeing and accessed by vehicles. The spaces should be built development existing open landscape, and achievement.



5. Human Scale Spaces

Create liveable neighbourhood around streets ensure new access local facilities to-day needs for wheeling.



7. Jobs and

Create the conditions of jobs across and new sectors and new residents the anchor of Campus.

3. Net Carbon Footprint

Apply the principles of net zero development through the layout, design, technology, materials, methods of construction and operation.

5. Quality Network of Open Spaces

Create a comprehensive network of open spaces for leisure, health and wellbeing and recreation, which can be accessed by walking, cycling and wheeling. These spaces should be integrated with the urban fabric, provide connections to other green spaces including the wider landscape and support wildlife corridors/ corridors of biodiversity net gain.

7. Scale Streets and Public Spaces

Create safe and legible streets and public spaces and facilities that are structured to support existing residents and new residents can access facilities to meet their day-to-day needs through walking, cycling or public transport.

9. Skills for All

Create the conditions to provide a range of opportunities for all skill levels in growing and supporting jobs, both for local people and new residents. This includes through providing training and support for occupiers of the Innovation Centre.



2. Locally Specific Sense of Place

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

Create a vibrant interchange and focal point around the East Midlands Hub Station providing a distinctive sense of arrival to the area. This should be complemented by world class 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

Support great placemaking 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

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

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

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.

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.

Policy 3.2 Part D, xxiii) seeks the off-site relocation of the electricity sub-station, 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 sub-station 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.

The operational railway assets west and east of the Erewash Valley Railway Line are owned by Network Rail and a rail depot operator. It is intended that affected Network Rail assets will be re-located as part of the proposals being brought forward for High Speed 2. 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.

The Hybrid Bill for High Speed 2 will make appropriate provisions for the construction and operation of a high speed railway line, railway station, road access, associated car parking and other ancillary facilities.

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 21. Traction Maintenance Depot at Toton Sidings



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RENEWING YOUR RAILWAY

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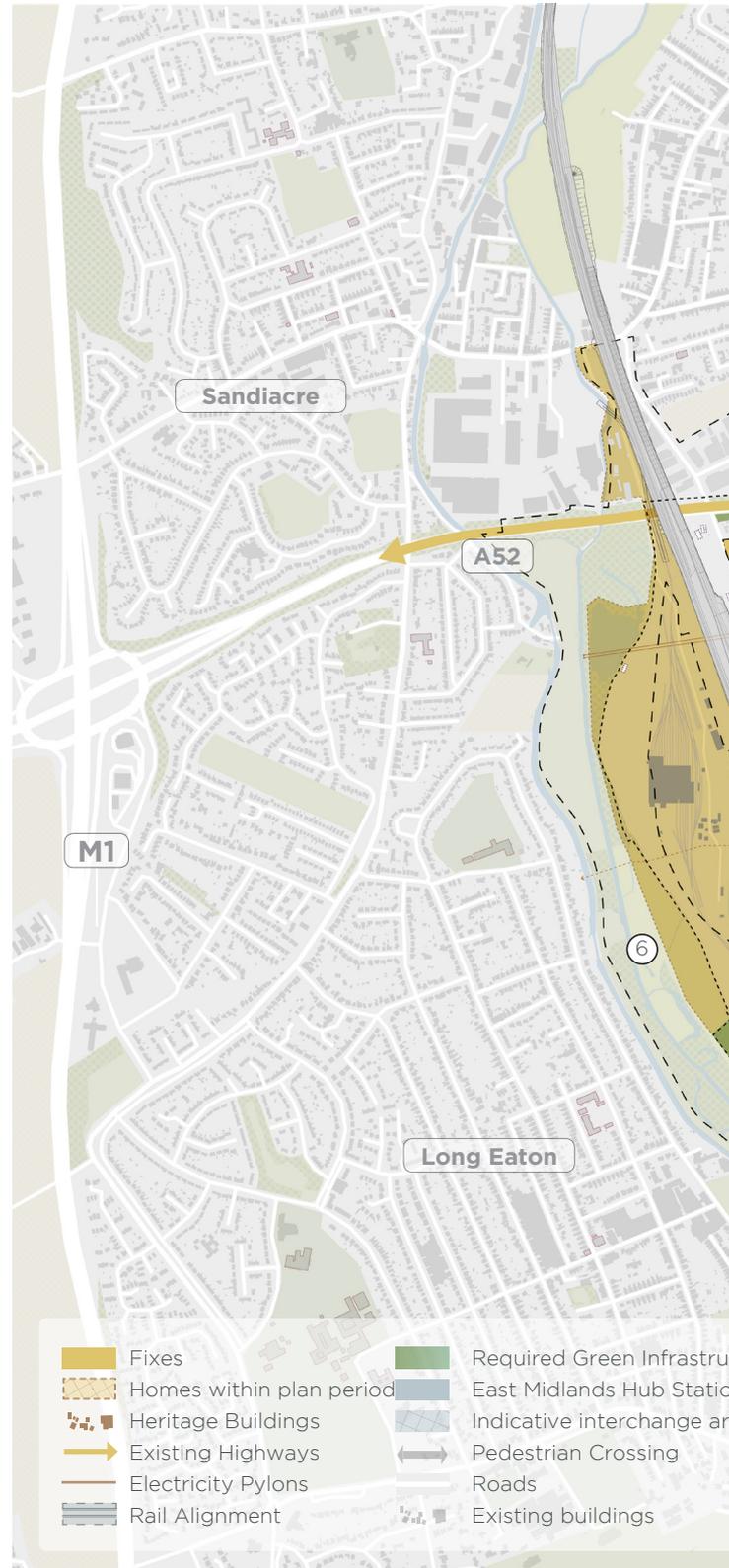
ENSURE LOCKS ARE ENGAGED BEFORE MOVING VEHICLE

Fixes

- ① Existing highway network.
- ② Existing NET tram stop and associated car park at Toton Lane.
- ③ Electricity sub-station
- ④ High Speed 2 proposals including the railway alignment, station and car parking locations.
- ⑤ Low voltage electricity pylons.
- ⑥ Existing green and blue infrastructure assets.
- ⑦ Retained service family accommodation.
- ⑧ Sewage treatment works.
- ⑨ Toton Sidings and TMD (until re-located).

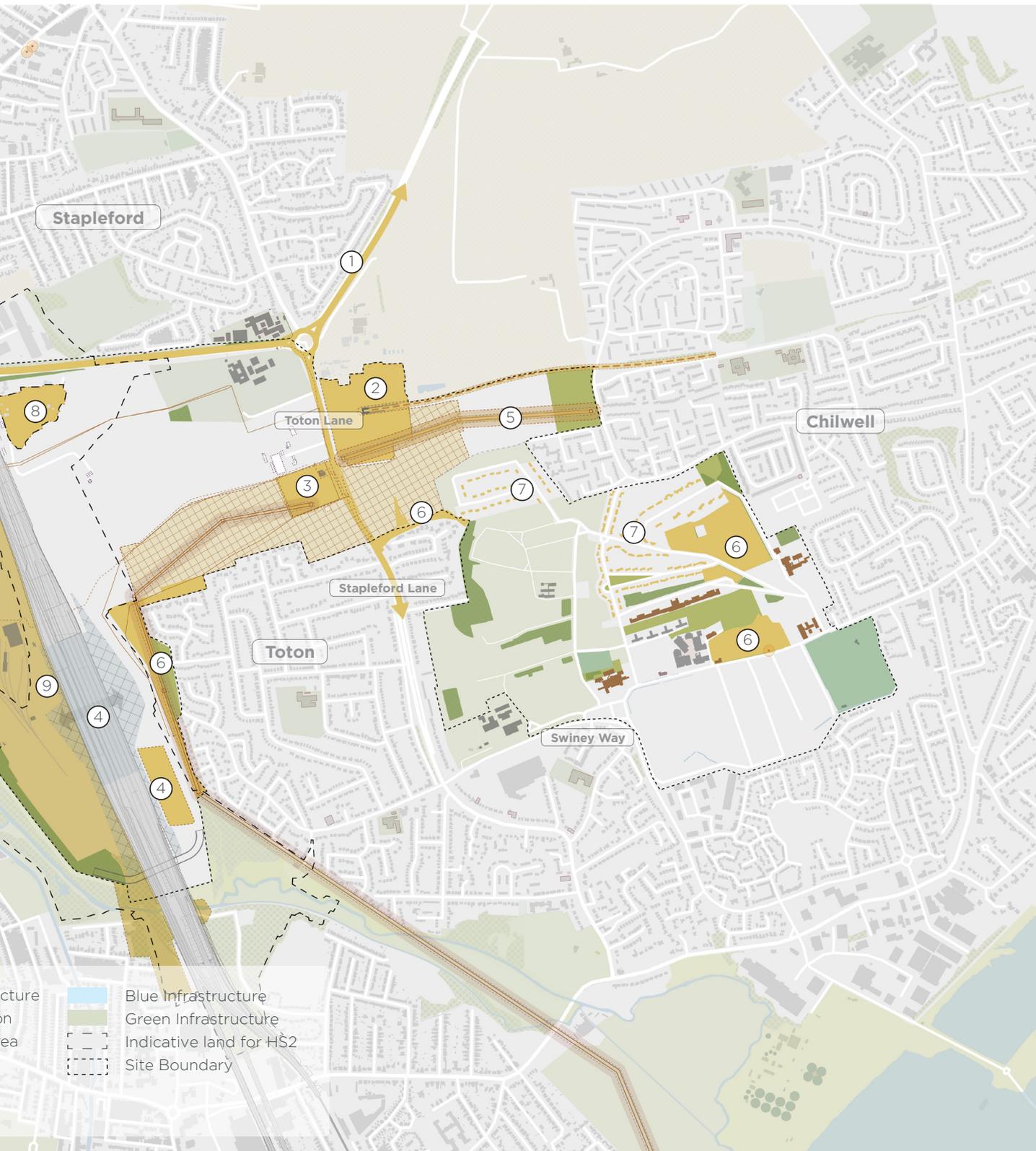
Other Policy Requirements

- A The Part 2 Local Plan defines an area within Toton where at least 500 homes must be delivered within the plan period to 2028.
- B 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 is being updated by the Local Education Authority to establish the capacity of existing secondary schools in the Broxtowe South School Planning Area. It is therefore not yet known whether they can accommodate the pupil yield from new development. 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.
- C Policy 3.2, Part D, ii) of the Part 2 Local Plan requires that space is provided for a re-located Leisure Hub with space for a leisure centre including an indoor sports centre and 25m swimming pool and outdoor sports pitches. Wider decisions about the future leisure strategy for Broxtowe will be made later in 2021. The Masterplan will make provision for this Leisure Hub, if required.
- D 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
- E 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.



Location of HS2 station, railway, access roads and other ancillary developments, and other policy requirements for the area, and it is not depicting any committed plans for the area.

Fig 22. Fixes



Development represents local partner
 from HS2 or DfT.

LAYER: GREEN INFRASTRUCTURE

Approach

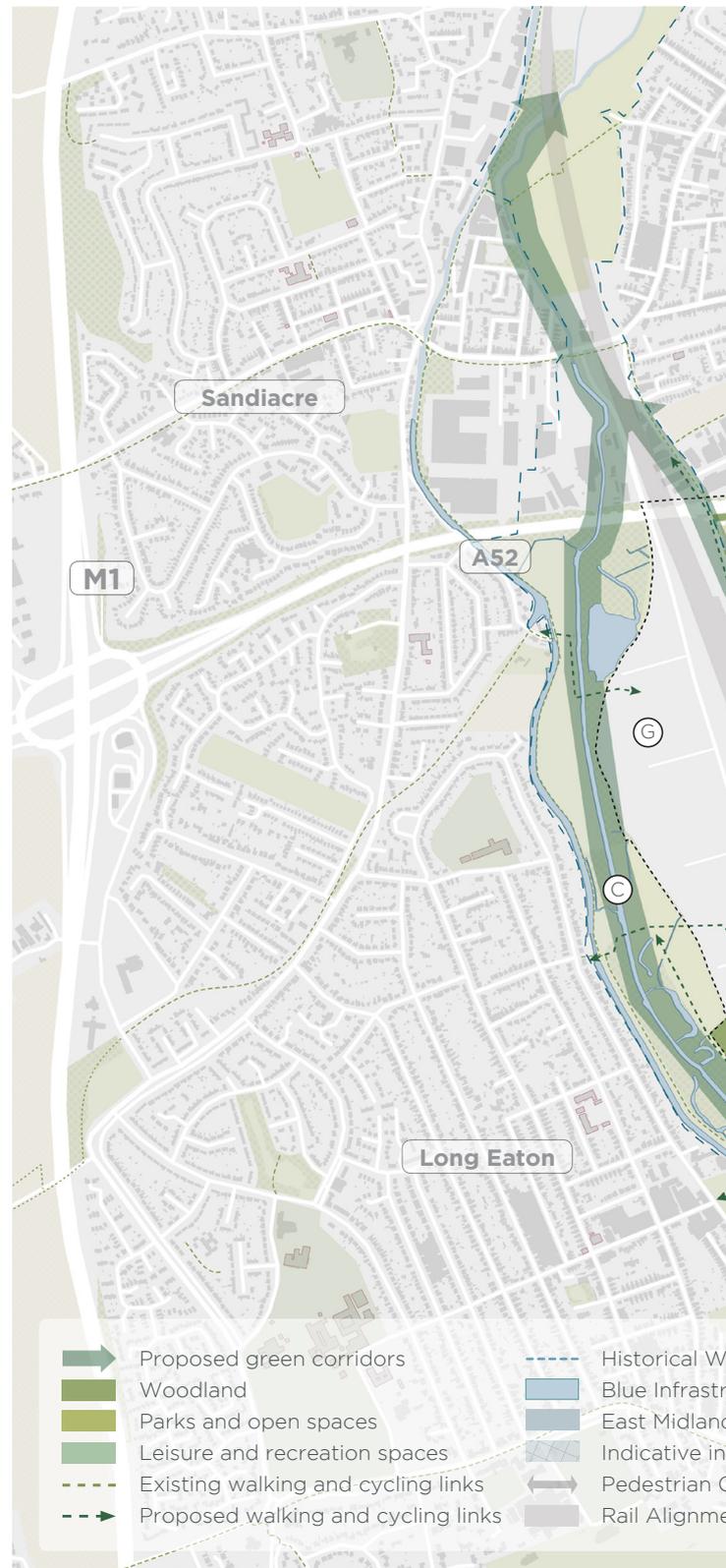
The provision of a comprehensive and high-quality network of green infrastructure is a central part of our vision and key development principles for Toton and Chetwynd Barracks. Our approach focuses around three elements:

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

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.

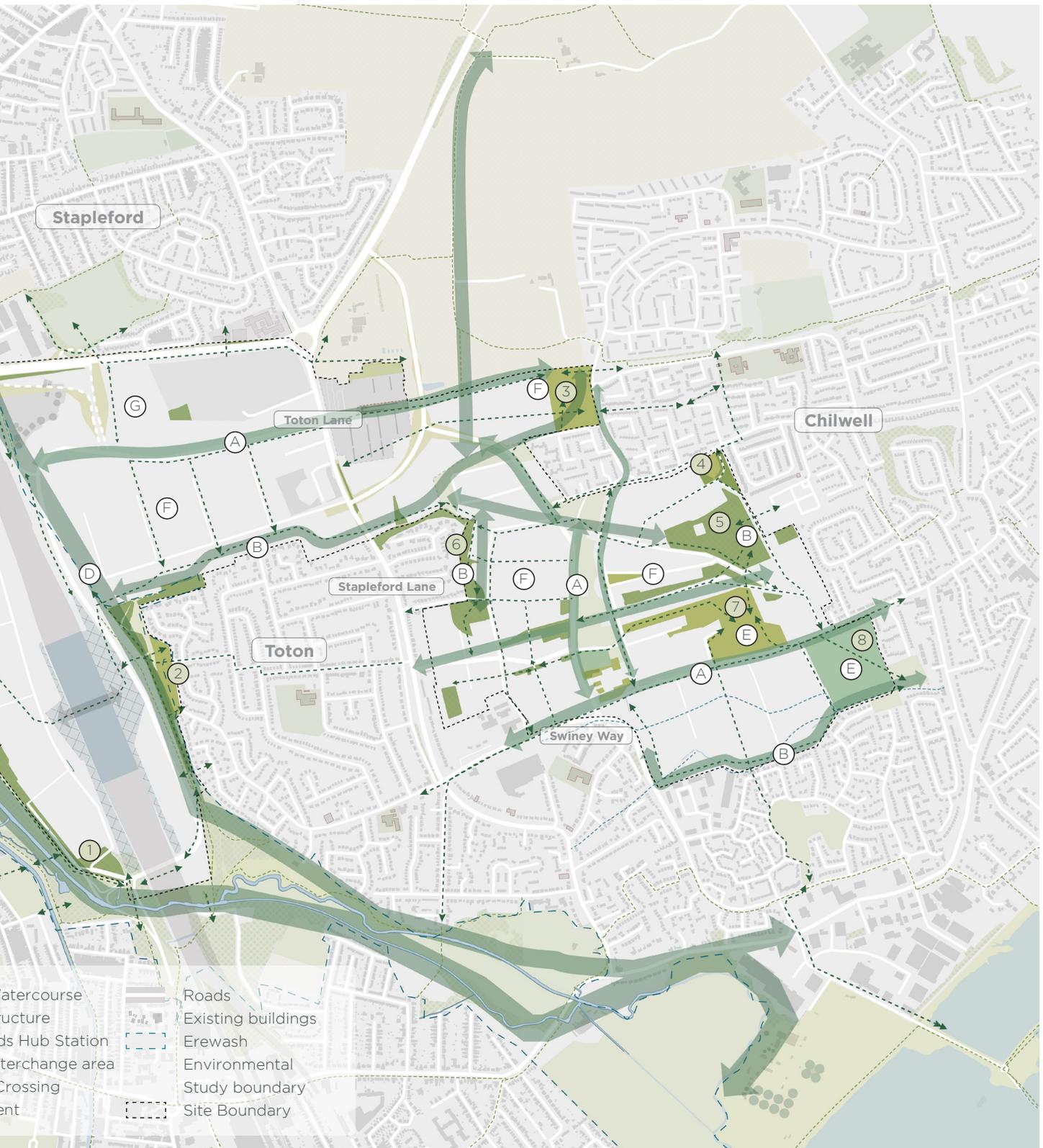
We have taken an integrated approach to developing the green infrastructure network, combining it with streets, walking, cycling and wheeling routes. This will create high quality spaces and attractive and usable links, whilst ensuring sufficient land is available for development.

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

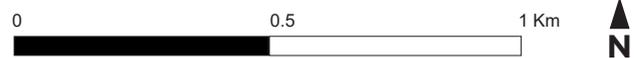


Location of HS2 station, railway, access roads and other ancillary development, and it is not depicting any committed plans for the area.

Fig 23. Proposed Green Infrastructure Framework Plan



Development represents local partner
 from HS2 or DfT.



Green Infrastructure Framework Plan

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.

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, cycling and wheeling links to and between existing and new open spaces;
- retaining and enhancing habitats for wildlife that live in or migrate through the sites, with detailed specific measures (such as bat boxes) required to achieve biodiversity net gain to be determined through individual planning applications;
- 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 placemaking 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.

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.

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 multi-functional 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 East Midlands Hub Station and the A52 to Swiney Way.

Fig 24. Former Red Cross Nurses' building and Memorial Garden at Chetwynd Barracks



Green Infrastructure Typologies

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

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

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. Along the southern boundary of Toton, this corridor will include the back gardens of the new development.



River Corridor

Green infrastructure associated with the existing river corridor 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

Continuous linear green infrastructure asset, which will be enhanced by the proposals being brought forward by High Speed 2 Ltd. Proposals are likely to comprise both new planting and sustainable drainage elements.



District Park

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

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

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

LAYER: MOVEMENT

Approach

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.

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

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 on 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 and convenient walking, cycling and wheeling routes through the sites, which connect into existing walking and cycling networks.
- Reducing congestion, thereby improving air quality and associated health and wellbeing benefits.

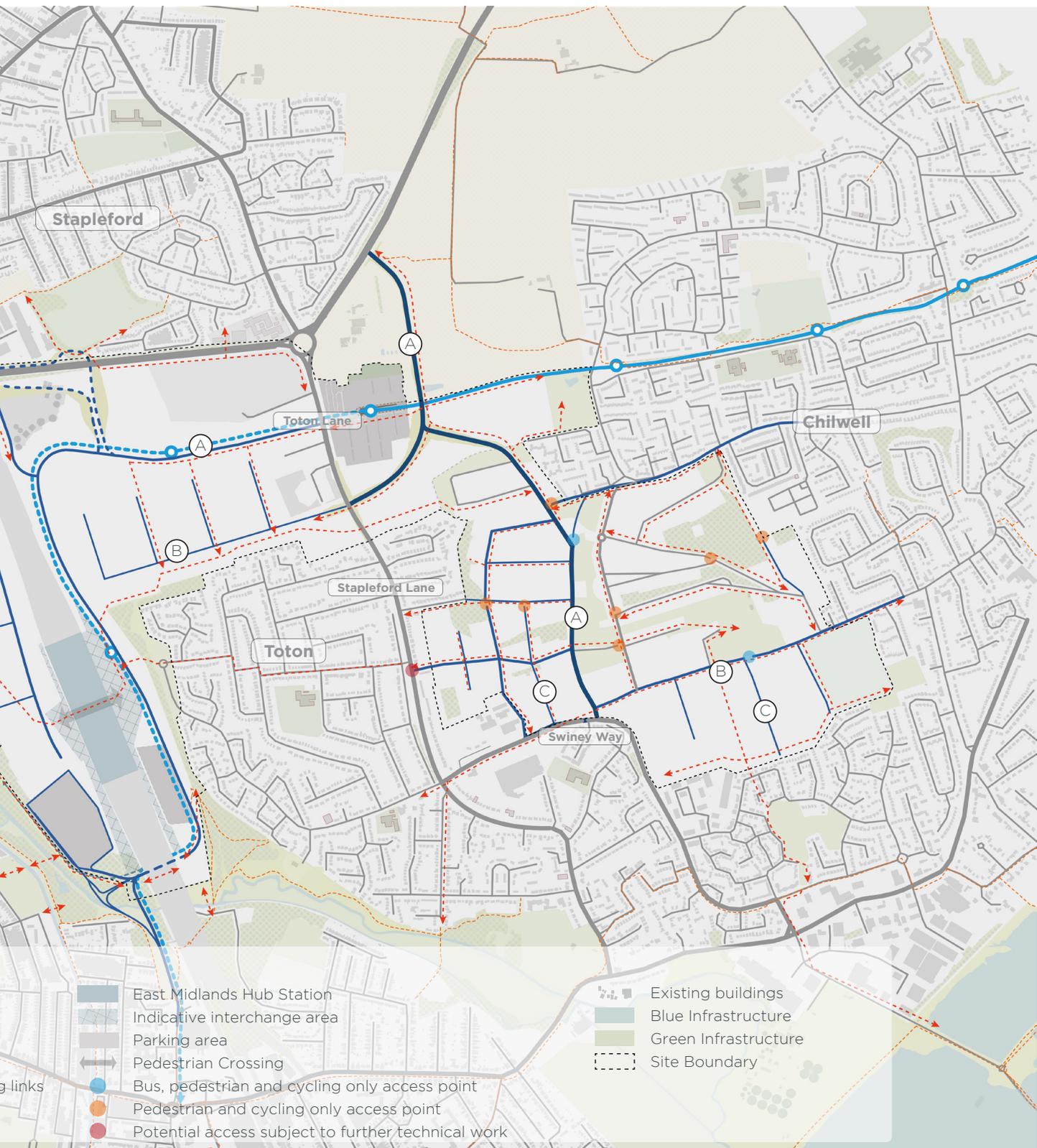
Street Typologies:

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

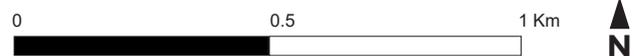


Location of HS2 station, railway, access roads and other ancillary developments, and it is not depicting any committed plans for the area.

Fig 25. Proposed Movement Framework Plan



Development represents local partner
 from HS2 or DfT.



Relationship with High Speed 2

The proposals for High Speed 2 will be accompanied by improvements to the highway network. Policy 3.2 of the Part 2 Local Plan sets out a series of requirements for High Speed 2, which have informed ongoing discussions with High Speed 2 Ltd and the Department for Transport. The Movement Framework Plan incorporates some key local partner aspirations which have been shared with High Speed 2 Ltd, drawing on the proposals set out in the HS2 East Midlands Growth Strategy. These include

- a dual aspect station facilitating a multi-modal transport hub and interchange at the East Midlands Hub Station with bus terminus and taxi rank;
- high speed and classic services enabling onward rail service connections to other principal East Midlands stations;
- primary vehicular access to the East Midlands Hub Station from new junctions from A52;
- provision of circa 3,750 parking spaces accommodated in a multi-storey car park to the east of the station;
- multi-modal underpass to the south of the East Midlands Hub Station to provide access to land west of the railway line and facilitate the NET extension to Long Eaton;
- multi-modal access to/from Long Eaton via Midland Street, to Stapleford via an upgraded Bessell Lane and to Sandiacre via an upgraded private access road; and
- additional active travel links over the railway line with additional connections from Long Eaton over the Erewash Canal and River.

Access to/from Long Eaton.

More detailed work is required to establish the nature of any connection between the East Midlands Hub Station and Long Eaton, via Midland Street. This further work should consider all options for connecting Toton to the existing highway network at Long Eaton, with a through-route to the East Midlands Hub Station designed to be unattractive to through-traffic. 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.

Bessell Lane is an important street because it provides the only direct connection between the East Midlands Hub Station and Stapleford town centre and therefore represents an opportunity to provide a local gateway into the Toton site. However, this access point is also at risk of experiencing a significant increase in use by vehicles if relied upon to serve the East Midlands Hub Station. Whilst the High Speed 2 proposals will widen and improve the quality of the street and the junction with the B5010 Station Road, it will remain less suitable for high vehicular flows. Proposals for Bessell Lane should feature a bus gate south of the A52 Brian Clough Way overbridge, to maintain access to existing properties and businesses but remove the potential for significant increases in vehicular traffic on this route. This will also help encourage more local journeys to be made by public transport, or active travel modes by providing a more direct connection when compared to private vehicles.

Public Transport, Walking and Cycling

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

- the NET tram system is extended from its current terminus at Toton Lane to the East Midlands Hub Station before going towards Long Eaton town centre;
- the NET extension, new bus terminus and taxi ranks will complement the East Midlands Hub 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 at Bessell Lane and within Chetwynd Barracks to enable buses to serve the site and Chilwell without creating rat-runs for drivers; and
- a comprehensive network of walking, cycling and wheeling routes between Toton, Chetwynd Barracks, existing communities and the East Midlands Hub 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.

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.

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.

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.

Highway Network

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. 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 unacceptable in planning terms.

The roads and streets identified in the Movement Framework Plan have been informed by the proposals set out in the East Midlands HS2 Growth Strategy and the Access to Toton report (which was informed by the East Midlands Gateway Study and associated modelling referenced in Policies 3.1 and 3.2 of the Part 2 Local Plan).

Access to the Toton site will be provided from the A52 through new roads to the East Midlands Hub Station, and from the east of Bardills Island to Stapleford Lane. This latter 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.

Funding is currently being sought so that the new route between the A52 and Stapleford Lane can be delivered by the early 2020s. 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.

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.

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 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 26. Toton Lane tram terminus and Park & Ride site



Street Typologies

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

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

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

Low traffic streets, with priority of the carriageway given to pedestrians and cycles. 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

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, the new local railway station will serve mid-distance trips and the high speed railway station will serve long distance trips.

This level of connectivity is comparable to a city centre location, and better than many large towns across the UK. Additionally, a series of bus gates are planned across Toton and Chetwynd Barracks, to further improve the attractiveness of local public transport.

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.

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

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

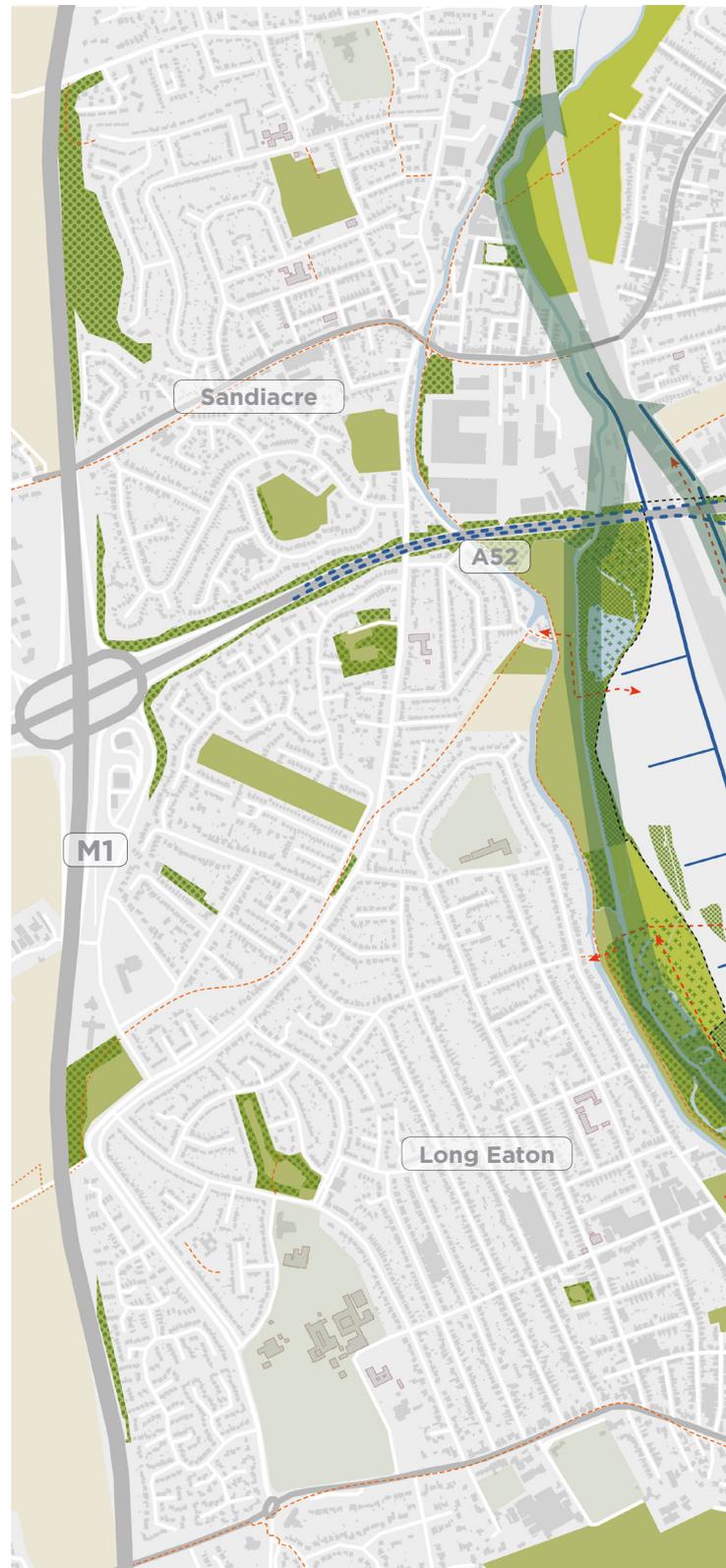
-  Proposed green corridors
-  Protected Woodland and Trees
-  Local Nature Reserve
-  Local Wildlife Site
-  Woodland/ Scrub
-  Historical Woodland Location
-  Parks and Open Space
-  Leisure and Recreation spaces
-  Agriculture/Allotments
-  School Sites
-  Grassland
-  Waterbodies
-  Surface Drainage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

Existing Movement Infrastructure

-  Motorway/A road
-  Primary road
-  Secondary road
-  Tertiary road
-  NET route
-  Walking and cycling links

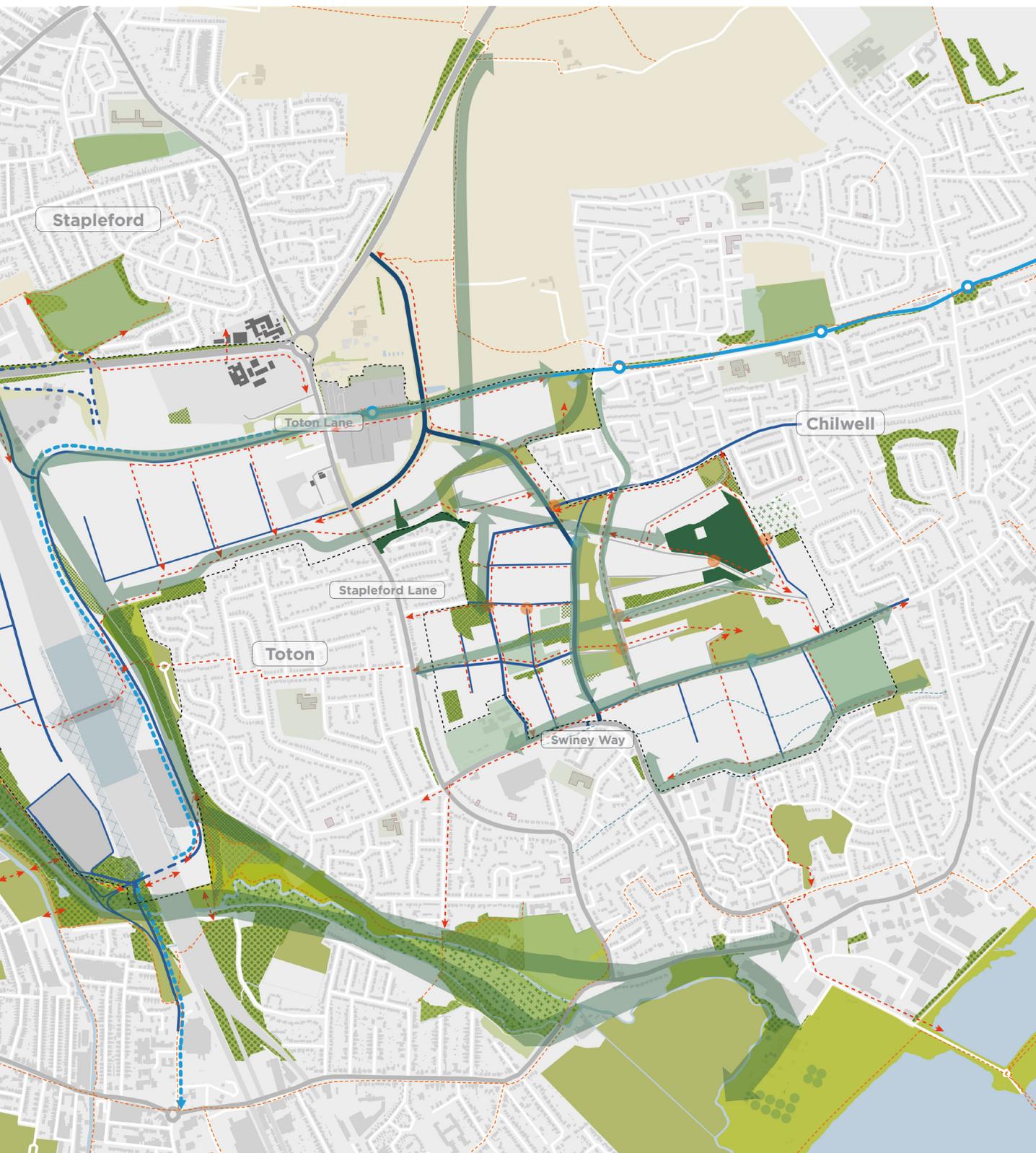
Proposed Movement Infrastructure

-  Primary road
-  Secondary road
-  Tertiary road
-  NET extension
-  Walking and cycling links
-  East Midlands Hub Station
-  Indicative interchange area
-  Parking area
-  Pedestrian Crossing
-  Bus, pedestrian and cycling only access point
-  Pedestrian and cycling only access point
-  Existing buildings
-  Site Boundary

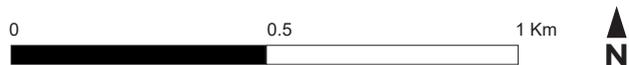


Location of HS2 station, railway, access roads and other ancillary development aspirations for the area, and it is not depicting any committed plans for the area.

Fig 27. Spatial Framework Plan



development represents local partner
from HS2 or DfT.



SECTION 4

Character Areas

DEVELOPMENT WITHIN EACH CHARACTER AREA

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.

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 identify. Individual developments within the Masterplan area will need to demonstrate how they have complied with these principles as part of any planning application.

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

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.

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

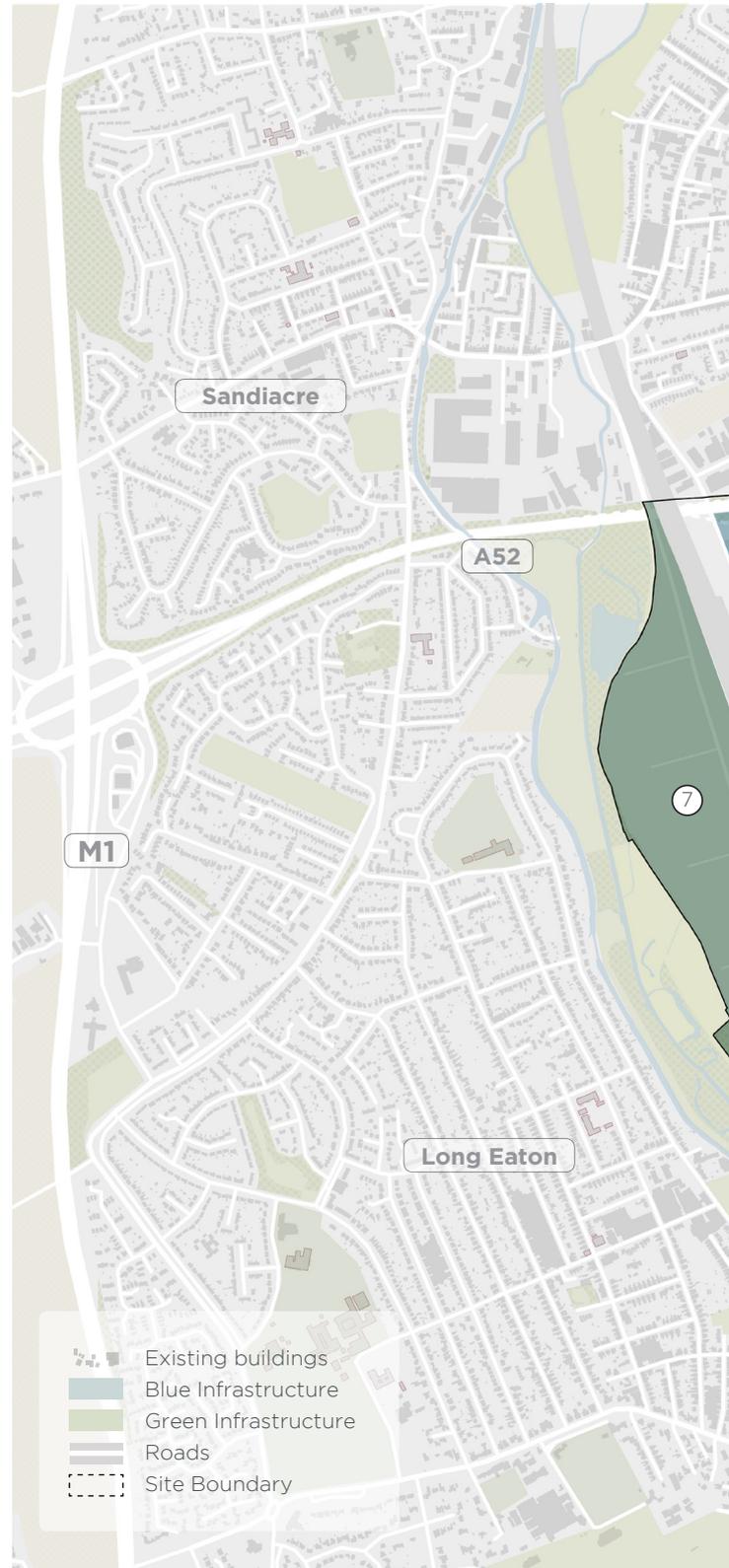
The Masterplan includes seven main character areas:

1. **Toton North** – Employment, residential, retail and community facilities focussed 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.

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).

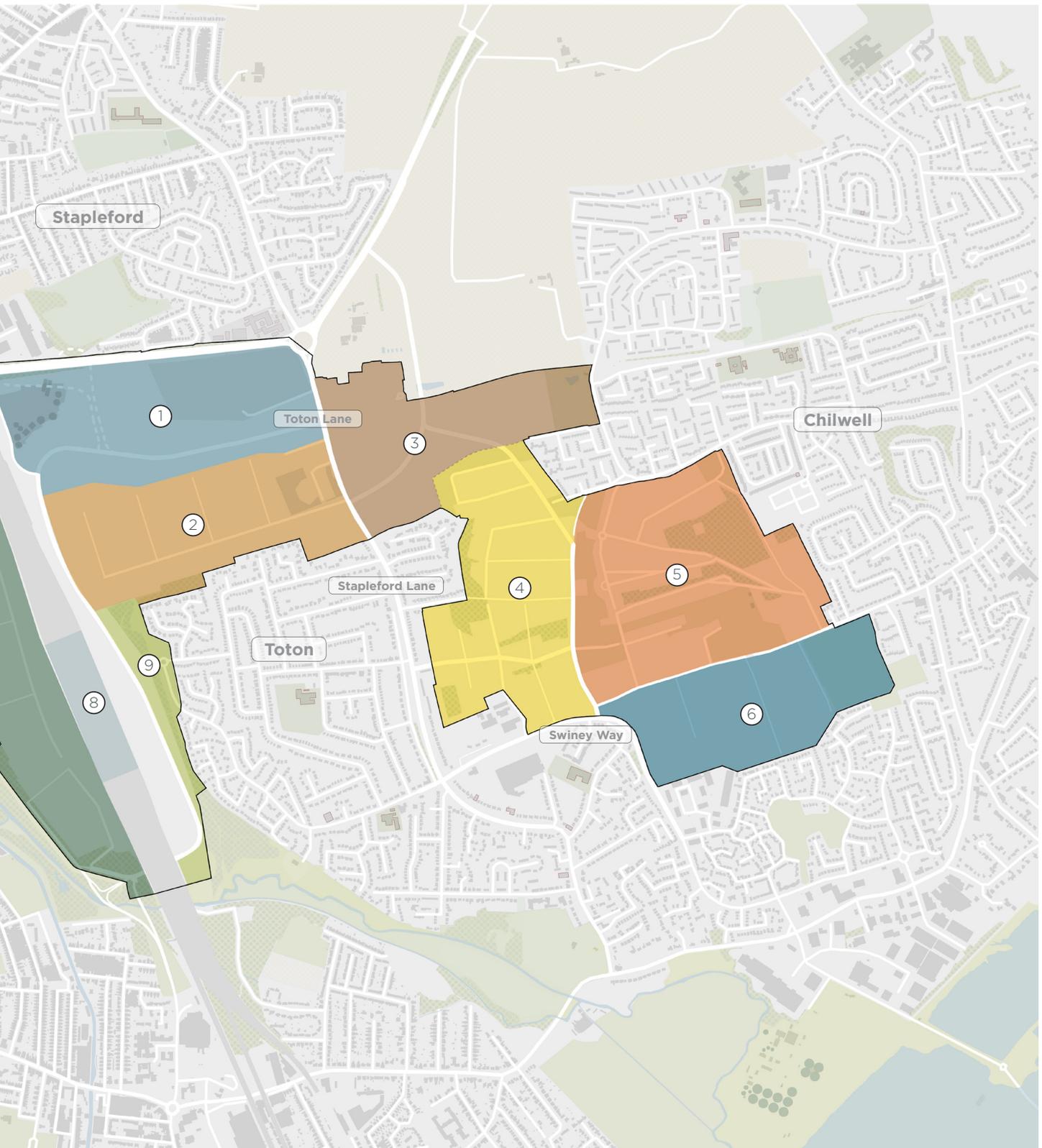
There are two further character areas, crucial to the overall form of development in the Masterplan area, but where the Masterplan itself is not proposing development:

8. **Railway Corridor** – the High Speed 2 route, station, interchange and car parking.
9. **Toton Fields Local Nature Reserve** – retained and enhanced open space and wildlife habitat.

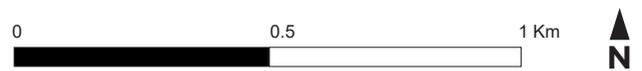


Location of HS2 station, railway, access roads and other ancillary developments, and it is not depicting any committed plans for the area.

Fig 28. Character Areas Plan



Development represents local partner
 from HS2 or DfT.



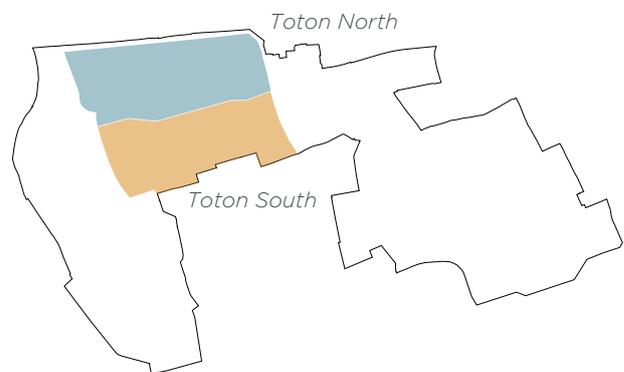
1. TOTON NORTH

Toton North will become the heart 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 (E), 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 stories throughout much of the character area. Taller buildings may be suitable in proximity to the East Midlands Hub Station. (A) (B) (C) (E)
- 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 and onwards to East Midlands Hub Station via the new boulevard. (B)
- Extension of NET tram system along new boulevard towards East Midlands Hub 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 (E), 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 future railway noise which will likely arise from High Speed 2, 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.
- Potential location for new leisure provision subject to outcomes of Broxtowe Leisure Strategy.
- 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

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 East Midlands Hub Station and associated with the Innovation Campus. It will be closely linked to the Toton North character area, with through walking, cycling and wheeling linkages.

DESIGN CONSIDERATIONS

- Development at a mix of densities, including terraced houses, maisonettes and low-rise apartments, with higher densities towards the boulevard. **(D) (F)**
- 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 multi-functional green infrastructure corridor to the south of the character area, which connects Toton Fields Local Nature Reserve with Hobgoblin Wood in Chetwynd Barracks. This corridor should include the back gardens of the new development. **(F)**
- Integrate the existing drainage channel into site-wide SuDS and green infrastructure networks.
- Integrate new walking, cycling and wheeling links 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.



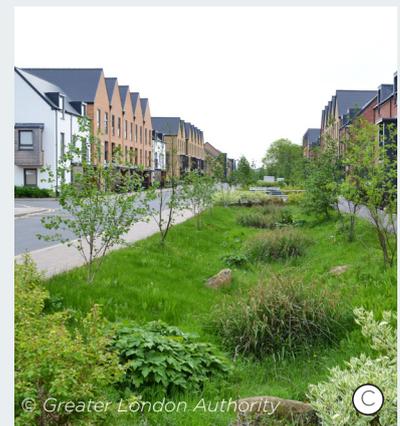
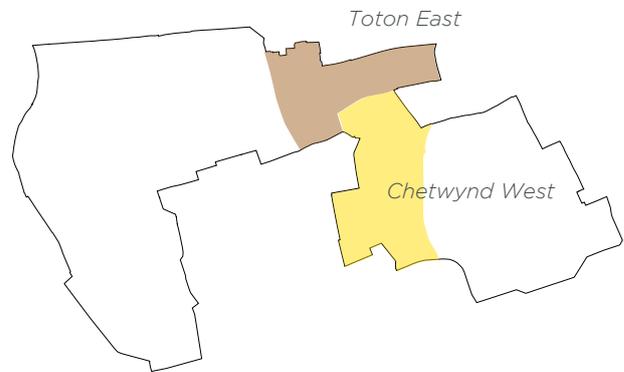
3. TOTON EAST

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 East Midlands Hub 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 Fields Farm Open Space) into the character of the development.
- Green, and attractive routes for walking, cycling and wheeling 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 placemaking. **(C)**
- Sensitive integration of new development with retained service family accommodation at Chetwynd Barracks, with a desire to remove the military fence.

- Provision of new route between the A52 and Toton Lane and into Chetwynd Barracks. This should be designed to provide a sense of place with development oriented 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

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 wider green infrastructure network. **(A)**
- Provision of attractive routes for walking, cycling and wheeling within the character area **(B)**, with links to Toton Lane Tram Stop and towards the East Midlands Hub 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 oriented 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.



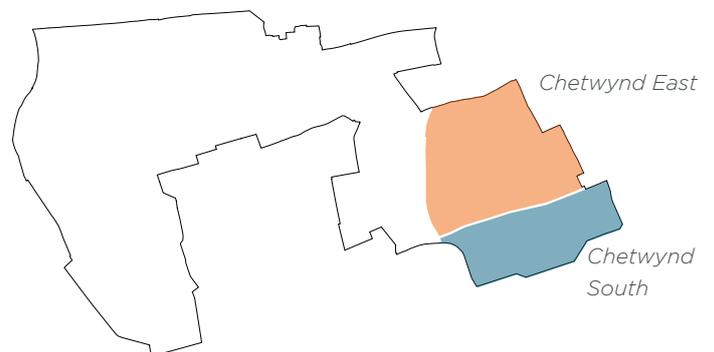
5. CHETWYND EAST

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)** focussed 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 routes for walking, cycling and wheeling within the character area, with links to Toton Lane Tram Stop and towards the East Midlands Hub 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 oriented 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

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 routes for walking, cycling and wheeling within the character area, with links to Toton Lane Tram Stop and towards the East Midlands Hub Station.
- 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)**



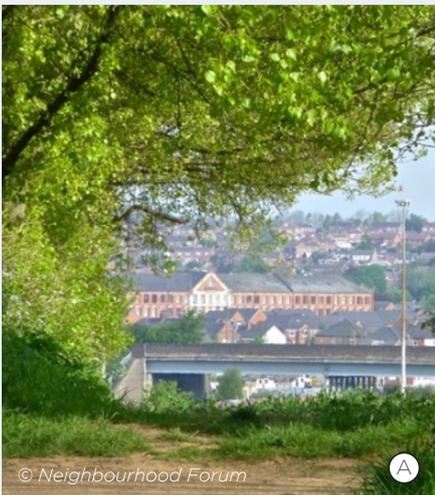
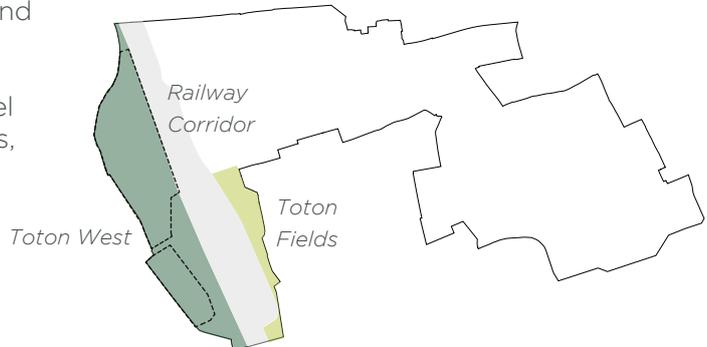
7. TOTON WEST

Toton West will be characterised by its dual proximity to the Erewash River and Erewash Canal, as well as to the East Midlands Hub 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.

- Utilise land that will be released by the relocation of TMD and the consolidation of land which High Speed 2 Ltd proposes to use for the East Midlands Hub Station's car park – 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 East Midlands Hub Station towards Long Eaton.

DESIGN CONSIDERATIONS

- Development at medium-high density, with building heights around four to six stories 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.



8. RAILWAY CORRIDOR

The Railway Corridor includes the route of High Speed 2, the East Midlands Hub Station, associated transport interchange and car parking. Retail and service provision within the station will also make it a hub for the wider Masterplan area. The current plans for High Speed 2 show car parking within the Toton West character area. However, the Masterplan seeks the consolidation of this car parking in a multi-storey car park to the east of the station. 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.

The development of High Speed 2 is subject to a separate planning regime, with the design of development being determined through a Hybrid Bill. Nevertheless, the integration of High Speed 2 with the design principles for adjoining character areas will be advocated by local partners through the Hybrid Bill petitioning process, where necessary.

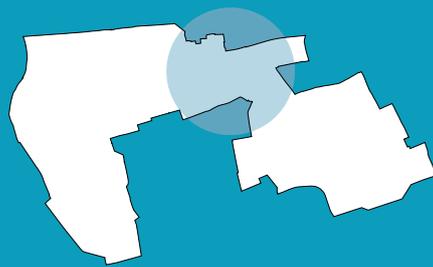
9. TOTON FIELDS LOCAL NATURE RESERVE

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



Phase 1

New homes at Chetwynd Barracks



Phase 2

New homes at Chetwynd Barracks and Toton

Consultation

SPD



DEVELOPMENT PHASING

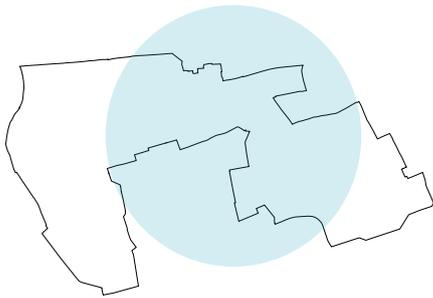
Due to the scale of development proposed at Toton and Chetwynd Barracks, development will take place gradually over the next 25 years. It is therefore important that the Masterplan embeds clear requirements that will ensure high quality development is delivered, while providing flexibility over some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

With the East Midlands Hub Station arriving in the 2030s, 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.

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 oriented to follow the topography of the area and existing patches of woodland with higher densities to the south near Chetwynd Road.

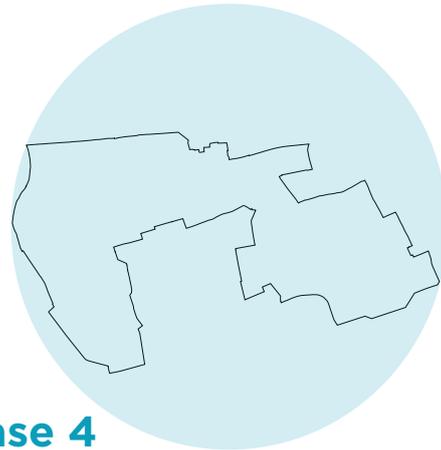
At Toton, it is anticipated the initial phase of 500-800 homes will be in the delivery phase by approximately 2025. It is anticipated approximately 300 homes will be developed initially within the character area of Toton East. This character area borders with Chetwynd Barracks and Chilwell to include 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.

Development of the 18,000m² employment floorspace required to support the development of an Innovation Campus to accord with 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.



Phase 3

New neighbourhoods and employment centres



Phase 4

Consolidation of new neighbourhoods

HS2 ARRIVAL



INFRASTRUCTURE DELIVERY

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

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.

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

6. Boulevard linking Toton Lane to East Midlands Hub Station.
7. Access improvements associated with High Speed 2 on A52, Bessell Lane, private access road to Sandiacre and to Long Eaton via Midland Street.
8. NET extension to East Midlands Hub 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.

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 by the early 2020s. 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.

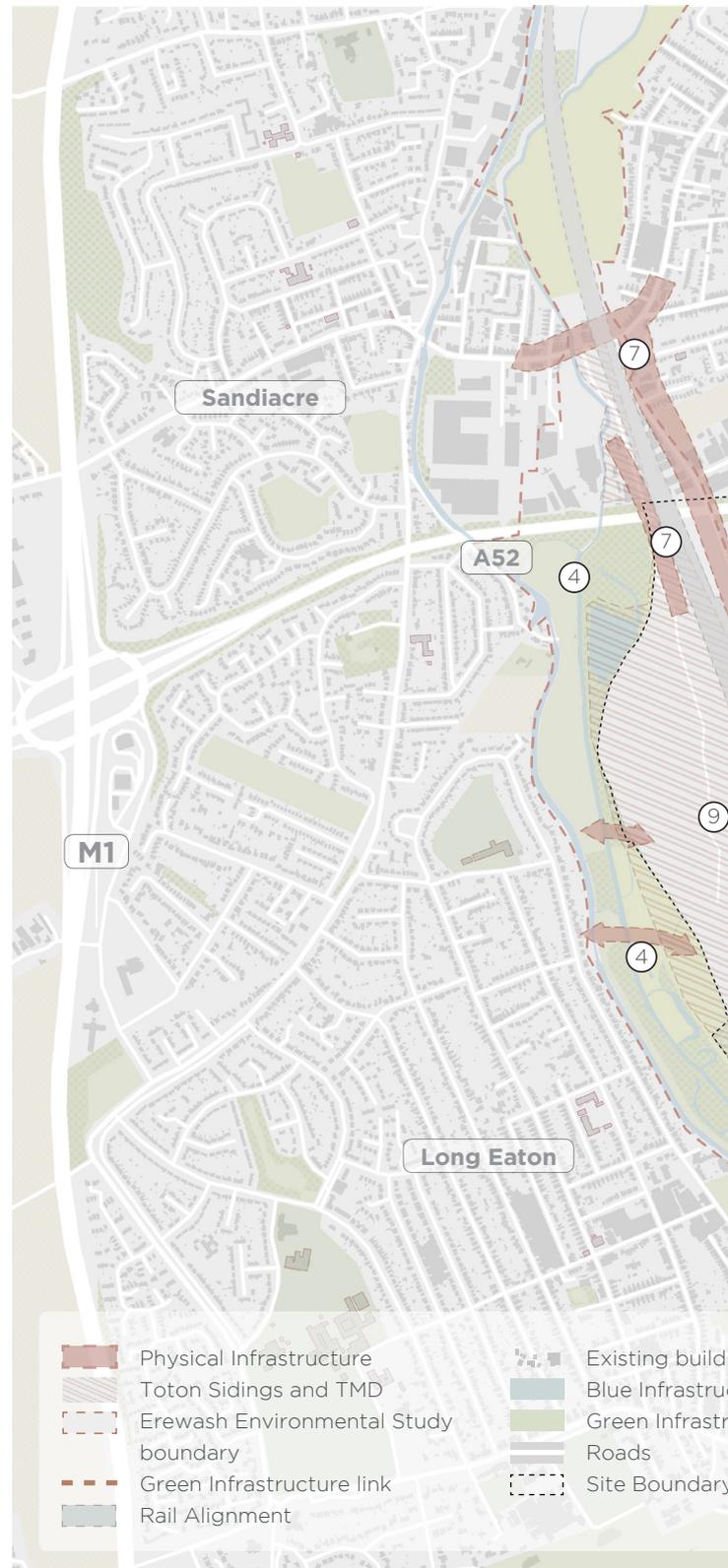
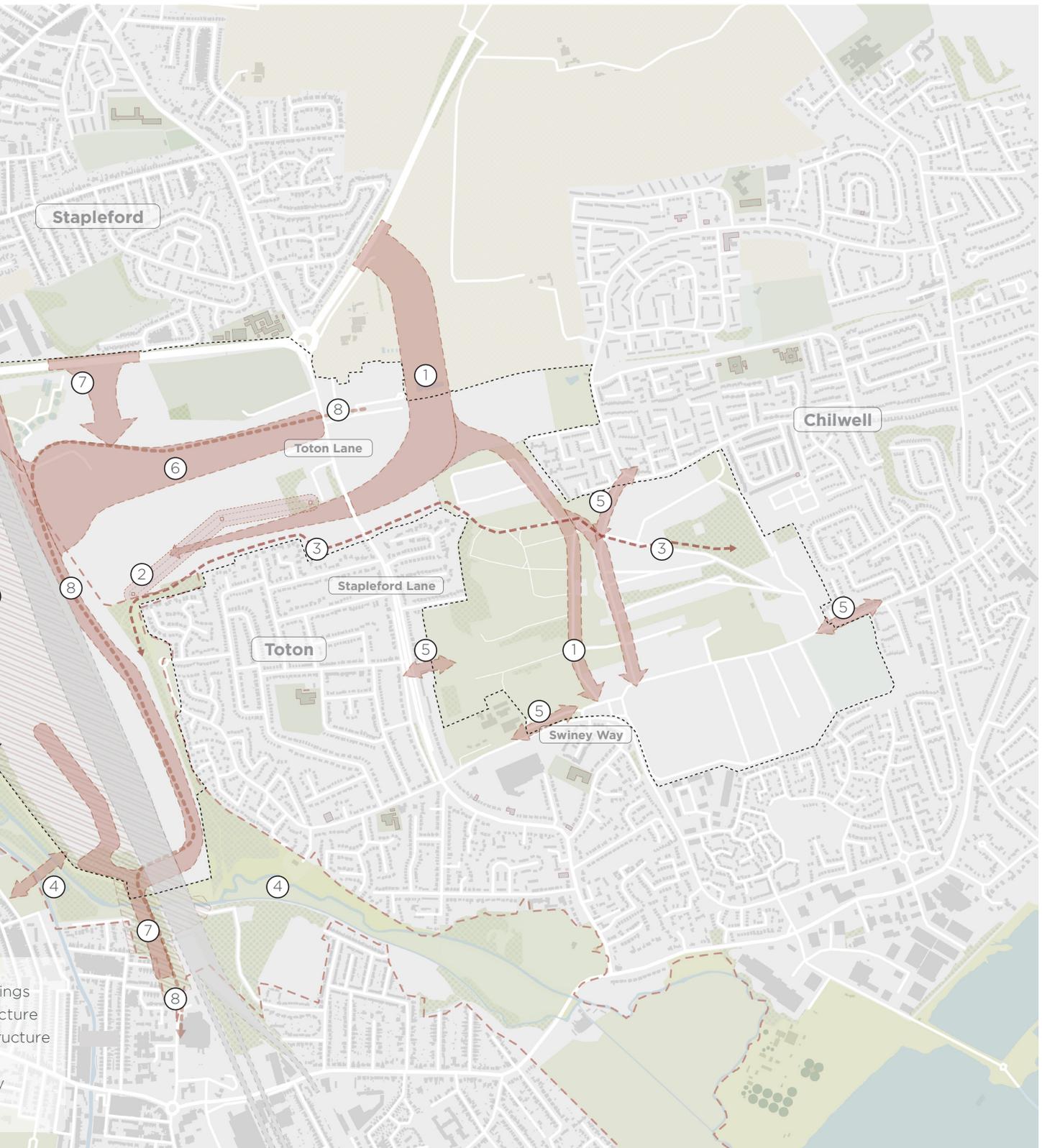


Fig 29. Infrastructure Delivery Plan



Community Facilities: Schools

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.

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.

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.

Modelling and forecasting is currently being updated by the Local Education Authority to establish the capacity of existing secondary schools in the Broxtowe South School Planning Area. It is therefore not yet known whether they can accommodate the pupil yield from the new development. 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

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.

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

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.

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

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.

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

Meanwhile uses 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.

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.

All major development proposals will be required to submit a Meanwhile Feasibility Study at 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

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 placemaking, 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, cycling and wheeling links. 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

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 multi-functional green infrastructure corridor to the south of the area including along the southern boundary that provides safe and convenient pedestrian and cycle access between the HS2 station, Toton Fields Local Wildlife Site and Hobgoblin Wood within the Chetwynd Barracks (site allocation 3.1). This will be a significant corridor in the area.
 - 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 though 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.

Logos to be added to final version