

Toton and Chetwynd Barracks Strategic Masterplan

Supplementary Planning Document

SEPTEMBER 2022



Broxtowe
Borough
COUNCIL

Foreword

TOTON AND CHETWYND SPD

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

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

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

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

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

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

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

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



Ruth Hyde OBE
Chief Executive,
Broxtowe Borough Council



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

Executive Summary

Background

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

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

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

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

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

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

Contents of the Strategic Masterplan

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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SECTION 1

Introduction

BACKGROUND

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

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

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

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

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

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

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

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

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

PURPOSE OF THE STRATEGIC MASTERPLAN

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

1.11 The purpose of the Masterplan is to establish:

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

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

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

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

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

HOW THIS DOCUMENT WILL BE USED

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

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

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

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

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

A STRATEGIC LOCATION FOR GROWTH

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

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

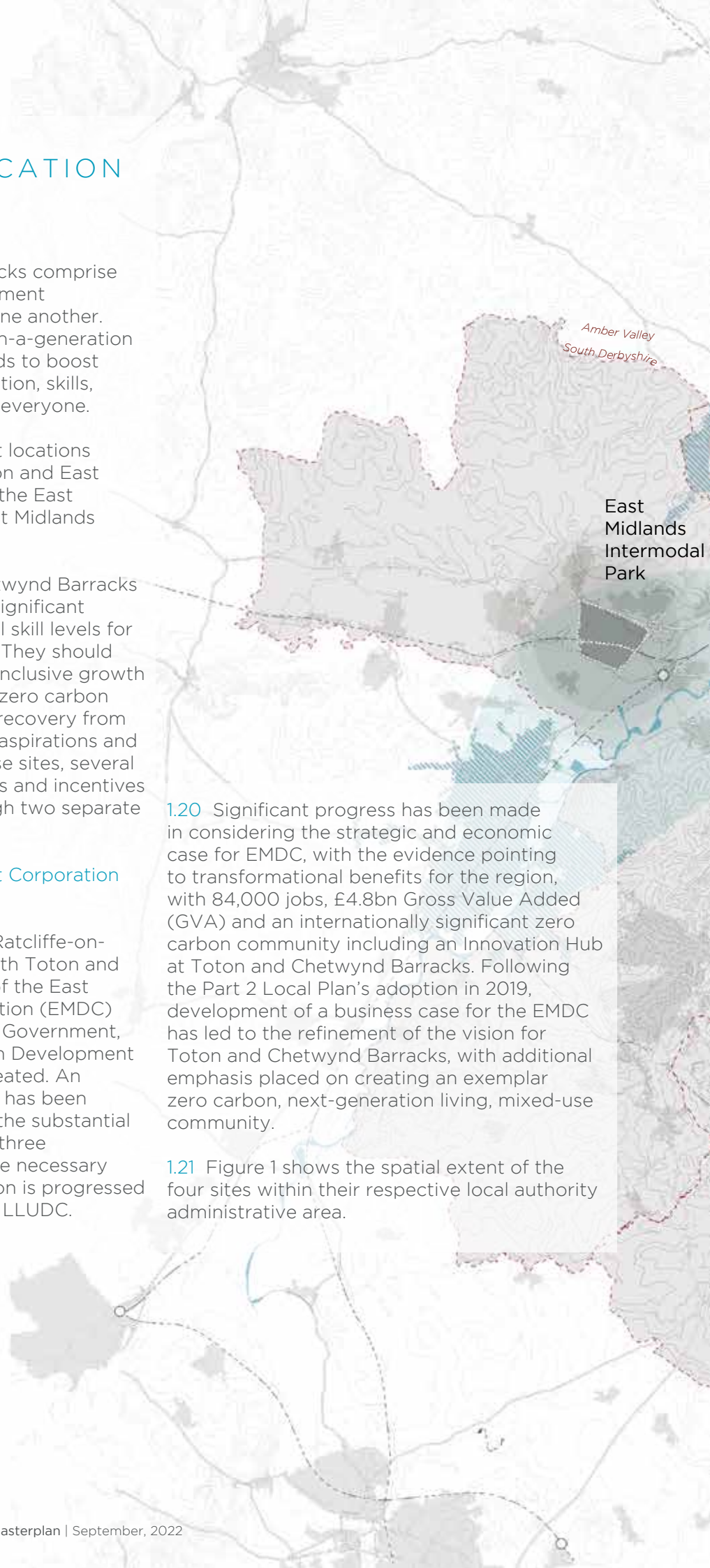
1.18 The sites at Toton and Chetwynd Barracks have the potential to generate significant growth, providing jobs across all skill levels for local people and new residents. They should also contribute substantially to inclusive growth along with the transition to net-zero carbon ‘levelling up’ and the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

The East Midlands Development Corporation Programme

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

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

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



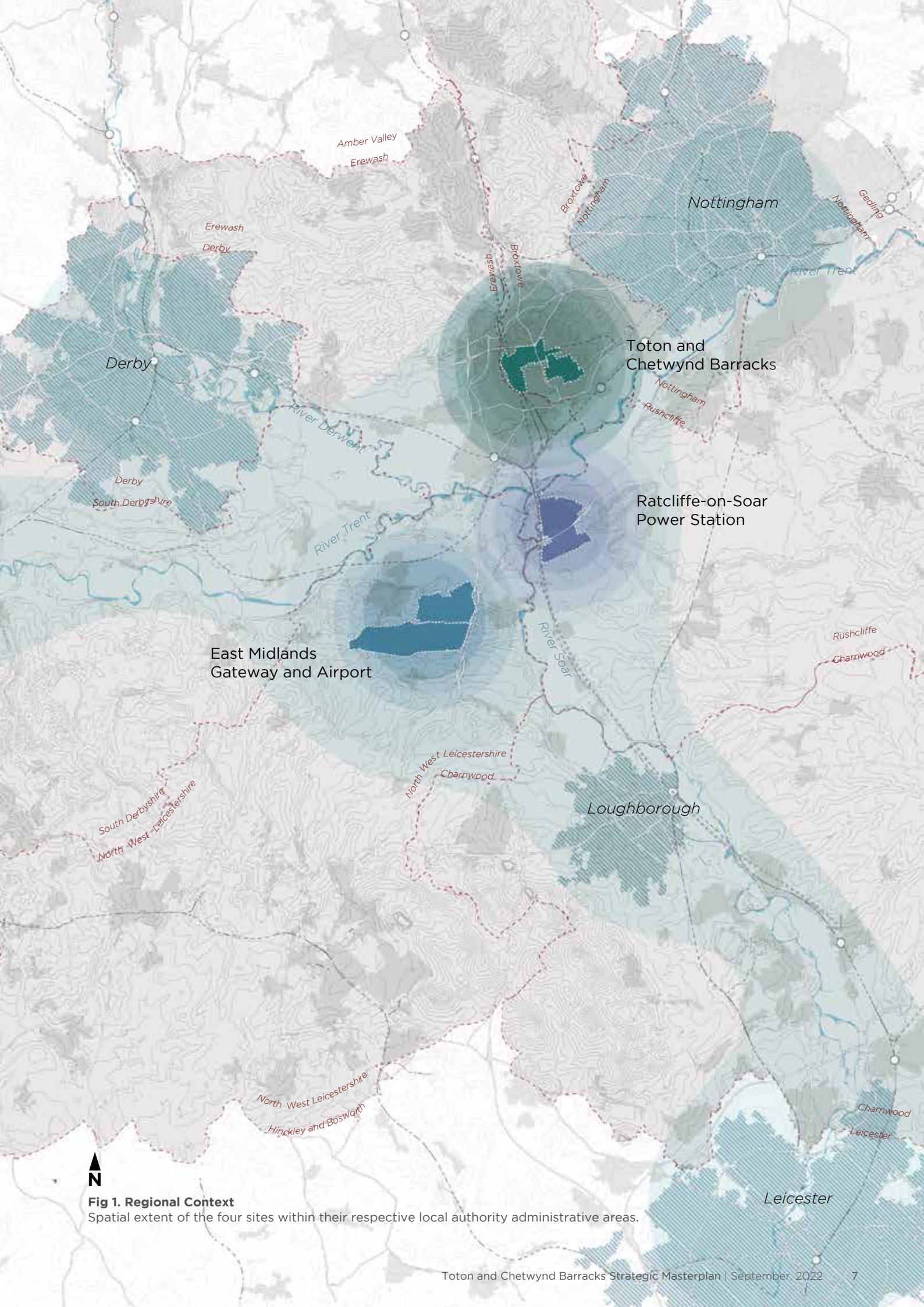


Fig 1. Regional Context

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

A WELL CONNECTED LOCATION

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

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

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

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

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



Fig 2. Sites Location



RELATIONSHIP TO OTHER PLANS AND NEW LEGISLATION

National Design Guide and National Model Design Code

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

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

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

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

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

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

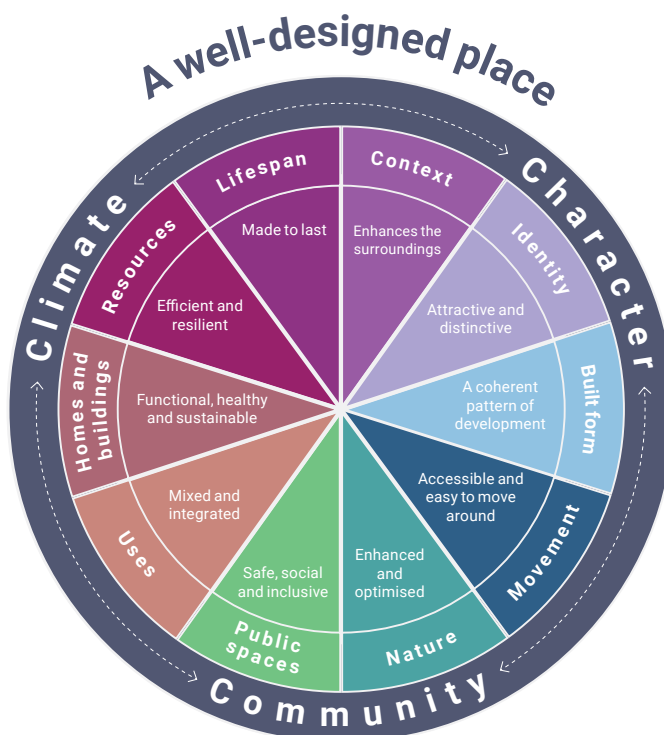


Fig 3. The ten characteristics of well-designed places

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

Locally-Led Urban Development Corporation

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

The Environment Act 2021

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

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

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

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

Broxtowe Part 2 Local Plan

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

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

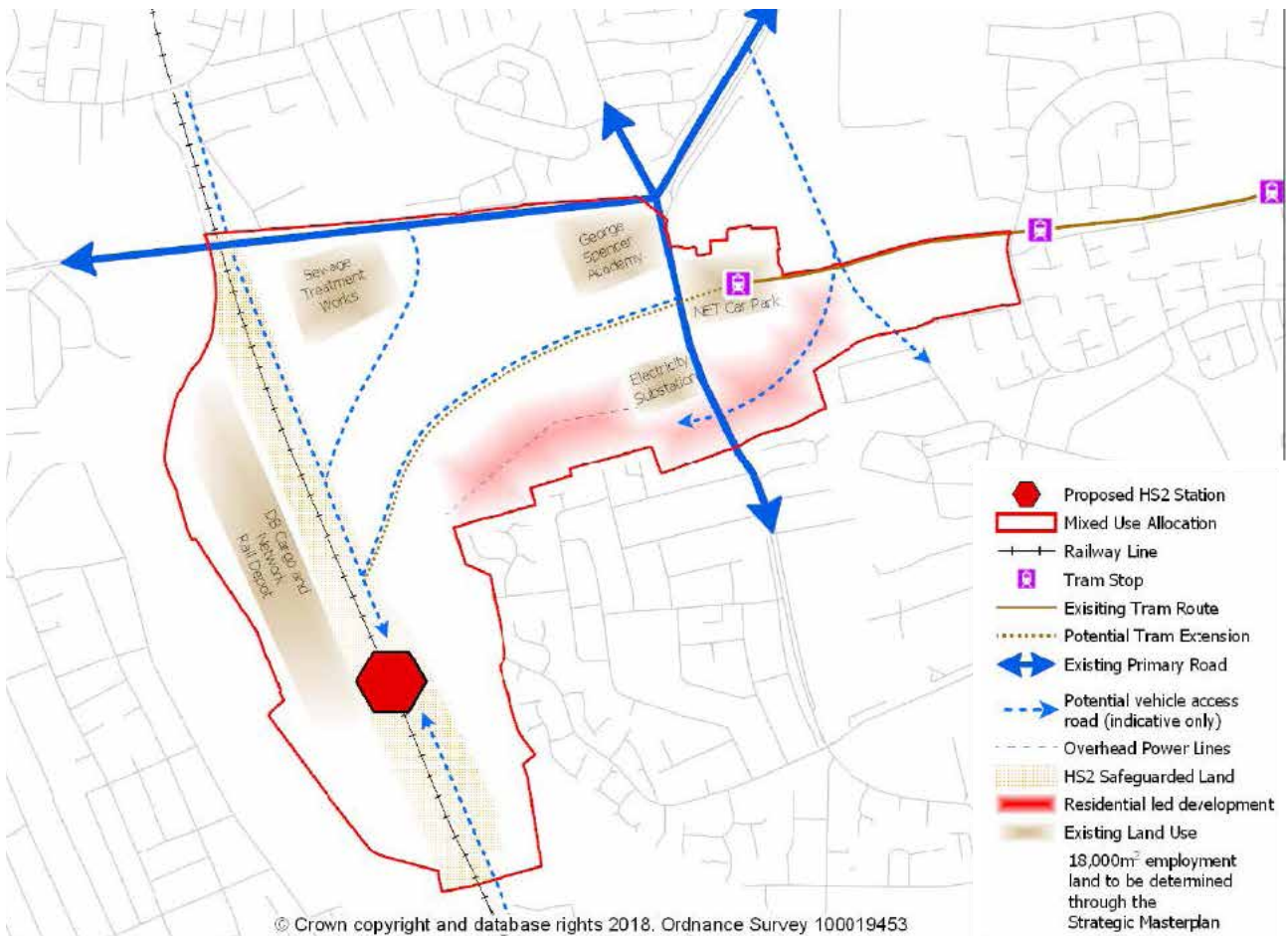


Fig 4. Toton Strategic Location for Growth Illustrative Concept Framework - October, 2019

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

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

Toton and Chilwell Neighbourhood Plan

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

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

Stronger Towns Fund

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

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

Safeguarded Land

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

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



COMMUNITY AND STAKEHOLDER ENGAGEMENT

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

Community Engagement

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

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

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

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

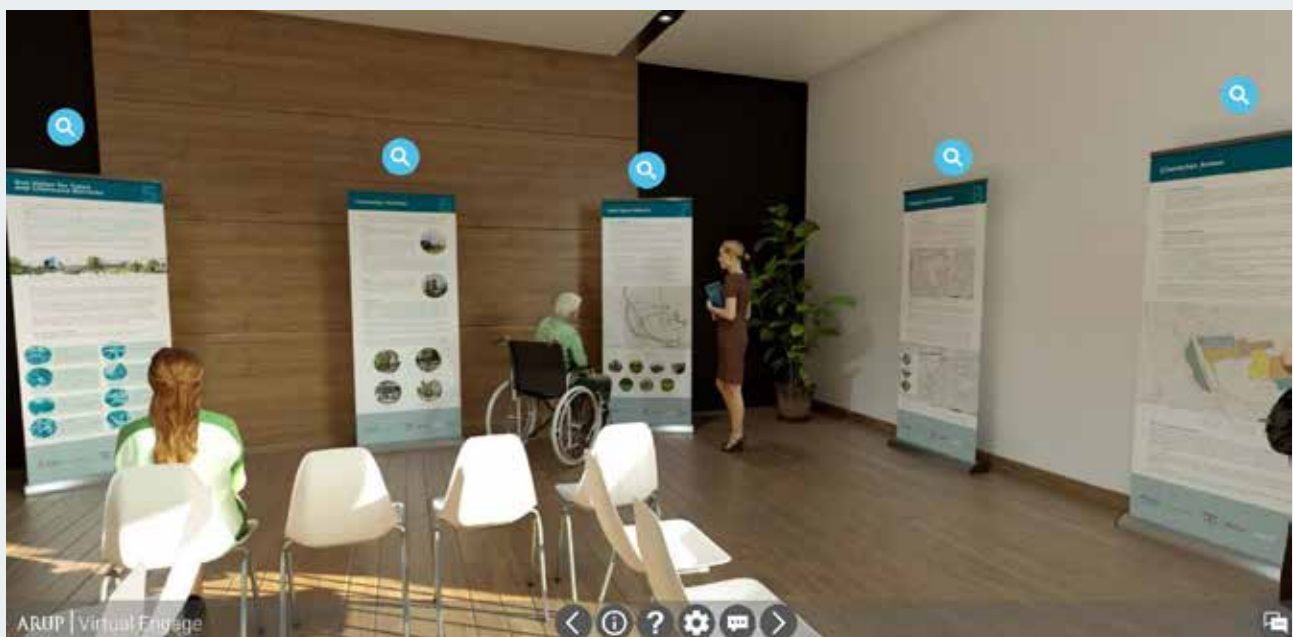


Fig 6. Engagement Virtual Rooms

Stakeholder Engagement

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

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

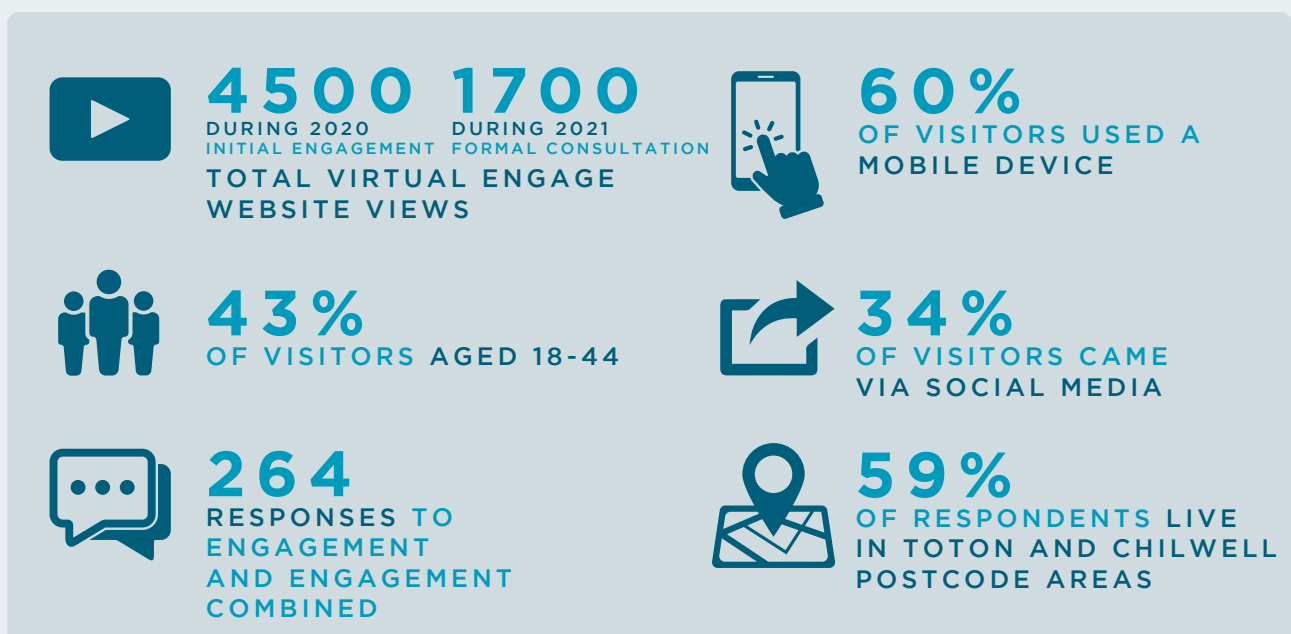


Fig 7. Key Statistics

SECTION 2

Development Context

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

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

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





EXISTING LAND USES

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

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

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

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

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

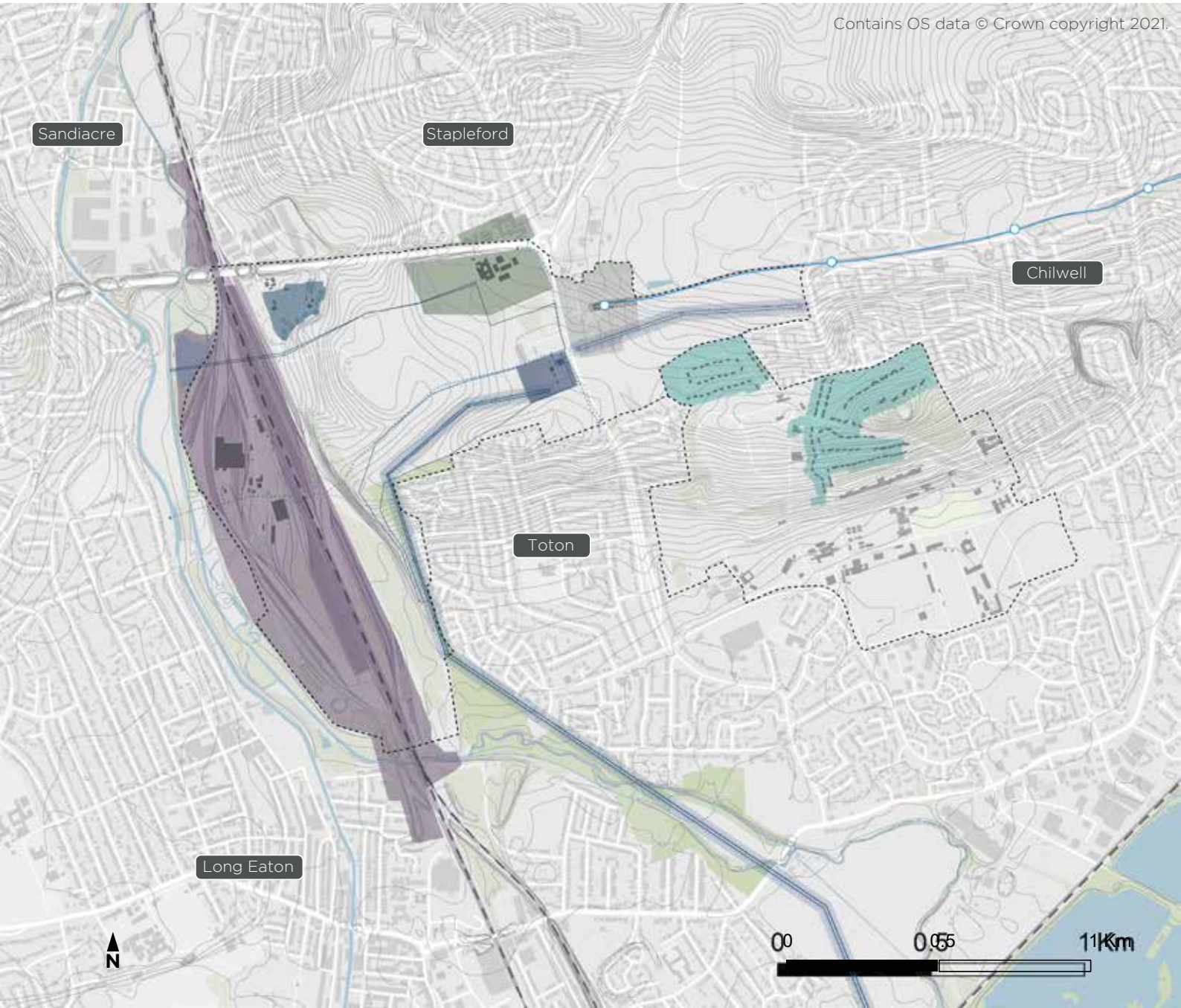
2.8 Any relocation of the operational TMD would be subject to agreement with the depot operator. Any proposals for this site would need to be viable and based on appropriate relocation sites being identified and secured. A further relocation feasibility study will be commissioned to explore this matter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

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

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

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

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



Utilities and Infrastructure

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

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

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

Fig 9. Existing Land Uses

EXISTING COMMUNITIES, DESIGN & CHARACTER

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



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



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

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



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



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

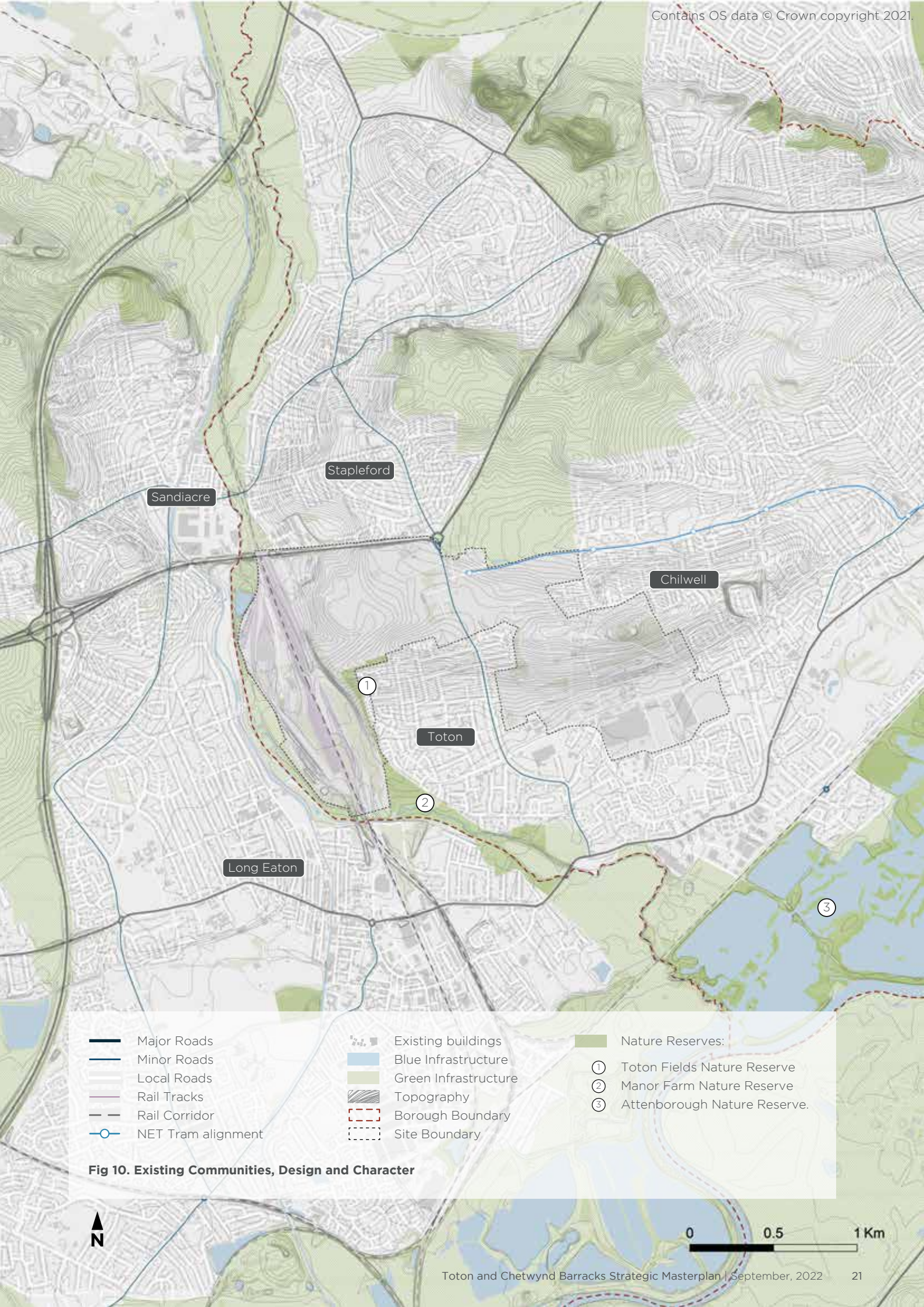


Fig 10. Existing Communities, Design and Character



0 0.5 1 Km

MOVEMENT, ACCESS AND CONNECTIVITY

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

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

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

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

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

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

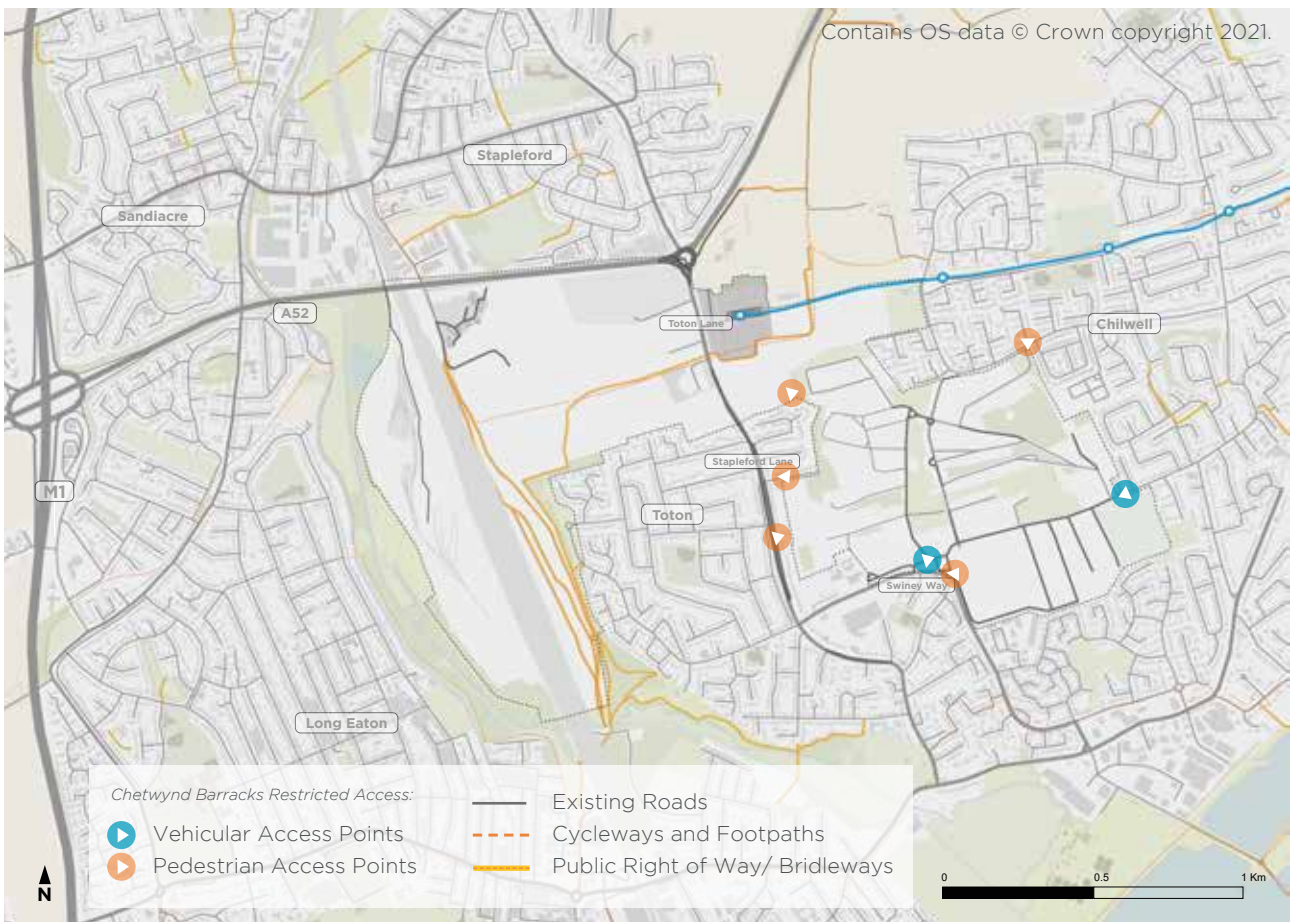
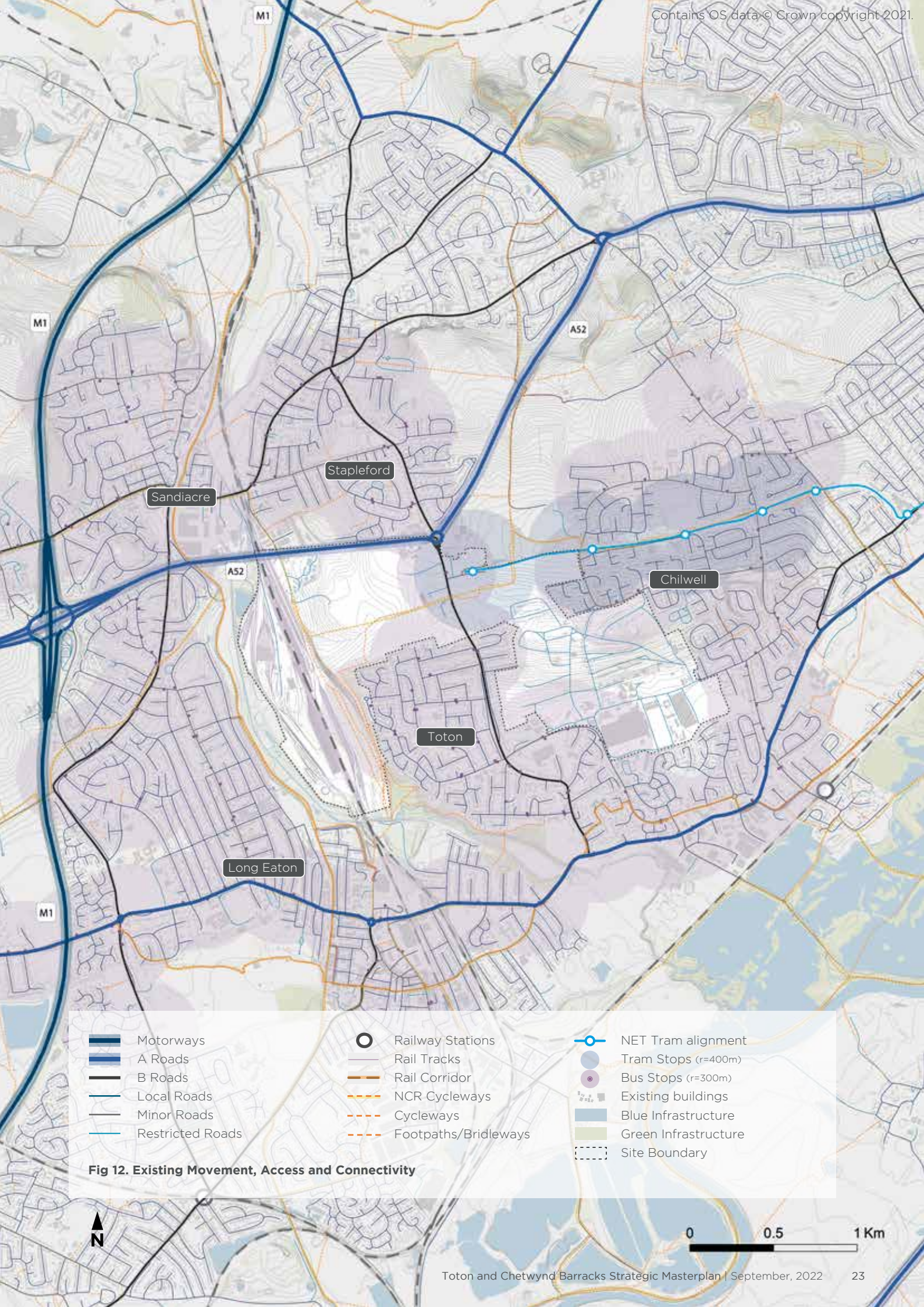
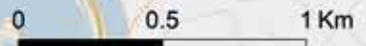


Fig 11. Existing Movement Network



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

Fig 12. Existing Movement, Access and Connectivity



GREEN AND BLUE INFRASTRUCTURE

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

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

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

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

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

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

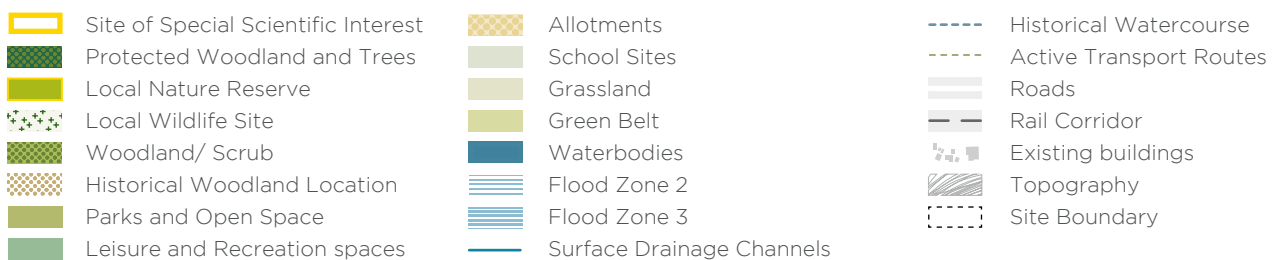


Fig 13. Existing Green and Blue Infrastructure



Sandiacre

Stapleford

Chilwell

Toton

Long Eaton



0 0.5 1 Km

THE HISTORIC ENVIRONMENT

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

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

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

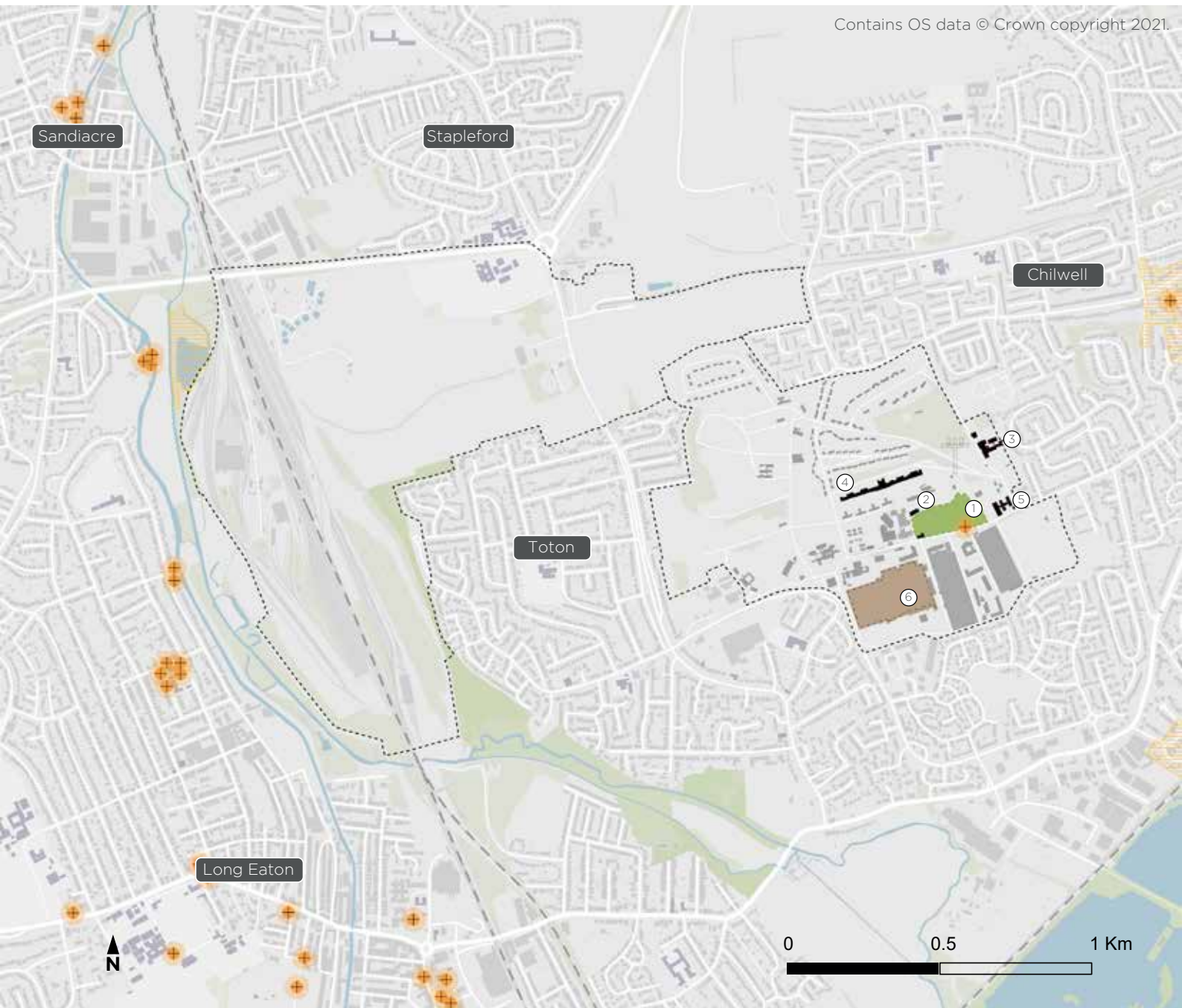
2.33 The existing communities surrounding the Masterplan area include several Conservation Areas and Listed Buildings, with particular clusters in Stapleford, Sandiacre and Long Eaton, and along the Erewash Canal.

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



Fig 14. Built heritage holding a degree of historic interest

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



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- | | | |
|--|-----------------------------------|----------------------|
| Scheduled Monument | Military heritage asset | Rail Corridor |
| 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 15. Existing Historic Environment

SUMMARY OF CONSTRAINTS

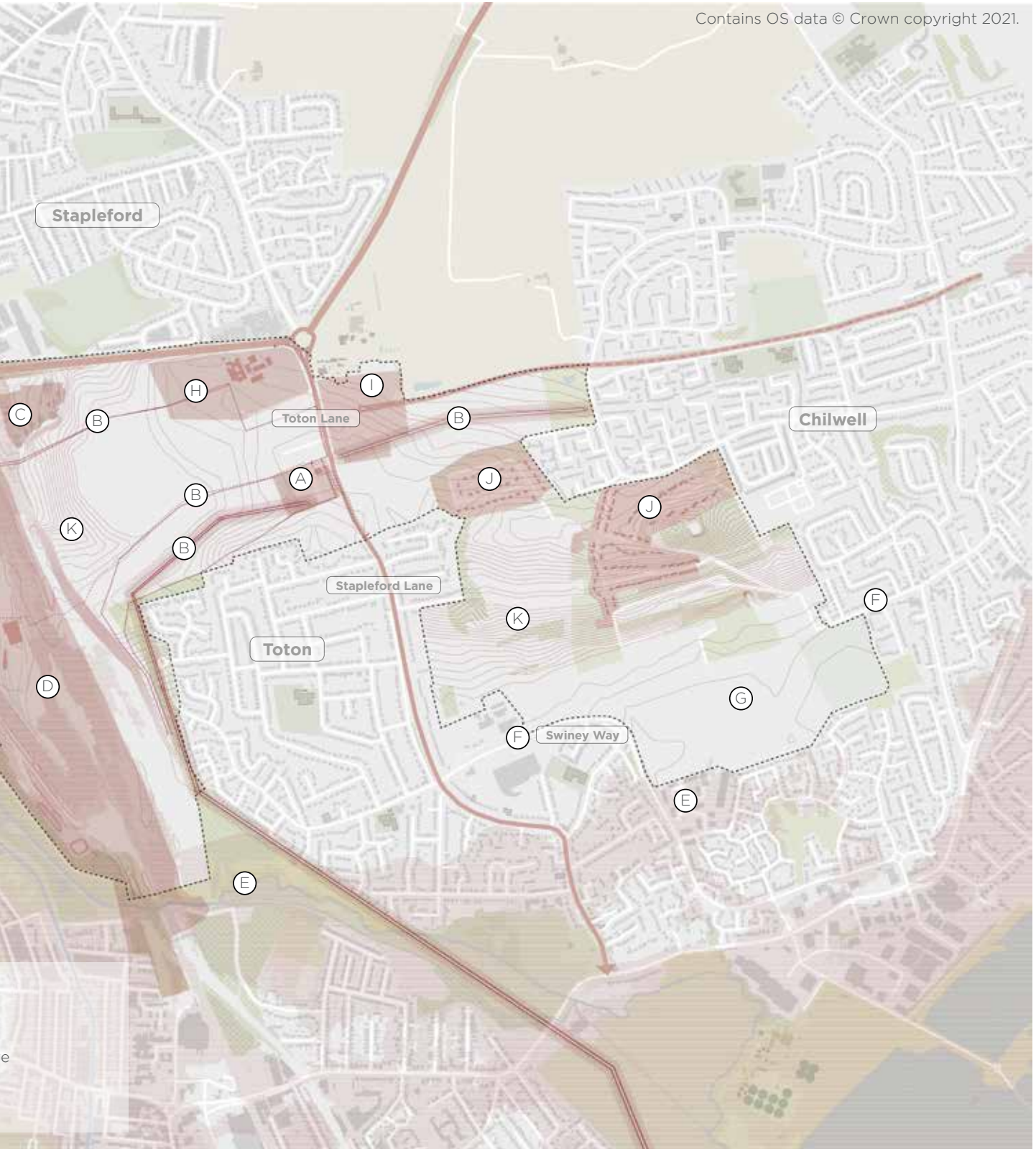
2.34 The previous pages have identified issues that could be constraints to future development and which will shape the way in which proposals at Toton and Chetwynd Barracks are brought forward. None of the identified constraints will be likely to prevent development from taking place, but are issues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

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



Fig 16. Constraints Mapping

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SUMMARY OF OPPORTUNITIES

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



Net-zero carbon development

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



Boosting connectivity through world class connectivity

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



Biodiversity and nature recovery

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



Connecting existing communities

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



Providing new homes for local people

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



New schools, community and health facilities

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



Maximising existing assets and integrating them into development

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



New job opportunities

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

SECTION 3

Vision and Principles

STRATEGIC PLACE VISION FOR TOTON AND CHETWYND BARRACKS

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

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

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



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

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

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

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

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



CREATING A NET-ZERO COMMUNITY

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

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

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

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

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

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

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

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

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

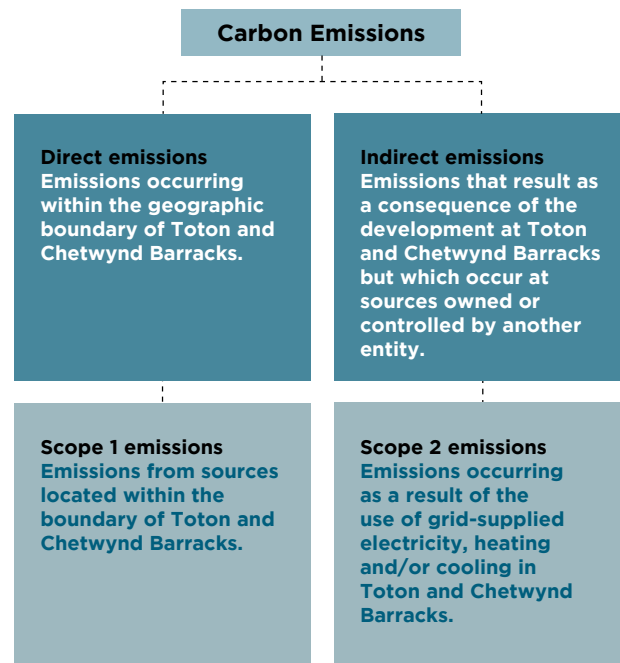


Fig 18. Considerations for a net-zero community

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

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

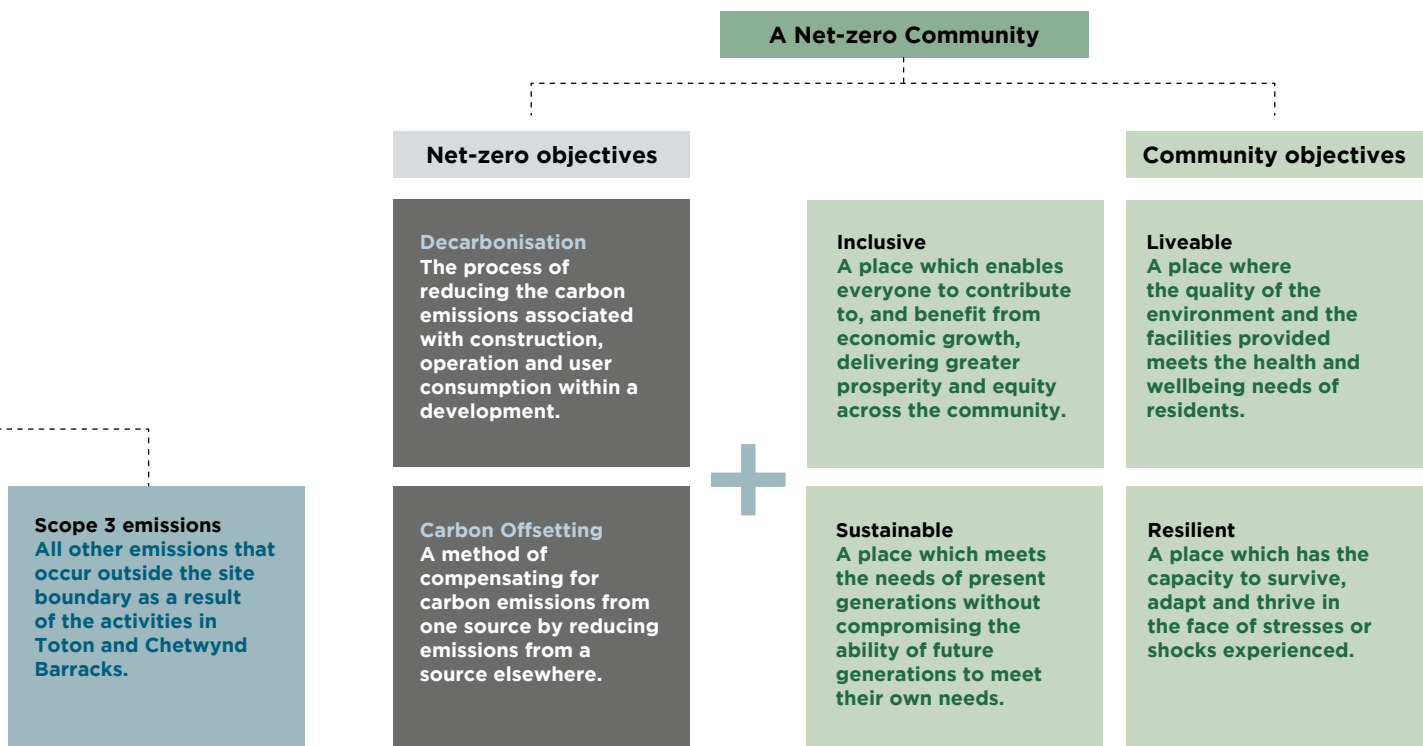
- (a) net-zero construction and associated embodied carbon;
- (b) an operational net-zero community, based on the anticipated carbon performance of buildings or other systems; and
- (c) a community whose carbon consumption is low because its users are carbon responsible and reduce their contributions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

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

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

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

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



DEVELOPMENT PRINCIPLES FOR TOTON AND CHETWYND BARRACKS

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



1. Net-zero Carbon Communities

3.23 Integrate net-zero carbon design into the layout of the development. Use low-carbon materials used in the proposed, new buildings.



3. High-Quality Public Spaces

3.24 Deliver a range of open and public spaces for health and well-being. These can be accessible to all and should be integrated into the development. Provide connections to green spaces including parks and woodlands to support wildlife and biodiversity.



5. Human Scale Spaces

3.25 Create livable neighbourhoods around streets. Ensure new developments provide access to local facilities and services to meet day-to-day needs. Ensure public spaces are accessible to all.



7. Jobs and Skills

3.26 Create opportunities for a range of jobs and skills. Support growing and new businesses and people and networks through the area. Innovation Centre.

3. Net Carbon Footprint

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

5. Quality Network of Public Spaces

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

7. Scale Streets and Public Spaces

Create permeable 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 or cycling, and accessible to everyone.

9. Skills for All

Create the conditions to provide opportunities across all skill levels in new sectors, both for local and new residents. This includes providing anchor occupiers of the campus.



2. Locally Specific Sense of Place

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



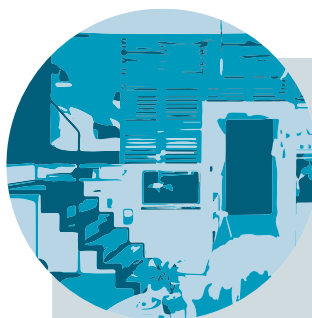
4. Well Connected Place

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



6. Vibrant Mix of Uses

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



8. New Models of Living

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

KEY FIXES

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

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

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

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

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

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

Fig 19. Traction Maintenance Depot at Toton Sidings



EWS 66187

RENEWING YOUR RAILWAY

AL 159

BL 159

BL 159

AL 157

MRA (C)

Fixes

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

Other Policy Requirements

- 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 by the Local Education Authority has established that new secondary school provision will be required to accommodate the number of pupils from the new development. Future secondary provision across the whole Broxtowe South school planning area will also be considered as part of the Greater Nottingham Strategic Plan and Part 2 Local Plan review. A flexible approach will therefore be taken to the future expansion or relocation of George Spencer Academy. Land is required for two new primary schools; one at Toton and one at Chetwynd Barracks.
- C The supporting text to Policy 16 of the Aligned Core Strategy (at paragraph 3.16.9) requires that the proposals at Toton include a minimum of 16 hectares of green infrastructure.. Policy 3.2, Part D, vi) of the Part 2 Local Plan in particular requires a hierarchy of attractive routes and interconnected places including the Erewash Valley/Canal and additional green space to the north of existing settlements at Toton and Chilwell and to the south of Stapleford. Policy 28 of the Part 2 Local Plan requires proposals which are likely to lead to increased use of Green Infrastructure Assets, including Green

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

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

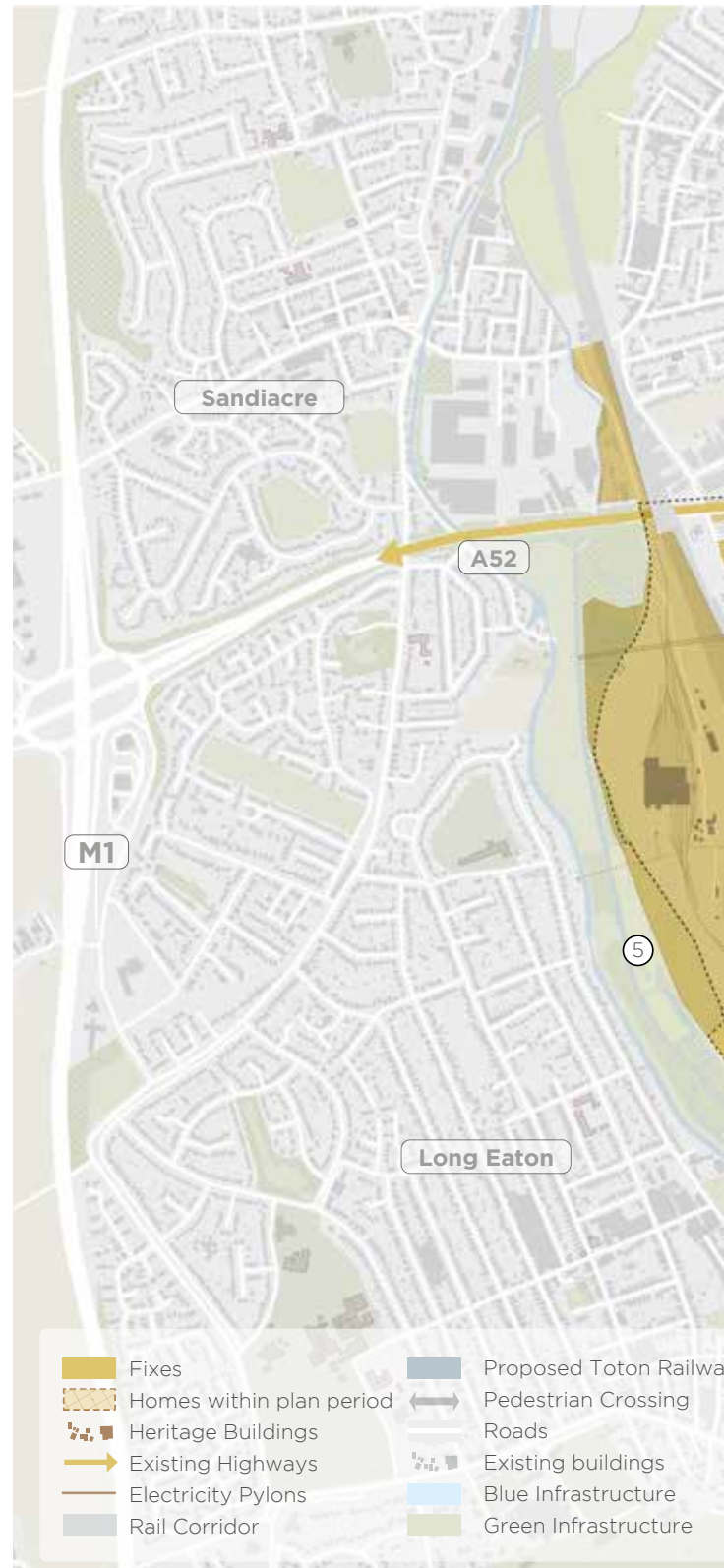
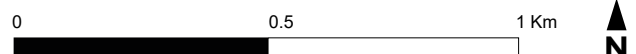
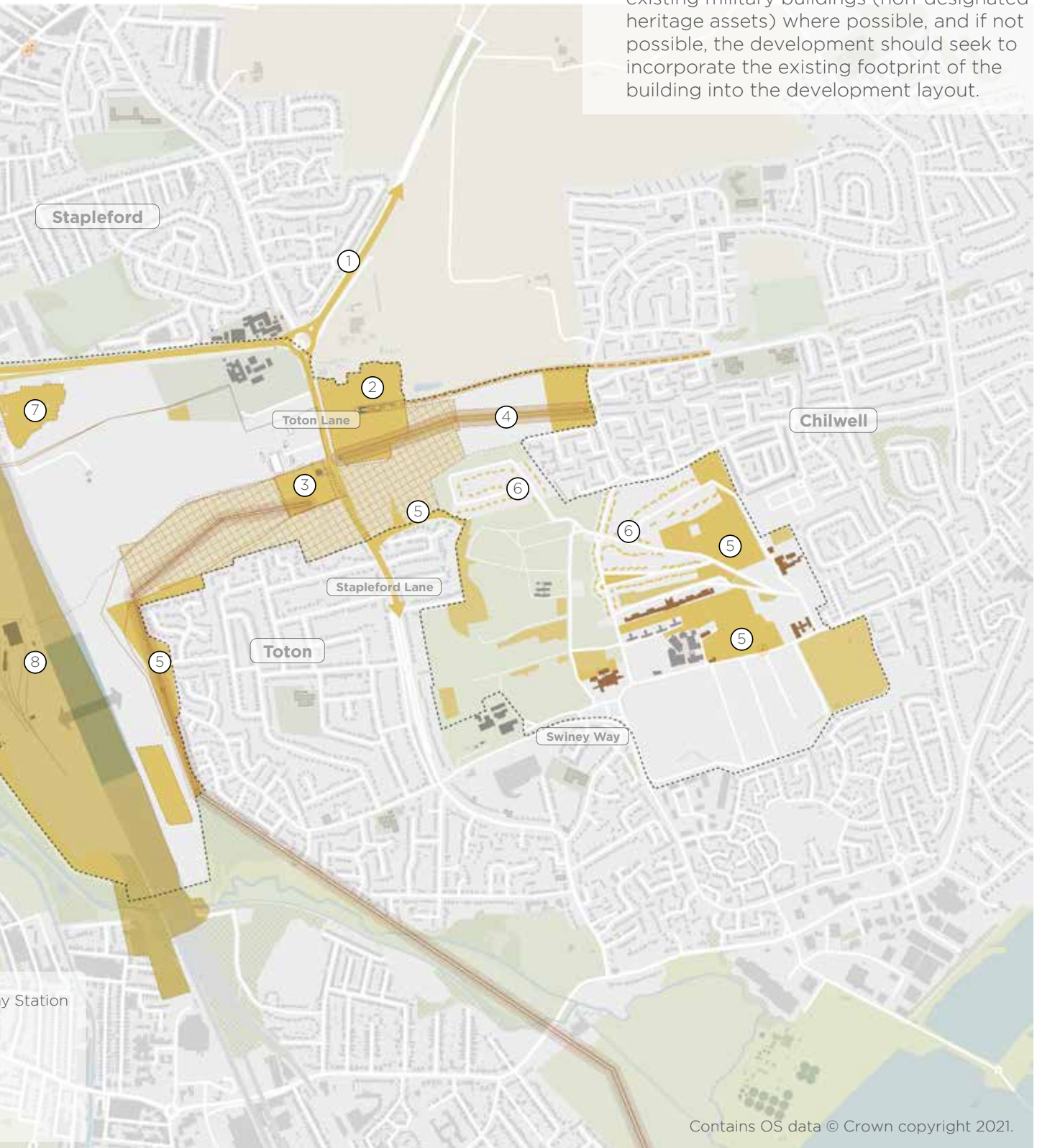


Fig 20. Fixes

Ⓓ 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.

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



LAYER: GREEN INFRASTRUCTURE

Approach

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

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

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

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

Existing Open Spaces	Typologies:
ⓐ Toton Sidings	Ⓐ Urban Boulevard
ⓑ Toton Fields Local Nature Reserve	Ⓑ Wildlife Corridor
ⓒ Field Lane Open Space	Ⓒ River Corridor
ⓓ Field Close Open Space	Ⓓ Railway Corridor
ⓔ Hobgoblin Wood	Ⓔ District Park
ⓕ Hill Close Wood	Ⓕ Local Park and Open Space
ⓖ Memorial Garden	Ⓖ Innovation Campus Landscape
ⓗ Chetwynd Barracks Sports Ground	

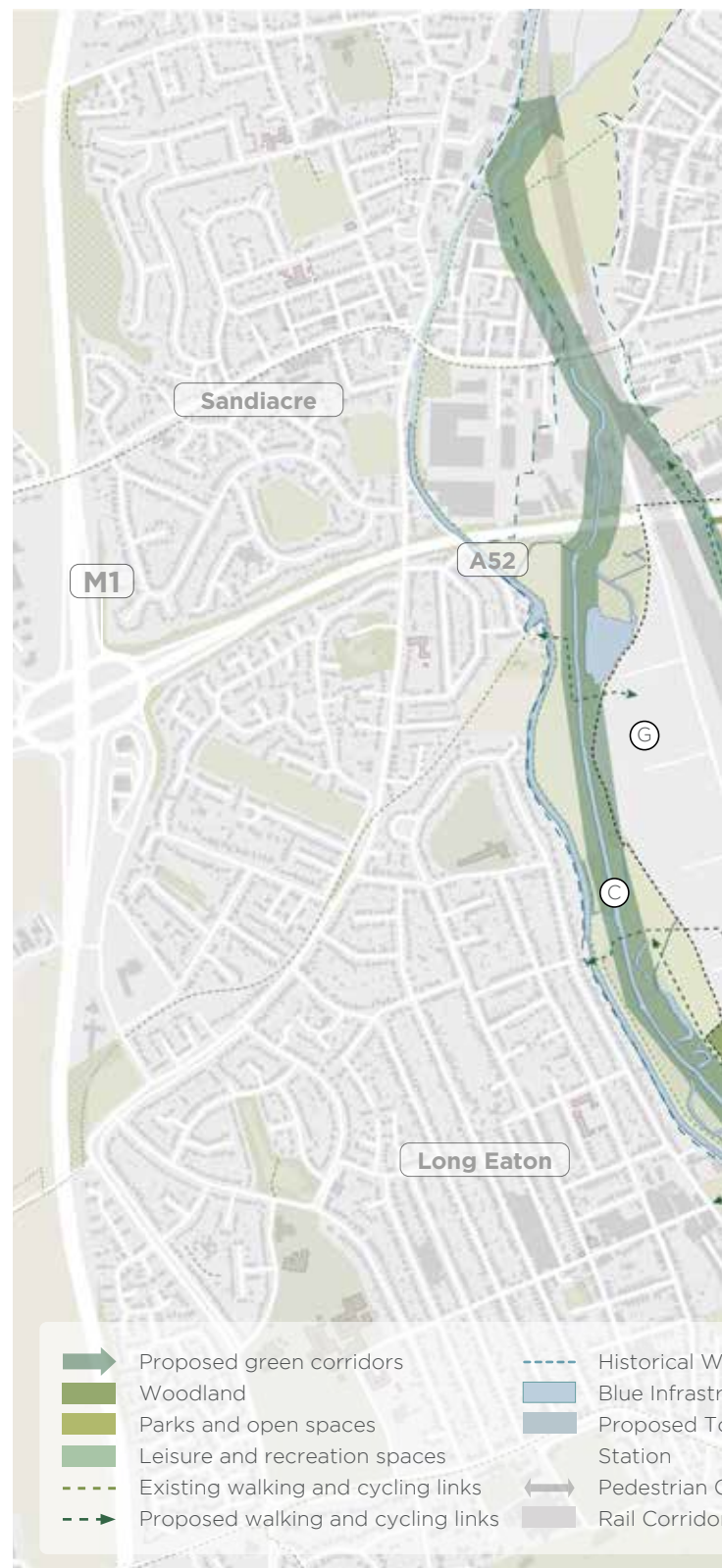
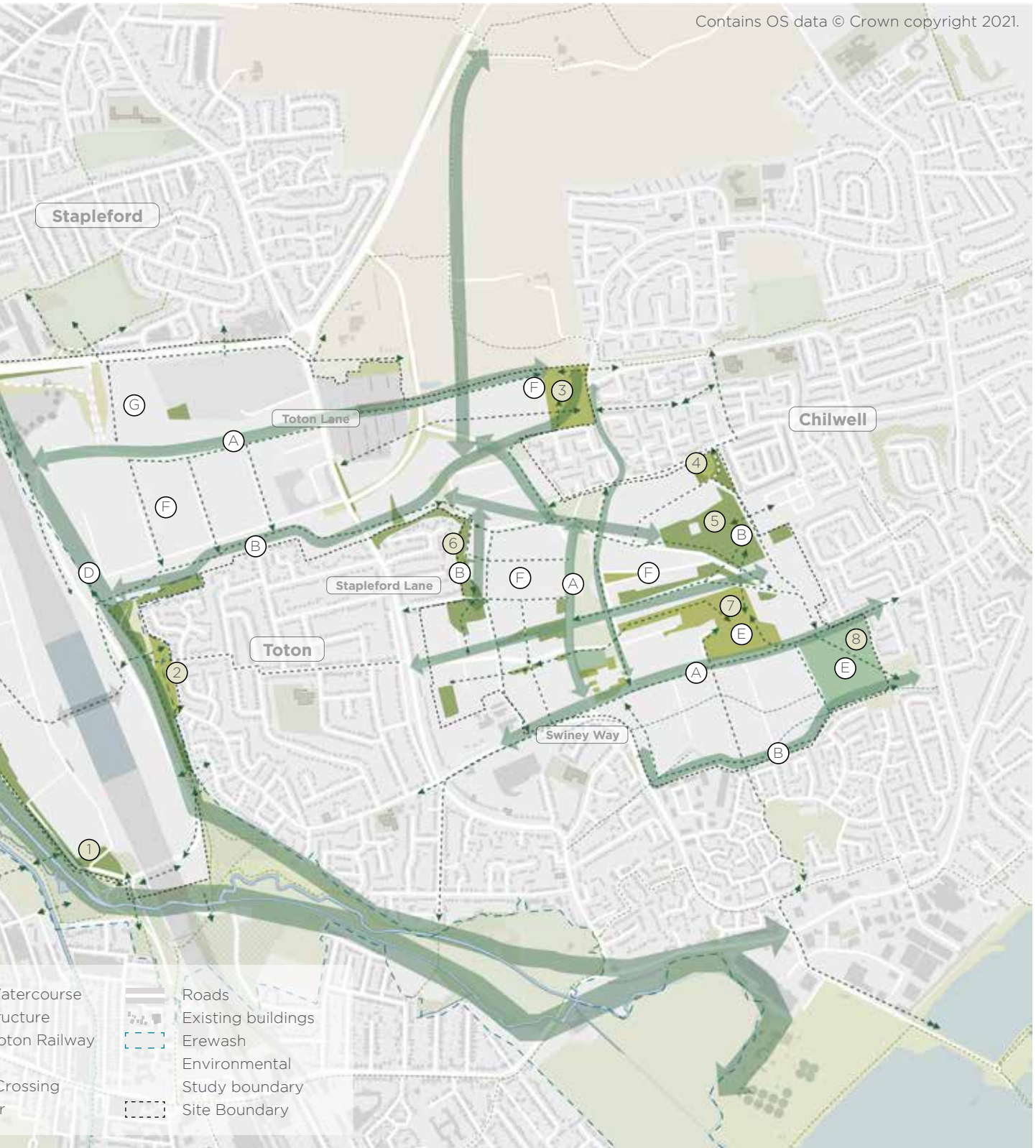


Fig 21. Proposed Green Infrastructure Framework Plan



Green Infrastructure Framework Plan

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

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

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

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

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

3.43 Key elements of the green infrastructure network include:

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

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



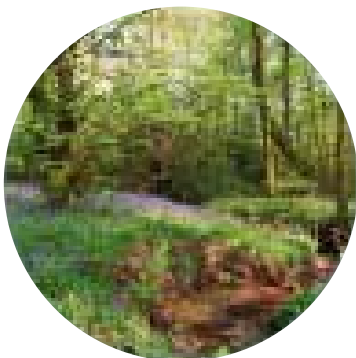
Green Infrastructure Typologies

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



Urban Boulevard

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



Wildlife Corridor

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



River Corridor

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



Railway Corridor

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



District Park

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



Local Parks and Open Space

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



Innovation Campus Landscapes

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

LAYER: MOVEMENT

Approach

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

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

Movement Framework Plan

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

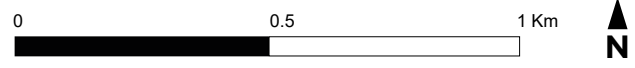
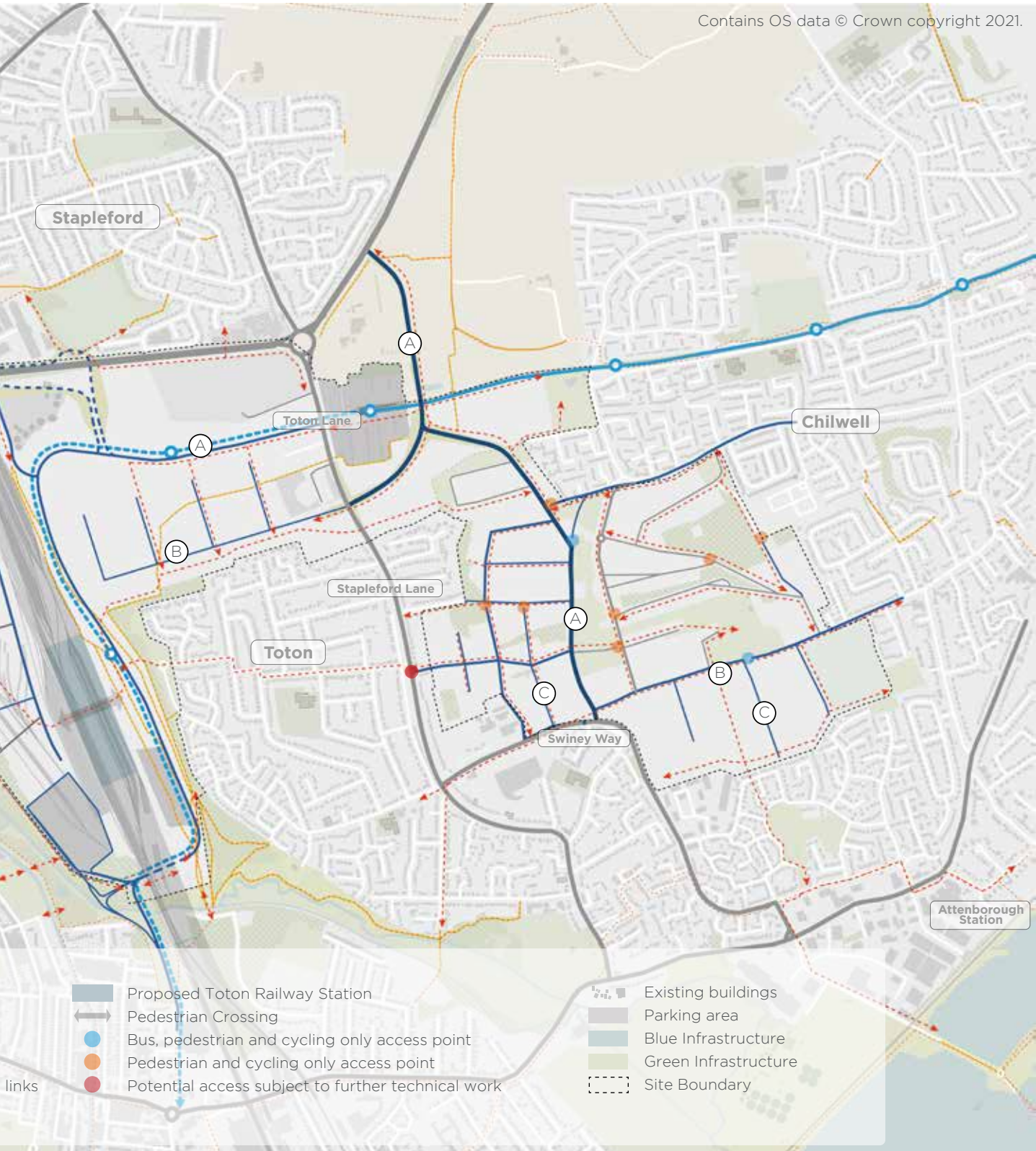
- Considering the combined needs of the two sites including how they interact and the impact of the total quantum of development proposed of the existing highway network.
- Prioritising sustainable transport modes to encourage walking, cycling, and public transport use and to reduce reliance on private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

Street Typologies:

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



Fig 23. Proposed Movement Framework Plan



Access to/from Long Eaton.

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

Access to/from Stapleford via Bessell Lane

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

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

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

Public Transport, Walking and Cycling

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

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

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

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

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

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

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

Highway Network

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

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

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

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

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

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

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



Street Typologies

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



Boulevards

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



Local Streets

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



Neighbourhood Streets

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

Parking

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

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

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

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

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








SPATIAL FRAMEWORK

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

Green and Blue Infrastructure

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

Existing Movement Infrastructure

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

Proposed Movement Infrastructure













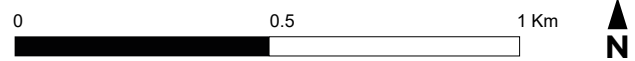
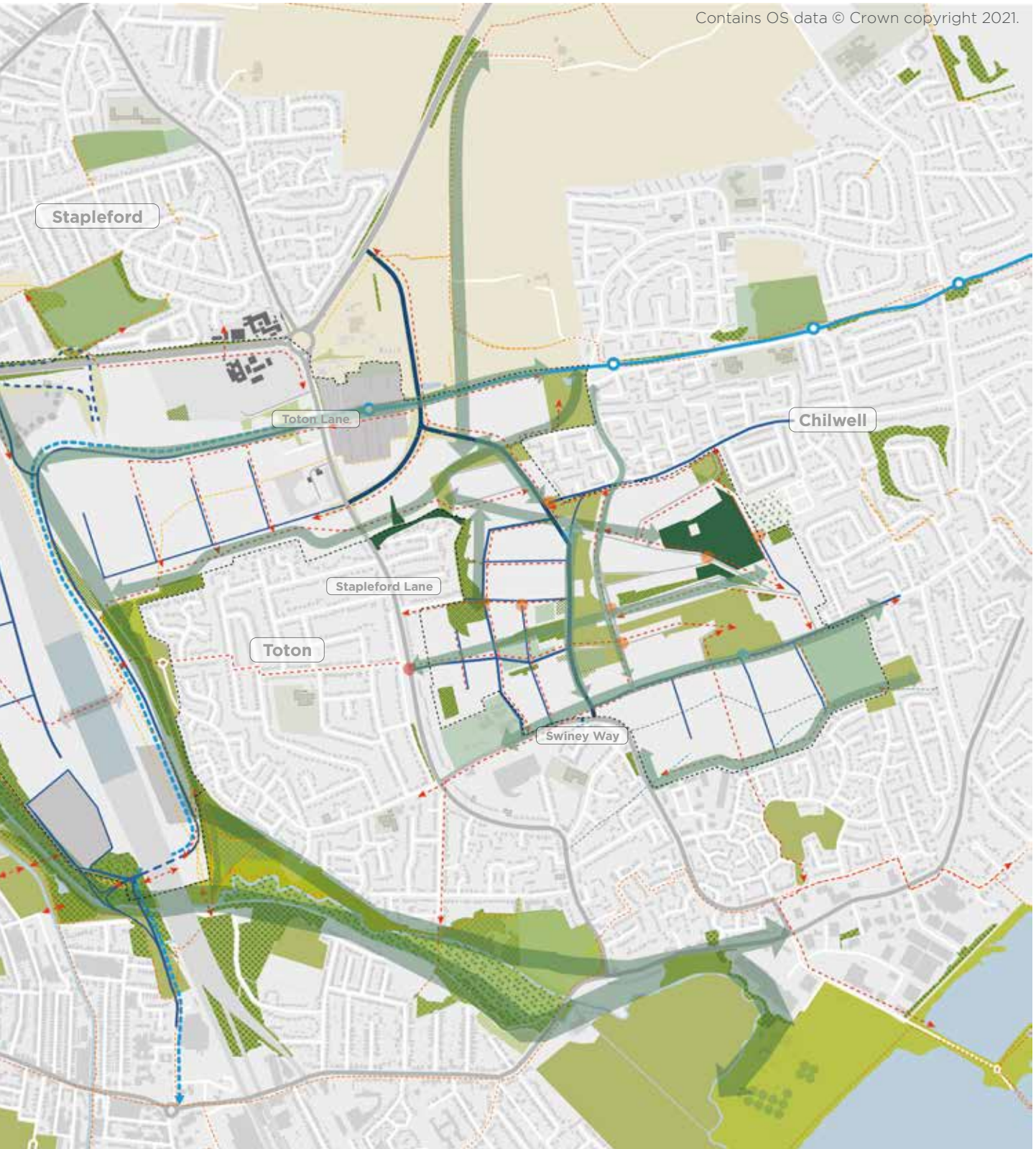
-  Primary road
-  Secondary road
-  Tertiary road
-  NET extension
-  Walking and cycling links
-  Proposed Toton Railway Station
-  Parking area
-  Pedestrian Crossing
-  Bus, pedestrian and cycling only access point
-  Pedestrian and cycling only access point
-  Existing buildings
-  Site Boundary



Fig 25. Spatial Framework Plan

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SECTION 4

Character Areas

DEVELOPMENT WITHIN EACH CHARACTER AREA

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

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

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

ACCEPTABLE NEIGHBOUR RELATIONSHIPS

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

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

CHARACTER AREAS

4.6 The Masterplan includes seven main character areas:

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

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

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

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

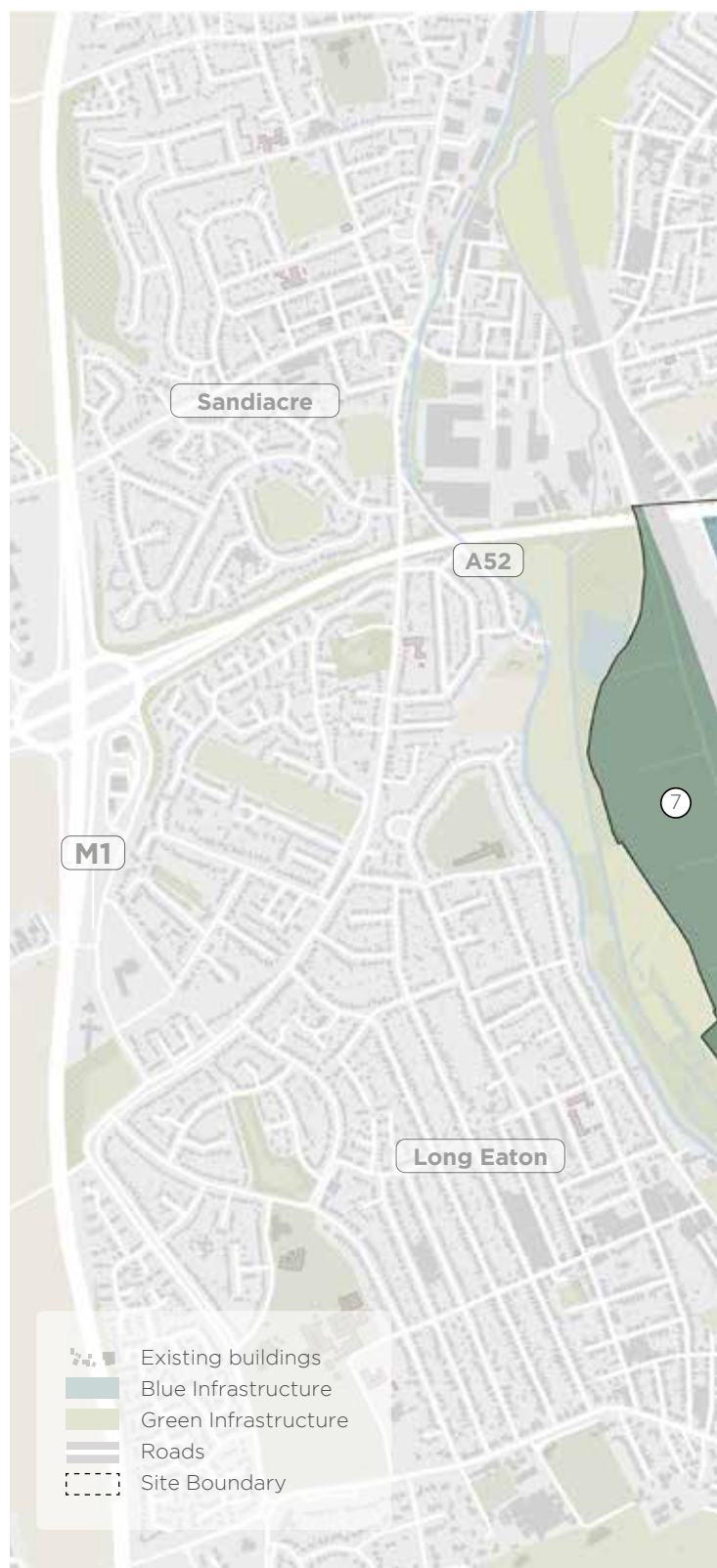
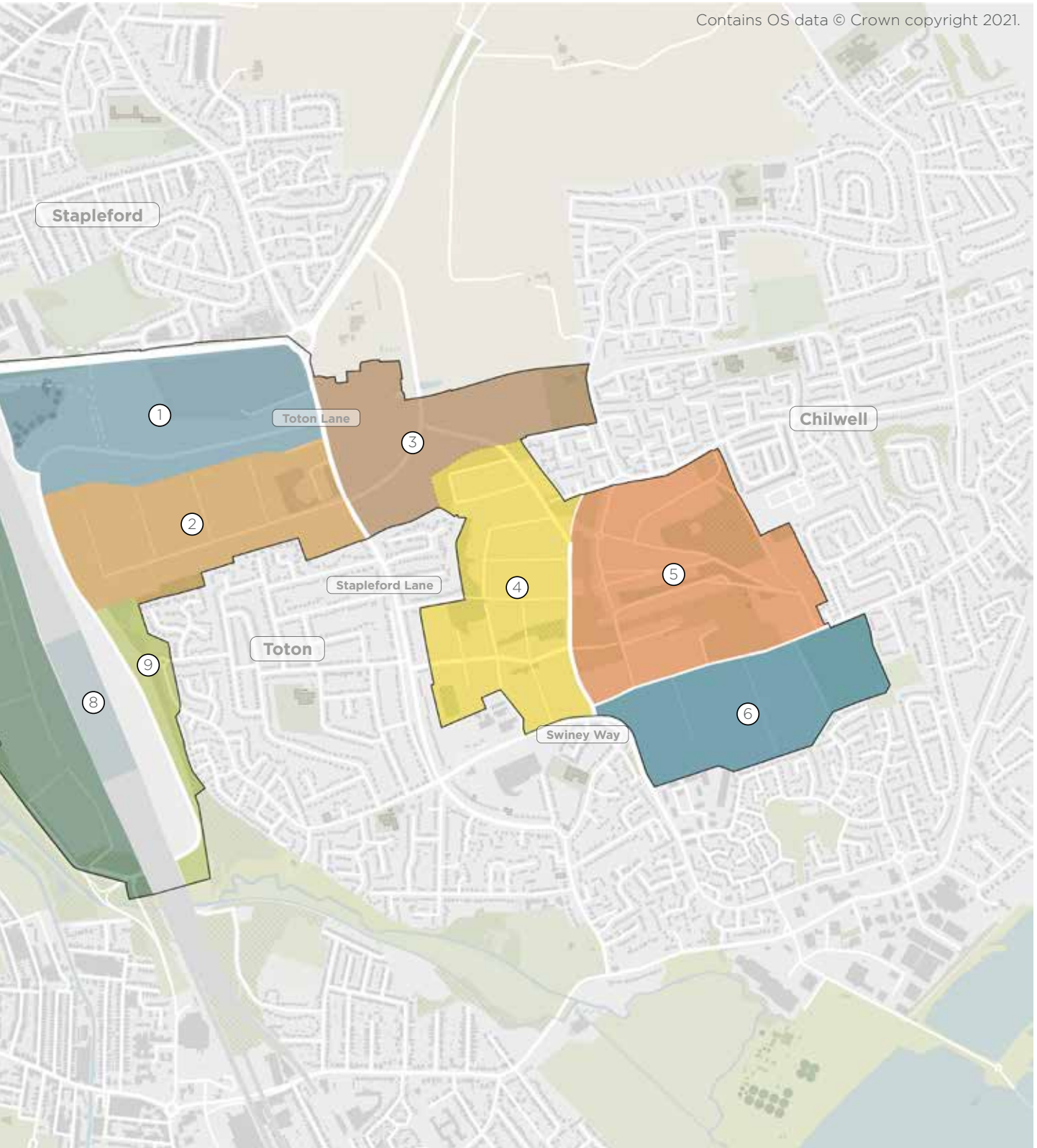


Fig 26. Character Areas Plan

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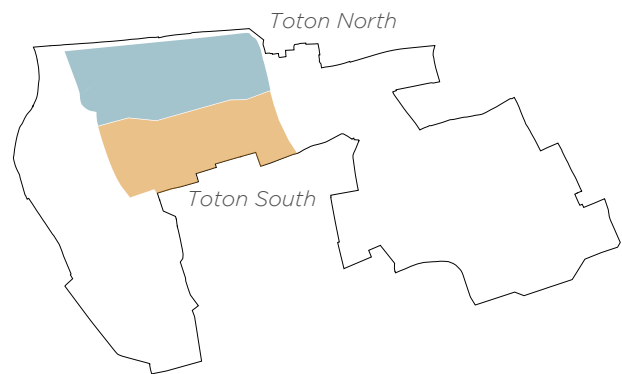


1. TOTON NORTH

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

DESIGN CONSIDERATIONS

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



2. TOTON SOUTH

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

DESIGN CONSIDERATIONS

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

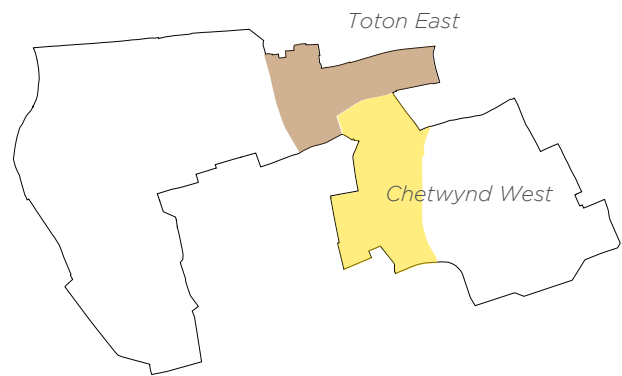


3. TOTON EAST

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

DESIGN CONSIDERATIONS

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



4. CHETWYND WEST

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

DESIGN CONSIDERATIONS

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

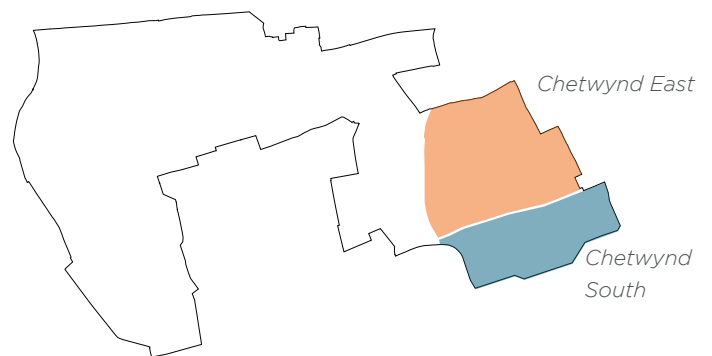


5. CHETWYND EAST

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

DESIGN CONSIDERATIONS

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



6. CHETWYND SOUTH

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

DESIGN CONSIDERATIONS

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



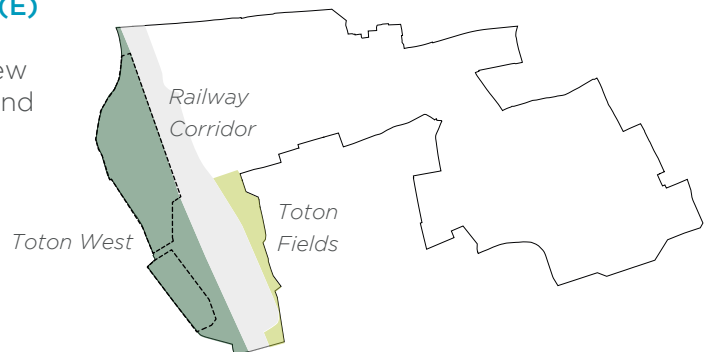
7. TOTON WEST

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

DESIGN CONSIDERATIONS

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

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



8. RAILWAY CORRIDOR

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

9. TOTON FIELDS LOCAL NATURE RESERVE

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



SECTION 5

Delivery

DEVELOPMENT PHASING

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

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

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

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

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

INFRASTRUCTURE DELIVERY

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

Physical Infrastructure

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

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

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

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

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

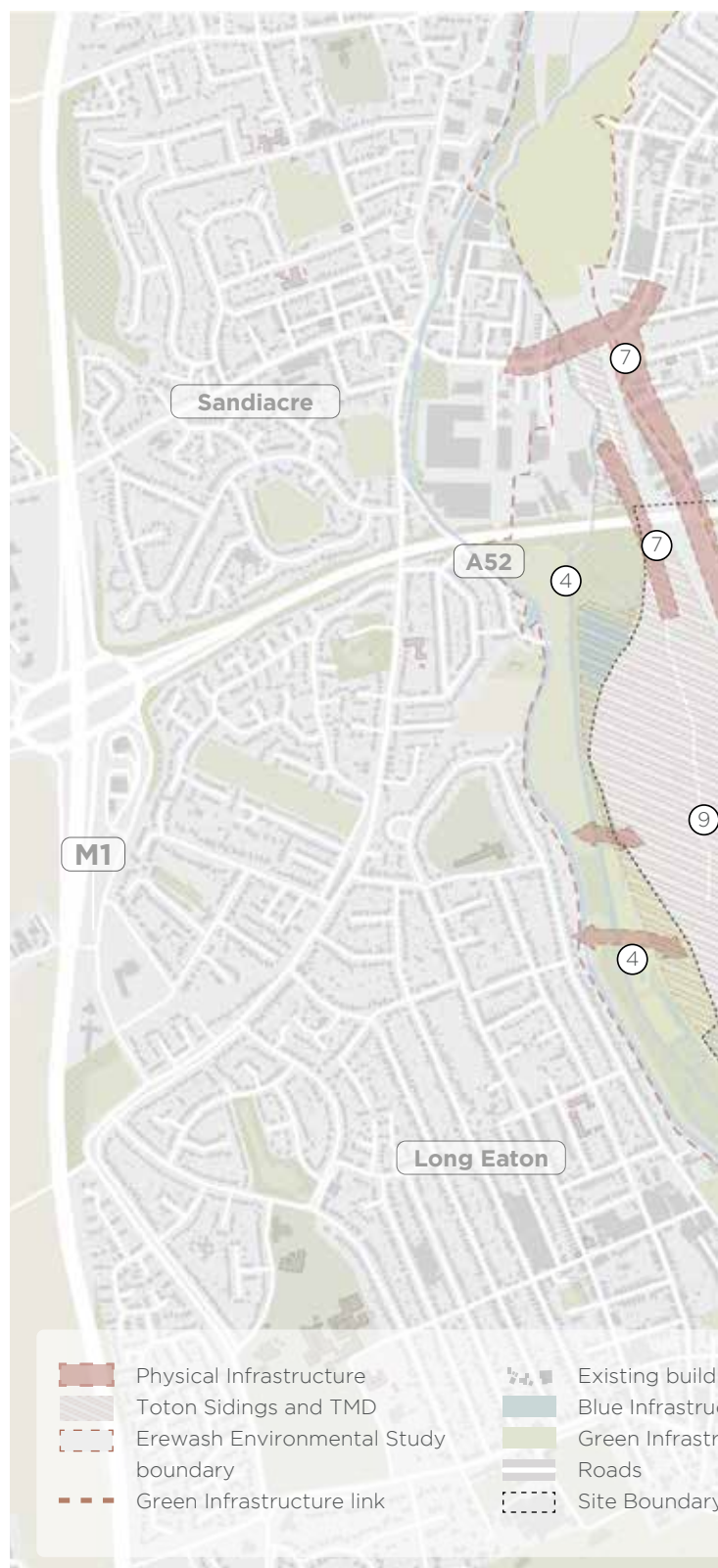
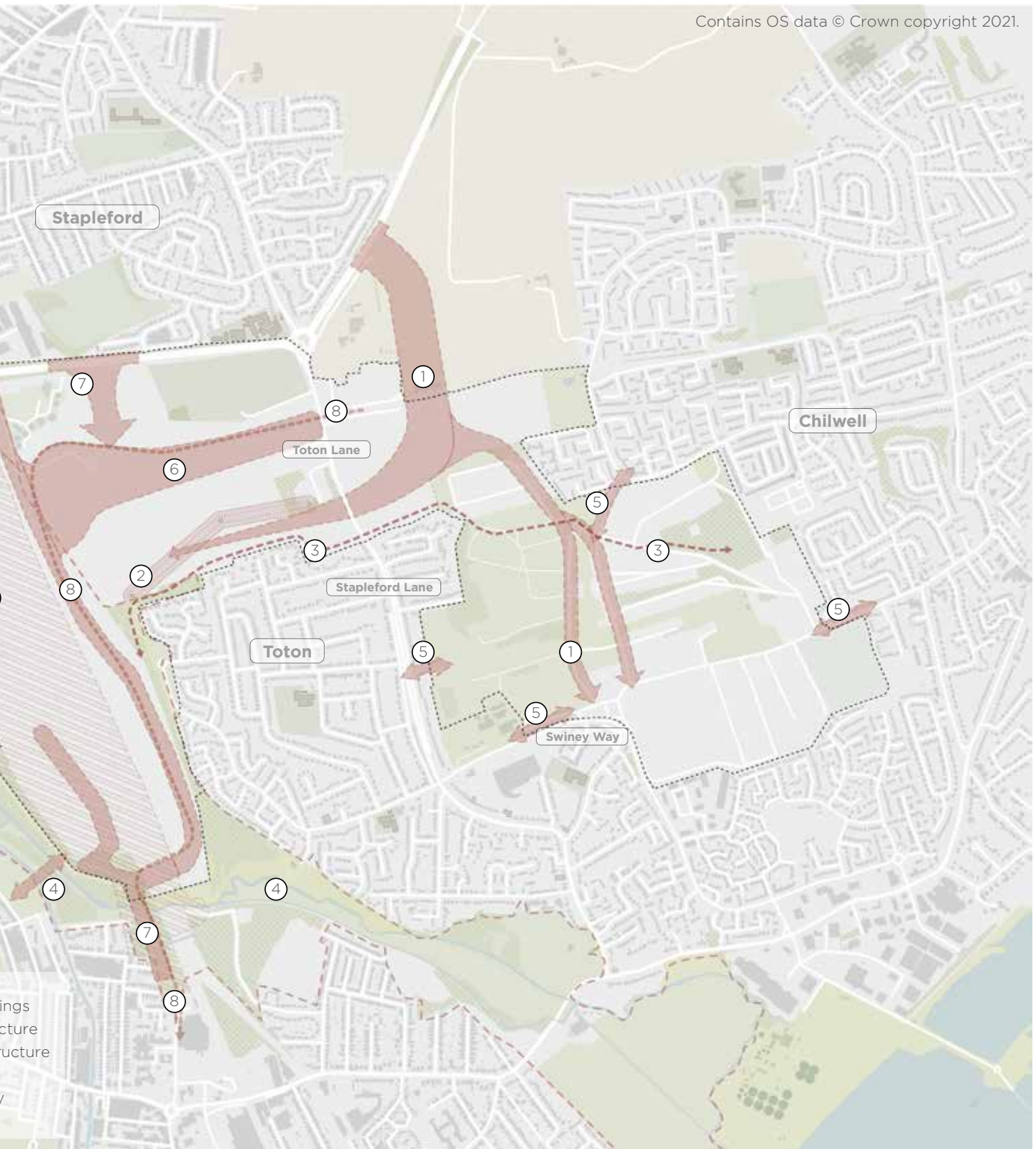


Fig 27. Infrastructure Delivery Plan



Community Facilities: Schools

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

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

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

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

Community Facilities: Healthcare

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

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

Community Facilities: Other

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

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

Stewardship

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

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

Meanwhile Uses

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

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

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

The Future

PLANNING FOR A NEW REGION

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



1. Net-zero Carbon Community



2. Locally Specific Sense of Place



3. High-Quality Network of Public Spaces



4. Well Connected Place



5. Human Scale Streets and Spaces



6. Vibrant Mix of Uses



7. Jobs and Skills for All



8. New Models of Living

Appendix A

POLICY MATRIX

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

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

Policy 3.1: Chetwynd Barracks

Key Development Requirement	How the Strategic Masterplan meets the Requirement	Page No
1. Strategic Masterplan:		
a) A Strategic Masterplan must be prepared for Chetwynd Barracks and approved by Broxtowe Borough Council as the Local Planning Authority as part of the planning application process. The Strategic Masterplan should incorporate and demonstrate how the requirements set out in this policy have been complied with.	The preparation of this Strategic Masterplan partially meets the requirement, with a further masterplan expected to accompany any planning application. This Appendix demonstrates how the requirements set out in the policy have been complied with.	N/A
2. Delivery:		
a) Infrastructure requirements must be delivered at a rate and scale to meet the needs that arise from the proposed development, in accordance with the Infrastructure Delivery Plan.	Detail on proposed infrastructure requirements for the site is set out within Section 5: Delivery.	70-75
b) Development proposals must contribute proportionately towards the delivery of those infrastructure items set out in this policy and in the Infrastructure Delivery Plan	Detail on proposed infrastructure requirements for the site is set out within Section 5: Delivery.	70-75
3. New and Existing Homes:		
a) 500 Homes (within the plan period), with the capacity for 1,500 overall.	Detail on development phasing is set out within Section 5: Delivery. The Background within Section 1: Introduction re-confirms the overall capacity of up to 4,500 homes, which is made up of 1,500 at Chetwynd Barracks and 3,000 at Toton.	3, 70

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

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

Key Development Requirement	How the Strategic Masterplan meets the Requirement	Page No
b) Retain and re-use existing military buildings (non-designated heritage assets) where possible, if not possible, the development should seek to incorporate the existing footprint of the building into the development layout.	Provided within the Chetwynd East character area within Section 4.	66

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

Key Development Requirements within the Plan Period

Key Development Requirement	How the Strategic Masterplan meets the Requirement	Page No
Within the Plan Period:		
i) Between 500 and 800 homes, (with an overall capacity of around 3,000 homes) which should be located at the south of the Strategic Location for Growth as identified on the Toton Strategic Location for Growth Illustrative Concept Framework (Map 8).	Detail on development phasing is set out within Section 5: Delivery. The Background within Section 1: Introduction re-confirms the overall capacity of up to 4,500 homes, which is made up of 1,500 at Chetwynd Barracks and 3,000 at Toton. The spatial extent of the identified location for the first phase of homes is identified in the Fixes diagram (Figure 20).	70-75, 3, 40-41
ii) Development proposals should comprise a blended density taking into account adjacent development (existing and proposed), topography and avoiding an inefficient use of land.	Detail on the proposed housing densities and about the proposed integration with existing development has been covered in Design Considerations sections for each character area surrounding existing developments and assets.	62-68
iii) Minimum of 18,000 square metres for mixed employment (B Use Classes) to support realisation of an Innovation Campus and provide high skilled jobs to support economic growth in the immediate area and wider region.	Detail on the locations of employment development are set out under the Design Considerations section for the Toton North character area.	62
iv) Limited neighbourhood retail and community facilities (including health and education) of a scale that is proportionate to development to be delivered within the plan period and that does not compete with the retail offer in nearby centres including Long Eaton, Stapleford and Sandiacre.	Detail on providing small retail/ service centres is set out in Community Facilities within Section 5: Delivery.	75

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

Key Development Requirements to be subject to the Strategic Masterplan

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

Part 2 Local Plan Key Development Requirement	How the Strategic Masterplan meets the Requirement	Page No
<p>ii) Provide space for further retail and community facilities (including health and education) of a scale that is proportionate to development to be delivered that does not compete with the retail offer in nearby centres including Long Eaton, Stapleford and Sandiacre</p>	<p>Detail on the proposed community facilities and scale are provided in Community Facilities within Section 5: Delivery</p>	<p>74-75</p>
<p>Traffic / Transport / Connectivity</p>		
<p>iii) A system that flows well for all modes of transport including a multi-modal transport hub adjacent to the station and proper consideration of access both from Long Eaton and Stapleford, and how the site will connect and complement development at the Chetwynd Barracks site, including the necessary highway improvements to provide acceptable access to both sites. This will include good connectivity for cycling and pedestrians from the northern end of Chetwynd Barracks to access the tram and HS2 station via a network of interconnected Green Infrastructure. It will also enable the provision of high-quality transport links to the other nearby centres in Broxtowe and Erewash, the three city centres of Derby, Leicester and Nottingham, the airport and strategic rail connected development at Roxhill in Leicestershire to the south, and towns in East Derbyshire and West Nottinghamshire to the north.</p>	<p>Detail on the proposed transport connectivity, the interchange area and green infrastructure networks (connectivity for cycling and pedestrians) is set out in Figure 21 (Proposed Green Infrastructure Framework), Figure 23 (Proposed Movement Framework) and the supporting text to these sections.</p>	<p>42-43, 48-49</p>

Part 2 Local Plan Key Development Requirement	How the Strategic Masterplan meets the Requirement	Page No
<p>iv) Maximise the potential for trips to and beyond the station to be achieved through non-private car modes of transport. This should include:</p> <p>a) Tram extension to HS2 station which should be designed to facilitate its further extension over the HS2 Station and which should be complete prior to the opening of the station. It should be designed in such a way as to allow for its potential extension to Long Eaton, Derby and East Midlands Airport. This will need to include access provision over the station of sufficient size to accommodate different modes of transport which, in addition to the tram, would be bus, car, cycle and pedestrian.</p> <p>b) Safe and attractive pedestrian and cycling links between new and existing communities including Toton, Long Eaton, Stapleford and Sandiacre utilising attractive routes though the location to the HS2 hub and neighbouring areas.</p>	<p>Detail on the proposed tram extension and green infrastructure networks (connectivity for cycling and pedestrians) is set out in Figure 21 (Proposed Green Infrastructure Framework), Figure 23 (Proposed Movement Framework) and the supporting text to these sections.</p>	<p>42-43, 48-49</p>
<p>v) A hierarchy of attractive routes and interconnected places should be created. Green routes should be provided and, where necessary, preserved and enhanced to assist with this including the Erewash Valley/Canal and additional green space to the north of existing settlements at Toton and Chilwell and to the south of Stapleford.</p>	<p>Figure 21 (Proposed Green Infrastructure Framework) and Figure 23 (Proposed Movement Framework) show the close alignment between the open space network and movement networks, with attractive routes which link to surrounding movement and open space networks.</p>	<p>42-43, 48-49</p>
<p>vi) Pedestrian access should be provided to the station from the east with an additional secondary western access. This should include a safe route either over or under the station.</p>	<p>Detail on pedestrian access to the station is illustrated in Figure 23 (Proposed Movement Framework).</p>	<p>48-49</p>

Part 2 Local Plan Key Development Requirement	How the Strategic Masterplan meets the Requirement	Page No
<p>vii) In terms of cycling provision, development should be compatible with future north-south and east-west segregated cycle routes. Cycling should be made a viable option for accessing the hub from within a five mile radius. NET extensions should incorporate a tram-side shared path (to extend to Derby if the tram is extended this far).</p>	<p>Figure 23 (Proposed Movement Framework) sets out a comprehensive network of walking and cycling routes, with connections in all directions from the Masterplan area - including along the proposed NET extension route to Long Eaton. The Public Transport, Walking and Cycling section in Section 3 sets out how these are anticipated to form part of wider networks, including through integration with the D2N2 Local Cycling and Walking Infrastructure Plan.</p>	<p>48-49, 50-52</p>
<p>viii) Bessell Lane should be incorporated in plans to access the station and significant improvements will need to be made to the quality of the public realm to encourage better connections to Stapleford District Centre and to ensure the quality of the cycling provision on this north-south route including extension of Midland Street, Long Eaton. On a wider scale the plan to open Bennerley Viaduct should be taken into account with its potential to create wider major leisure routes attracting visitors to use Toton Hub as a starting point for cycling tours. A link should be provided to national cycle route 6 along the Erewash Canal directly to the HS2 Hub station and cycle storage should be provided at the station.</p>	<p>Detail on Bessell Lane integration with the Masterplan area is provided in the Access to/from Stapleford via Bessell Lane heading within Section 3: Vision and Principles. Considerations for access into Stapleford via Bessell Lane, and the importance of integration with wider regeneration in Stapleford is recognised under the Relationship to Other Plans heading. Linkages towards Bennerley Viaduct have been considered through the separate Erewash Environmental Study, covered under the Green Infrastructure Framework Plan heading.</p>	<p>50, 10, 44</p>
<p>ix) Private vehicle access to the station to be provided via the A52, terminating in ideally underground parking or failing this a multi-storey car park to serve the station.</p>	<p>The Proposed Spatial Framework (Figure 25) shows the proposed vehicle access and car parking.</p>	<p>56-57</p>
<p>x) Good quality transport links from the HS2 station to nearby town centres including a north/south link road to provide local vehicle, walking and cycling access to the station and to facilitate through bus services.</p>	<p>The Proposed Movement Framework (Figure 23) shows the high-quality transport links envisaged throughout the Masterplan area.</p>	<p>48-49</p>

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

Part 2 Local Plan Key Development Requirement	How the Strategic Masterplan meets the Requirement	Page No
xvi) Multi use sporting provision should be provided in appropriate locations ideally adjacent to the school for use by school children and others.	As part of the Masterplan, schools will be expected to provide sporting facilities that will be open for school children and the local community. Detail on this can be found within the Community Facilities heading within Section 5: Delivery.	74
Economic and Residential development		
xvii) The site has an overall capacity of around 3,000 homes	Detail on development phasing is set out within Section 5: Delivery. The Background within Section 1: Introduction re-confirms the overall capacity of up to 4,500 homes, which is made up of 1,500 at Chetwynd Barracks and 3,000 at Toton.	70-75, 3
xviii) The creation of an Innovation Campus as part of a mixed-use development to provide significant numbers of new high skilled jobs to drive economic development in the immediate area and the wider region.	The Innovation Campus is proposed across three-character areas, Toton North, Toton South and Toton West. Details on how the Campus will integrate with the rest of the development is set out within Section 4: Character Areas.	62, 63, 68
xix) The provision of iconic tall buildings in close proximity to the station and on the western edge of the higher land further west. This is to provide suitable premises for economic ambitions to be met in a flexible format to allow for, and encourage, a mix of uses and also to provide a visual link to the northern gateway of the site leading to Stapleford District Centre and in doing so encourage additional investment in, and enhancements to, Stapleford District Centre.	This is supported within the Design Considerations for the Toton North and Toton West character areas, the two in closest proximity to the station location.	62, 68
xx) This development may include large scale conferencing facilities, university research/development provision, possible potential for hotels and other high tech developments seeking premises in proximity to a HS2 station.	Conference facilities, hotels and high-tech developments are envisaged as complementary uses within the Design Considerations for the Toton North and Toton West character areas.	62, 68
xxi) Specific delivery mechanism for the 18,000 square metres employment floorspace to be delivered by 2028.	Detail on the locations of employment development are set out under the Design Considerations section for the Toton North character area.	62

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

Appendix B

PART 2 LOCAL PLAN POLICIES

Policy 3.1: Chetwynd Barracks

Key Development Requirements

1. Strategic Masterplan:

- a) A Strategic Masterplan must be prepared for Chetwynd Barracks and approved by Broxtowe Borough Council as the Local Planning Authority as part of the planning application process. The Strategic Masterplan should incorporate and demonstrate how the requirements set out in this policy have been complied with.

2. Delivery:

- a) Development proposals will be required to be in general conformity with the Strategic Masterplan.
- b) Infrastructure requirements must be delivered at a rate and scale to meet the needs that arise from the proposed development, in accordance with the Infrastructure Delivery Plan.
- c) Development proposals must contribute proportionately towards the delivery of those infrastructure items set out in this policy and in the Infrastructure Delivery Plan.

3. New and Existing Homes:

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

4. Connections and Highways:

- a) Provide attractive and convenient walking and cycling routes through the site connecting to the proposed HS2 station, the tram and to other recreational routes and nearby facilities.
- b) Provide a bus route through the site.
- c) Upgrade existing access points and road network within the site, with Chetwynd Road to be prioritised for buses, cyclists and pedestrians.
- d) Ensure that the ability to provide a north/south road to link to the Tram Park and Ride site is positively facilitated by development.
- e) Highway infrastructure must be considered in conjunction with requirements for the Toton Strategic Location for Growth and wider area as progressed through the Gateway Study and transport modelling.

5. Green Infrastructure, Open Space and Sports Pitches:

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

6. New facilities:

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

7. Heritage:

- a) Provide public access to the Listed Memorial to workers of National Filling Factory No.6, provide public space to the south of the memorial and retain/enhance the existing memorial garden.
- b) Retain and re-use existing military buildings (non-designated heritage assets) where possible, if not possible, the development should seek to incorporate the existing footprint of the building into the development layout.

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

Key Development Requirements within the plan period

A. Land allocated at Toton Strategic Location for Growth will be brought forward for the following development within the plan period. Development proposals will be required to be in general conformity with the Toton Strategic Location for Growth Illustrative Concept Framework (shown on Map 8).

- i) Between 500 and 800 homes, (with an overall capacity of around 3,000 homes) which should be located at the south of the Strategic Location for Growth as identified on the Toton Strategic Location for Growth Illustrative Concept Framework (Map 8).
- ii) Development proposals should comprise a blended density taking into account adjacent development (existing and proposed), topography and avoiding an inefficient use of land.
- iii) Minimum of 18,000 square metres for mixed employment (B Use Classes) to support realisation of an Innovation Campus and provide high skilled jobs to support economic growth in the immediate area and wider region.
- iv) Limited neighbourhood retail and community facilities (including health and education) of a scale that is proportionate to development to be delivered within the plan period and that does not compete with the retail offer in nearby centres including Long Eaton, Stapleford and Sandiacre.
- v) Provision of a multifunctional green infrastructure corridor to the south of the area including along the southern boundary that provides safe and convenient pedestrian and cycle access between the HS2 station, Toton Fields Local Wildlife Site and Hobgoblin Wood within the Chetwynd Barracks (site allocation 3.1). This will be a significant corridor in the area.

- vi) Undergrounding of the high voltage electricity cables at the south of the site.
- vii) Development should be located and designed to complement and not prejudice proposals for access to the HS2 Hub Station and further build-out of the Innovation Campus which is to be delivered beyond the plan period.
- viii) Highway infrastructure must be considered in conjunction with requirements for the Chetwynd Barracks allocation (Policy 3.1) and wider area as progressed through the Gateway Study and transport modelling.

Key Development Requirements beyond the end of the plan period

Strategic Masterplan

B. A Strategic Masterplan must be prepared for development expected to be delivered beyond the plan period at Toton Strategic Location for Growth and approved by Broxtowe Borough Council as the Local Planning Authority by December 2020. The Strategic Masterplan should:

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

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

Key Development Requirements to be subject to the Strategic Masterplan

D. Land allocated at Toton Strategic Location for Growth is expected to be brought forward for the following development, on a phased basis, to achieve a comprehensive, high-quality development. The precise type, quantum and form of development including infrastructure will be subject to further assessment as part of the preparation of the Strategic Masterplan and future revisions to the Infrastructure Delivery Plan.

Community Provision

- i) Provide space for provision of an expanded or relocated George Spencer Academy including a new Primary School.
- ii) Provide space for provision of a relocated Leisure hub with space for a Leisure Centre including indoor sports centre and 25m swimming pool and outdoor sports pitches.
- iii) Provide space for further retail and community facilities (including health and education) of a scale that is proportionate to development to be delivered that does not compete with the retail offer in nearby centres including Long Eaton, Stapleford and Sandiacre.

Traffic / Transport / Connectivity

- iv) A system that flows well for all modes of transport including a multi-modal transport hub adjacent to the station and proper consideration of access both from Long Eaton and Stapleford, and how the site will connect and complement development at the Chetwynd Barracks site, including the necessary highway improvements to provide acceptable access to both sites. This will include good connectivity for cycling and pedestrians from the northern end of Chetwynd Barracks to access the tram and HS2 station via a network of interconnected Green Infrastructure. It will also enable the provision of high-quality transport links

to the other nearby centres in Broxtowe and Erewash, the three city centres of Derby, Leicester and Nottingham, the airport and strategic rail connected development at Roxhill in Leicestershire to the south, and towns in East Derbyshire and West Nottinghamshire to the north.

- v) Maximise the potential for trips to and beyond the station to be achieved through non-private car modes of transport. This should include:
 - a) Tram extension to HS2 station which should be designed to facilitate its further extension over the HS2 Station and which should be complete prior to the opening of the station. It should be designed in such a way as to allow for its potential extension to Long Eaton, Derby and East Midlands Airport. This will need to include access provision over the station of sufficient size to accommodate different modes of transport which, in addition to the tram, would be bus, car, cycle and pedestrian.
 - b) Safe and attractive pedestrian and cycling links between new and existing communities including Toton, Long Eaton, Stapleford and Sandiacre utilising attractive routes 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.



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