

APPENDIX**DELIVERING DEVELOPMENT AT TOTON AND CHETWYND**

Part 2 Local Plan Policy 3.1 allocates Chetwynd Barracks for 500 dwellings by 2028 and 1,500 beyond (2,000 in total), and Policy 3.2 allocates Toton Strategic Location for Growth (SLG) for 500-800 dwellings by 2028 and 2,200-2,500 beyond (3,000 in total). The Toton and Chetwynd Barracks Strategic Masterplan Supplementary Planning Document (SPD) has also now been adopted.

These plans were originally based on a high speed railway station being built at Toton and so anticipated land values and infrastructure provision consistent with that. However, the Integrated Rail Plan (IRP) published in November 2022 significantly truncated the line from Birmingham to instead merge into the Midland Main Line (MML) south of East Midlands Parkway (EMP) railway station.

The draft Greater Nottingham Strategic Plan (GNSP) would roll the two allocations forward, delivering almost all of the previously-projected dwellings during a new plan period extending up to 2040. As currently drafted, the GNSP relies on these two allocations to meet projected housing need in Broxtowe Borough.

Based on IRP, the railway station and its link to the A52 west of Bardill's Island will no longer be funded beyond a commitment to match fund developer contributions. Land values are harmed by this loss of infrastructure and connectivity, but need now to deliver both the high aspirations of the SPD as well as plug a larger infrastructure funding gap, which is increasing further with inflation.

Ways to reduce this gap include contributing or swapping public resources (e.g. land), value engineering the infrastructure and creating new mechanisms to secure contributions. The East Midlands Development Company was unsuccessful in bidding for Levelling Up Funds and, whilst it may succeed in future, it may also not exist when the Borough comes to rely on these sites.

Currently, the Borough Council secures developer contributions through obligations in planning agreements, but these can only be sought where they are necessary for the development and directly, fairly and reasonably related in scale and kind to it. Accordingly, it may prove difficult to require contributions to infrastructure that is remote from a site, even if the delivery of the wider allocation depends on it.

The main alternative method for securing developer contributions is by a Community Infrastructure Levy (CIL). This must be Borough-wide, but could be set in a way that would be unlikely to affect previously-developed or weak sites. Viability assessment is required and was last carried out in 2018, but no CIL was adopted at that time as viability of the planned sites did not warrant it at the time. A refresh of the work would cost about £20,000 and take up to a year.

The advantage of a CIL is that it may be used to fund any infrastructure identified during its preparation, rather than only that which is necessary for the development from which it is raised. It is also levied at a fixed rate regardless of the scale of need that an individual development creates. It may also be possible to raise finance in anticipation of revenue across the allocations.

Should the Borough Council arrive at a point in a year's time where delivery of these allocations are potentially stalled or prejudiced by inadequate infrastructure, the adoption of a CIL would then be a possibility within a realistic timeframe. Refreshing the evidence base would widen rather than limit the options of elected Members.

Despite the loss of high speed rail connectivity, railway station and its link to the A52, some increase in value can still be sustained by creating confidence in realistic plans for delivery and prospects of better connectivity by tram and regional rail.