

**TOWN AND COUNTRY PLANNING ACT 1990
SECTION 78 APPEAL**

BLOOR HOMES LIMITED

**LAND WEST OF STAPLEFORD LANE,
STAPLEFORD, NOTTINGHAM, NG9 6JG**

ALYN NICHOLLS BA (Hons) MRTPI

APPENDICES

On behalf of
**NOTTINGHAMSHIRE COUNTY COUNCIL and
NATIONAL HIGHWAYS LIMITED**

PINS Reference: 6006412

3 August 2026

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**Appendix 1: Draft minute of the BBC Planning Committee
7 July 2026.**

PLANNING COMMITTEE
WEDNESDAY, 1 JULY 2026

Present: Councillor S P Jeremiah, Chair

Councillors: P A Smith (Vice-Chair)
P J Bales
L A Ball BEM
G Bunn
S Camplin
J Couch
T J Marsh
G Marshall
P J Owen (ex-officio)
D D Pringle
D K Watts
E Williamson (substitute)

Apologies for absence were received from Councillors D Bagshaw and S J Carr.

90 **DECLARATIONS OF INTEREST**

There were no declarations of interest.

91 **MINUTES**

The minutes of the meeting held on 10 June 2026 were confirmed and signed as a correct record.

92 **NOTIFICATION OF LOBBYING**

The Committee received notification of lobbying in respect of the planning applications subject to consideration at the meeting.

93 **DEVELOPMENT CONTROL**

93.1 **25/00371/OUT - LAND WEST OF STAPLEFORD LANE, STAPLEFORD, NOTTINGHAM**

Outline Planning Application for the construction of a residential development of up to 420 residential dwellings and associated open space and infrastructure (With some matters reserved). The proposed development is classified as EIA development under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017.

Land West of Stapleford Lane Stapleford Nottingham

The application was brought to the Committee as it represents a Major Planning Application.

There were late items comprising further comments from the Highways Authority. The Highways Authority commented that the modelling indicates that the proposed Toton Link Road performs an important strategic function, providing an additional connection between Stapleford Lane and the A52 corridor and influencing traffic distribution across the wider network.

The Highway Authority did not consider that the additional modelling fully resolves its concerns. Whilst it provides useful strategic evidence, several important technical matters remain outstanding and require further clarification before a final view can be reached regarding the acceptability of the development.

There were four public speakers for this item James Hicks, agent of the applicant, David Lovett, objecting, Joan Roche, objecting, and Councillor T Cullen, ward member made representation to the Committee prior to the general debate.

The Committee considered all representations, debating the conflict between the Highways Authority and the applicant regarding the proposed traffic alleviation.

It was noted that approval at this meeting would mean approval of the housing scheme and not the design or character of the schemes. It was reported that these would be considered at a future meeting and members would have the opportunity to comment on this aspect at that time.

Members raised particular concerns regarding the need to review all elements of the scheme together, paying special attention to the highways issues. Members stated that they wanted to review all aspects holistically and not by individual schemes as has been submitted by the applicant.

RESOLVED that, subject to the removal of objections from National Highways and Nottinghamshire County Council as the Highways Authority, planning permission would have been granted subject to:

- (i) Prior completion of an agreement under Section 106 of the Town and Country Planning Act 1990 to secure the provision of landscape contributions and affordable units**
- (ii) the following conditions:**
 - 1. Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.**

Reason: To comply with S92 of the Town and Country Planning Act 1990 as amended by S51 of the Planning and Compulsory Purchase Act 2004.

- 2. The development hereby permitted shall be commenced**

before the expiration of two years from the date of approval of the last of the reserved matters to be approved.

Reason: To comply with S92 of the Town and Country Planning Act 1990 as amended by S51 of the Planning and Compulsory Purchase Act 2004.

3. The development hereby permitted shall be carried out in accordance with drawings received by the Local Planning Authority on the following dates:

Illustrative Landscape

Masterplan (P23_2379_EN_0007_B_S1 ILMP_R) Planning Statement (R001 v4 Planning Statement) Statement of Community Involvement (R001v5 Statement of Community Involvement - 2025 04 07)

Covering Letter (L001v1 EM ASI - Application Covering Letter) Sustainability/Energy Statement (Energy Statement - Toton West v3)Environmental Statement (ref: P23-2379_Toton_West_ES) Covering matters of:

- Contents Page
- Chapter 1 Introduction
- Chapter 2 Assessment Scope and Methodology
- Chapter 3 The Site
- Chapter 4 Proposed Development and Alternatives
- Chapter 5 Socioeconomics and Health
- Health Impact Assessment
- Chapter 6 Landscape and Visual Amenity (including LVIA)
- Chapter 7 Biodiversity
- Ecological Appraisal
- Biodiversity Net Gain Statement
- Arboricultural Impact Assessment
- Chapter 8 Cultural Heritage
- Chapter 9 Transport and Access
- Transport Assessment (including access drawings)
- Framework Travel Plan
- Chapter 10 Air Quality
- Chapter 11 Noise and Vibration
- Chapter 12 Flood Risk and Drainage
- Flood Risk Assessment
- Drainage Strategy
- Chapter 13 Contaminated land/ Ground Conditions
- Phase 1 Ground Assessment
- Chapter 14 Soils and Agricultural Land
- Soils and Agricultural Land Report
- Chapter 15 Climate Change
- Chapter 16 Lighting
- Lighting Strategy

- Chapter 17 Summary
- Chapter 18 Glossary
- Chapter 19 References
- Environmental Statement Appendices and Figures:
- Appendix 1.1 EIA Statement of Expertise
- Appendix 2.1a Summary of Toton North Scoping
- Appendix 2.1b BBC EIA Scoping Opinion Toton North
- Appendix 5.1 Health Impact Assessment
- Appendix 6.1 Methodology
- Appendix 6.2 Sensitivity
- Appendix 7.1_EcoApp
- Appendix 7.2 BNG Report_Rev A May 25
- Appendix 7.3 Bird Report
- Appendix 7.4 Arb Assessment
- Appendix 8.1 Technical Heritage Baseline
- Appendix 9.1 Transport Assessment
- Appendix 9.2 Travel Plan
- Appendix 10.1 - 10.5 Air Quality Appendices
- Appendix 11.1 Summary of Background Survey
- Appendix 11.2 Planning Noise Assessment Report
- Appendix 11.3 Road Traffic Data
- Appendix 12.1 FRA and SWD Strategy p1
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- Appendix 13.1 Appendix 13.1 D44116 Phase I Report
- Appendix 15.1 Steps Involved in a CCR Assessment in EIA
- Appendix 15.2 Climatic Variables Considered for Each Sensitive Receptor
- Appendix 15.3 Legislation Policies and Agendas Context
- Appendix 15.4 Local Regional and National GHG Emissions
- Appendix 15.5 Assessment of Resilience of the Proposed Development to Climate Change
- Appendix 16.1 Lighting Strategy
- Appendix 16.2 Lighting Baseline Assessment
- Appendix 16.3 Lighting Receptor Locations
- Figure 1.1 - Site Location Plan
- Figure 4.1 - Parameter Plan
- Figure 4.2 - Illustrative Masterplan
- Figure 6.1 P23_2379_EN_0001_S1_REV - Site Location Plan
- Figure 6.2 P23_2379_EN_0002_S1_REV - Planning Designations
- Figure 6.3 P23_2379_EN_0003_S1_REV – Topography
- Figure 6.4 P23_2379_EN_0004_S1_REV - Landscape Character
- Figure 6.5 P23_2379_EN_0005_S1_REV - ZTV Viewpoint Locations and PRoW
- Figure 6.6 P23_2379 EN_0006_v2 Figure 6 VPs_compressed

- **Figure 6.7 P23_2379_EN_0008_S1_REV - Combined ZTV**
- **Figure 7.1_Consultation Plan Designated Sites**
- **Figure 7.2_Consultation Plan Species Results**
- **Figure 7.3_Baseline Habitats**
- **Figure 10.1 - Existing Sensitive Human Receptors**
- **Figure 14.1 Agricultural Land Classification**
- **Figure 15.1 - IEMA Best Practice**
- **Figure 15.2 - Local Temps**
- **Figure 15.3 Wind Rose**
- **BNG Metric (10889 - Statutory Metric - 08 05 2025)**
- **Completed Notice Form**

Received by the Local Planning Authority on 19 May 2025.

- **Site Location Plan (P23_2379_DE_009_C_01 - Site Location Plan (Outline))**
- **Site Location Plan – Aerial (P23_2379_DE_009_C_03 - Site Location Plan - Aerial (Outline)_LR)**
- **Illustrative Masterplan (P23_2379_DE_014_D_01 - Illustrative Masterplan (Outline)_LR)**
- **Parameter Plan (P23_2379_DE_015E_02 - Parameter Plan (Outline))**
- **Preliminary General Arrangement Sheet 1 (B076224-TTE-HGN-XX-DR-CH-010001 Preliminary General Arrangement Sheet 1 [P03])**
- **Preliminary General Arrangement Sheet 2 (B076224-TTE-HGN-XX-DR-CH-010002 Preliminary General Arrangement Sheet 2 [P04])**
- **Planning Statement Addendum (P23-2379 - Planning Statement Addendum - FINAL)**
- **Design and Access Statement (P23_2379_DE_G002B - DAS_R)**
- **Environmental Statement Addendum (P23-2379_ES Addendum Dec 25_231225_final (text & figs))**
- **Environmental Statement Addendum Figures**
- **Figure 1.1a Site Location Plan**
- **Figure 4.1a - Parameter Plan (Outline)**
- **Figure 4.2a Illustrative Masterplan – Outline**
- **Figure 6.1 P23_2379_EN_1000_S1_REV - Site Location Plan**
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- **Figure 6.3 P23_2379_EN_1002_S1_REV – Topography**
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- **Figure 6.5 P23_2379_EN_1004_S1_REV - ZTV, Viewpoint Locations and PRoW**
- **Figure 6.6 P23_2379 EN_1005_v2 Figure 6 VPs**
- **Figure 6.7 P23_2379_EN_1006_S1_REV - Combined ZTV**

- Figure 7.4 Baseline Habitats
- Environmental Statement Appendices
- App 7.4 10889 AA_D - (Outline)
- App 7.5_Spring Bat Data Report
- App 7.6_Supplemental BBS Report
- App 7.7_BNG Report
- App.9.1 251222_328827_TA (Outline Application) - 2 of 4 (Appendices A - D)
- App.9.1 251222-328827_TA (Outline Application) - 3 of 4 (Appendices E - G)
- App.9.1 251222_328827_TA (Outline Application) - 4 of 4 (Appendices H I)
- App 9.2_RTP_(Outline Application)_LR
- App 9.3 Study Area
- App 9.4 2025 Baseline Scenario Traffic Data
- App 9.5 Assessment of Construction Traffic
- App 9.6 Future Year Scenario Traffic Data and Assessment of Operational Traffic Impacts
- App 12.2 19678 - Toton West - FRA & DS Addendum
- Environmental Statement Non-Technical Summary (P23_2379__NTS_ADDENDUM)

Received by the Local Planning Authority on 24 December 2025.

- App 9.1 TA R004 Rev A (Outline Application)

Received by the Local Planning Authority 16 February 2026.

- 260417_328827_TN003_Main Response.pdf
- 260417_328827_TN003_Appendices.pdf
- B076224 TTE HGN XX DR CH 010001 P03 Four Arm Signalised Junction GA S1.pdf
- B076224 TTE HGN XX DR CH 010002 P05 Four Arm Signalised Junction GA S2.pdf
- B076224 TTE HGN XX DR CH 010021 P03 Four Arm Signalised Tracking S1.pdf
- B076224 TTE HML XX DR CH 010012 P02 Four Arm Signalised Geometry S2.pdf
- B076224 TTE HGN XX DR CH 010023 P02 Four Arm Signalised Tracking S3.pdf
- B076224 TTE HML XX DR CH 010011 P02 Four Arm Signalised Geometry S1.pdf
- B076224 TTE HGN XX DR CH 010022 P03 Four Arm Signalised Tracking S2.pdf

Received by the Local Planning Authority 28 April 2026.

Reason: For the avoidance of doubt.

4. Before any site clearance or development is commenced, detailed drawings and particulars showing the following (the 'Reserved Matters') shall be submitted to and approved by the Local Planning Authority:
- (a) the layout, scale, and external appearance of all buildings;
 - (b) parking and turning facilities, access widths, gradients, surfacing, street lighting, structures, visibility splays, drainage and the location and detail of all Electric Vehicle Charging points. All details shall comply with the County Council's current Highway Design and Parking Guides
 - (c) full manufacturer details of the materials to be used in the external surfaces and roofs of all buildings and including the location and colour of the external meter boxes;
 - (d) cross sections through the site showing the finished floor levels of the new dwellings in relation to adjacent land and buildings. These details shall be related to a known datum point; and
 - (e) landscaping treatment of the site

The development shall be carried out strictly in accordance with the approved details.

Reason: The application was submitted in outline only and no such details were provided. The development cannot proceed satisfactorily without such details being provided before development commences to ensure that the details are satisfactory and in accordance with the aims of the NPPF, Policy 3.2, 15, 17 and 31 of the Broxtowe Part 2 Local Plan (2019) and Policy 2, 8, 10, 16 and 17 of the Broxtowe Aligned Core Strategy (2014) and in the Interests of Highway safety.

5. No part of the development hereby approved shall commence until a detailed surface water drainage scheme based on the principles set forward by the approved Flood Risk Assessment (FRA) and Drainage Strategy ref ADC2897-RP-D, dated March 2025 has been submitted to and approved in writing by the Local Planning Authority in consultation with the Lead Local Flood Authority. The scheme shall be implemented in accordance with the approved details prior to completion of the development. The scheme to be submitted shall:
- Demonstrate that the development will use SuDS throughout the site as a primary means of surface water management and that design is in accordance with CIRIA C753 and NPPF Paragraph 175.
 - Limit the discharge generated by all rainfall events up to the 100 year plus 40% (climate change) critical rain

- storm to QBar rates for the developable area.
- Provide detailed design (plans, network details, calculations and supporting summary documentation) in support of any surface water drainage scheme, including details on any attenuation system, the outfall arrangements and any private drainage assets. No surcharge shown in a 1 in 1 year.

Calculations should demonstrate the performance of the designed system for a range of return periods and storm durations inclusive of the 1 in 1 year, 1 in 30 year and 1 in 100 year plus climate change return periods.

- No surcharge shown in a 1 in 1 year.
- No flooding shown in a 1 in 30 year.
- For all exceedance to be contained within the site boundary without flooding properties in a 100 year plus 40% storm.
- Evidence to demonstrate the viability (e.g Condition, Capacity and positive onward connection) of any receiving watercourse to accept and convey all surface water from the site.
- Details of STW approval for connections to existing network and any adoption of site drainage infrastructure.
- Evidence of approval for drainage infrastructure crossing third party land where applicable.
- Provide a surface water management plan demonstrating how surface water flows will be managed during construction to ensure no increase in flood risk off site.
- Evidence of how the on-site surface water drainage systems shall be maintained and managed after completion and for the lifetime of the development to ensure long term effectiveness.

Reason: To ensure the development is in accordance with Policy 1 of the Broxtowe Aligned Core Strategy (2014) and Policy 1 of Broxtowe Part 2 Local Plan (2019).

6. a) No part of the development hereby approved shall be commenced until an investigative survey of the site has been carried out and a report submitted to and approved in writing by the Local Planning Authority. The survey must have regard for any potential ground and water contamination, the potential for gas emissions and any associated risk to the public, buildings and/or the environment. The report shall include details of any necessary remedial measures to be taken to address any contamination or other identified problems.
- b) No building to be erected pursuant to this permission

shall be occupied or brought into use until:-

- (i) All necessary remedial measures have been completed in accordance with details approved in writing by the local planning authority; and
- (ii) It has been certified to the satisfaction of the local planning authority that necessary remedial measures have been implemented in full and that they have rendered the site free from risk to human health from the contaminants identified.

Reason: In the interest of public health and safety and in accordance with policy 17 of the Part 2 Local Plan 2019.

7. No development within the full planning permission phase hereby approved shall take place until a Construction / Demolition Method Statement has been submitted to and approved in writing by the Borough Council. The statement shall include:

- a) The means of access for construction traffic;
- b) parking provision for site operatives and visitors;
- c) the loading and unloading of plant and materials;
- d) the storage of plant and materials used in construction / demolition the development;
- e) a scheme for the recycling/disposal of waste resulting from construction / demolition works / site clearance;
- f) details of dust and noise suppression to be used during the site preparation, ground works and construction phases and;
- g) wheel washing facilities.

The approved statement shall be adhered to throughout the construction period.

Reason: In the interest of highway safety and residential amenity and in accordance with policy 17 of the Part 2 Local Plan 2019.

8. No development shall take place until an Archaeological Mitigation Strategy for the protection of archaeological remains is submitted to and approved by the Local Planning Authority.

The mitigation strategy will include appropriate Written Schemes of Investigation for evaluation trenching and provision for further mitigation work. These schemes shall include the following:

- 1. An assessment of significance and proposed mitigation strategy (i.e. preservation by record, preservation in situ or

a mix of these elements).

2. A methodology and timetable of site investigation and recording
3. Provision for site analysis
4. Provision for publication and dissemination of analysis and records
5. Provision for archive deposition
6. Nomination of a competent person/organisation to undertake the work.

The scheme of archaeological investigation must only be undertaken in accordance with the approved details.

Reason: To ensure the preparation and implementation of an appropriate scheme of archaeological mitigation in accordance with the National Planning Policy Framework, Policy 11 of the Broxtowe Aligned Core Strategy (2014) and Policy 23 of the Broxtowe Part 2 Local Plan (2019).

9. No development above slab level shall commence until a landscaping scheme has been submitted to and approved by the Local Planning Authority. This scheme shall include the following details:

- (a) trees, hedges and shrubs to be retained and measures for their protection during the course of development
- (b) numbers, types, sizes and positions of proposed trees and shrubs
- (c) proposed boundary treatments
- (d) proposed hard surfacing treatment
- (e) proposed external lighting details
- (f) planting, seeding/turfing of other soft landscape areas

The approved scheme shall be carried out strictly in accordance with the agreed details.

The approved landscaping shall be carried out not later than the first planting season following the substantial completion of the development or occupation of the buildings, whichever is the sooner and any trees or plants which, within a period of 5 years, die, are removed or have become seriously damaged or diseased shall be replaced in the next planting season with ones of similar size and species to the satisfaction of the Local Planning Authority, unless written consent has been obtained from the Local Planning Authority for a variation.

Reason: To ensure the development presents a more pleasant appearance in the locality and in accordance with Policies 10 and 17 of the Broxtowe Aligned Core Strategy (2014) and Policies 17 and 31 of the Broxtowe Part 2 Local Plan (2019).

10. Prior to the commencement of development, an Arboricultural Method Statement and tree protection measures, to BS5837, shall be submitted to and approved in writing by the Local Planning Authority. This should demonstrate how all existing boundary trees and hedgerows to be retained will be protected during the construction period. The development shall thereafter be carried out only in accordance with the approved details.

Reason: To ensure protection during construction works of trees and hedgerows which are to be retained on or near the site in order to ensure that the character and amenity of the area are not impaired, in order to comply with Policy 17 - Biodiversity of the Aligned Core Strategy Part 1 Local Plan 2014 and Policy 31 - Biodiversity Assets of the Broxtowe Part 2 Local Plan 2019.

11. No development shall take place until details of and a timetable for the undergrounding of the on-site overhead pylons on site has been submitted to and approved in writing by the local planning authority.

Reason: To ensure the development presents a more pleasant appearance in the locality and in accordance with Policies 10 and 17 of the Broxtowe Aligned Core Strategy (2014) and Policies 17 and 31 of the Broxtowe Part 2 Local Plan (2019).

12. No development shall take place (including ground works and vegetation clearance) until a construction environmental management plan (CEMP: Biodiversity) has been submitted to and approved in writing by the local planning authority.

The CEMP (Biodiversity) shall include the following:

- a) Risk assessment of potentially damaging construction activities.
- b) Identification of "biodiversity protection zones"
- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (to include consideration of lighting) (may be provided as a set of method statements).
- d) The location and timing of sensitive works to avoid harm to biodiversity features.
- e) The times during construction when specialist ecologists need to be present on site to oversee works.
- f) Responsible persons and lines of communication.
- g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
- h) Use of protective fences, exclusion barriers and warning signs.

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of protecting existing environmental features and habitats during the construction period in accordance with Policy 17 - Biodiversity of the Broxtowe Aligned Core Strategy Part 1 Local Plan 2014 and Policy 31 - Biodiversity Assets of the Broxtowe Part 2 Local Plan 2019.

13. No part of the development hereby permitted shall be brought into use unless or until plans detailing the location of new bus stops and a temporary turning facility within the site have been made to the satisfaction of the Local Planning Authority, which must include a bus stop(s) within the land covered by the application and shall include any of the following: real time bus stop flags, poles & displays including low voltage power source to the real time information pole location; polycarbonate bus shelter; solar or electrical lighting in bus shelter; raised kerbs; enforceable bus stop clearway; lowered access kerbs; additional hard stand (3.7 metres depth x 8 metres width if required), black top dressing (tarmacadam) and the above to be installed to an agreed timescale. If bus stops are not installed prior to bus services operating the developer will be responsible for the cost of any temporary infrastructure arrangements.

Reason: In the interest of highway safety and residential amenity and in accordance with policy 17 of the Part 2 Local Plan 2019.

14. No part of the development hereby permitted shall be brought into use unless or until the details of a scheme for provision of free integrated bus and tram passes to residents of the development upon occupation are submitted and approved by the Local Planning Authority. The scheme should include details of the bus pass(es) including period of validity or equivalent, the area of coverage, arrangements for promoting the passes, application and monitoring arrangements.

Reason: In the interest of highway safety and residential amenity and in accordance with policy 17 of the Part 2 Local Plan 2019.

15. Prior to the commencement of the development, a detailed Landscape and Ecological Management Plan shall be submitted to and approved and by the Local Planning Authority. The Landscape and Ecological Management Plan shall be in accordance with the enhancement measures

contained within ES Chapter 7 (section 7.5) and the EA (4.9 Habitats and 4.17 Species) and shall be implemented in accordance with the approved plan unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of securing an environmental net gain in accordance with Policy 17 - Biodiversity of the Broxtowe Aligned Core Strategy Part 1 Local Plan 2014 and Policy 31 - Biodiversity Assets of the Broxtowe Part 2 Local Plan 2019.

16. No above ground works shall take place until details of play equipment to be provided within the site has been submitted to and approved by the Local Planning Authority. This scheme shall include the following and shall thereafter be provided in accordance with the approved details:
- a) Appearance, position and location of the play equipment which shall include provision for accessible equipment and surfacing;
 - b) Access and boundary treatments; and
 - c) Timetable for delivery of the play area and associated equipment.

Reason: Limited details were submitted and to ensure that the details are satisfactory in the interests of the appearance of the area and in accordance with the aims of Policy 17 of the Broxtowe Local Plan Part 2 (2019) and Policy 10 of the Aligned Core Strategy (2014).

17. No development shall commence until general arrangement plan(s) to a scale of 1:200 showing details of the walking / cycling infrastructure including works to the adopted highway have been submitted to and approved in writing by the Local Planning Authority. The details shall be submitted in accordance with guidance contained in LTN 1/20 on Cycle Infrastructure Design and Manual for Streets and where applicable indicate proposals for:
- Existing levels of the finished highway tying into building threshold levels;
 - Alterations to waiting restrictions or other Traffic Regulation Orders to enable the works;
 - Signing, street furniture, street trees and pits;
 - Structures on or adjacent to the highway ;
 - Extent of any stopping up, diversion or dedication of new highway (including all public rights of way shown on the definitive map and statement) The development or any phase of the development, whichever is the sooner, shall not be occupied until the walking and cycling infrastructure for the development or phase of

development has been constructed and completed in accordance with the approved details.

Reason: To comply with the guidance in LTN 1/20 on Cycle Infrastructure Design and in Manual for Streets and in accordance with policy 17 of the Paet 2 Local Plan 2019.

18. No development shall commence until all details of the site access points including links to existing and proposed Public Rights of Way for pedestrians and cyclists in accordance with Parameter Plan P23_2379_DE_015B_01 have been submitted to and approved in writing by the Local Planning Authority. The development or any phase of the development, whichever is the sooner, shall not be occupied until the means of access for pedestrians and/or cyclists for the development or phase of development have been constructed in accordance with the approved details which shall thereafter be retained for access purposes only.

Reason: In the interest of highway safety and in accordance with policy 17 of the Part 2 Local Plan 2019.

19. No development shall commence until details of the cycle parking have been submitted to and approved in writing by the Local Planning Authority. The cycle parking provision shall accord with the guidance in LTN 1/20 on Cycle Infrastructure Design as a minimum unless local cycle parking standards are greater. The development or any phase of the development, whichever is the sooner, shall not be occupied until the cycle parking has been constructed and completed in accordance with the approved details and shall thereafter be kept free of obstruction and permanently available for the parking of cycles only.

To comply with the guidance in LTN 1/20 on Cycle Infrastructure Design as a minimum and in accordance with policy 17 of the Part 2 Local Plan 2019.

20. No part of the development hereby permitted shall be brought into use until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall set out proposals (including targets, a timetable and enforcement mechanism) to promote travel by sustainable modes and shall include arrangements for monitoring of progress of the proposals. The Travel Plan shall be implemented in accordance with the timetable set out in the plan.

Reason: *In the interests of highway safety and the environment to encourage use of more sustainable modes*

of transport than the car and in accordance with Policy 17 - Place-making, Design and Amenity of the Broxtowe Part 2 Local Plan (2019) and Part 9 - Promoting Sustainable Transport of the NPPF 2024.

21. No part of the development shall be brought into use until a scheme detailing the developments adherence to Secured by Design principles has been submitted to and approved in writing by the Local Planning Authority. All measures detailed in the scheme shall thereafter be implemented and within an agreed timeframe which shall be set out in the submitted details.

Reason: To reduce the potential for crime in accordance within Part 8 – Promoting healthy and safe communities of the National Planning Policy Framework 2024.

22. The dwellings shall not be brought into use until, a scheme detailing the developments adherence to design principles contained within the Councils Reduction of Carbon in New Development Supplementary Planning Document (2025) has been submitted to and approved in writing by the Local Planning Authority and shall be implemented in accordance with the approved details.

Reason: In the interests of securing sustainable development in accordance with the aims of Policy 1 - Climate Change of the Aligned Core Strategy Part 1 Local Plan 2014 and the Councils Reduction of Carbon in New Development Supplementary Planning Document (2025).

23. No construction or site preparation work in association with this permission shall be undertaken outside the hours of 08.00 – 18.00 Monday to Friday, 08.00-13.00 Saturdays and at no time on Sundays or Bank / Public Holidays.

Reason: In the interests of public health and safety and in accordance with Policy 19 of the Broxtowe Local Plan Part 2 (2019).

24. The applicant shall provide a detailed obtrusive light calculations for the identified receptors along with an Isolux Contour plans for the relevant identified receptors prior to completion of the relevant phases.

Reason: To protect residential amenity and in accordance with Policy 19 of the Broxtowe Local Plan Part 2 (2019).

25. The applicant shall provide certification that the noise mitigation measures contained within section 7 of the Hoare Lea noise report have been installed in the relevant plots prior to occupation.

Reason: To protect occupants from excessive environmental noise and in accordance with Policy 17 of the Part 2 Local Plan 2019.

NOTES TO APPLICANT

1. The Council has acted positively and proactively in the determination of this application by working to determine it within the agreed determination timescale.
2. As this permission relates to the creation of new units, please contact the Council's Street Naming and Numbering team:
3015snn@broxtowe.gov.uk to ensure addresses are created.
 This can take several weeks and it is advised to make contact as soon as possible after the development commences. A copy of the decision notice, elevations, internal plans and a block plan are required. For larger sites, a detailed site plan of the whole development will also be required.
3. The County Council Public Rights of Way team advise:

For path which required a TCPA diversion

- Under Section 12 of the Growth and Infrastructure Act 2013, it is now possible for the planning authority to carry out preliminary consultations, draft and make the Order under the appropriate Regulations (Town & Country Planning Public Path Orders Regulations 1993) if an application has been made under Part 3, and before planning permission has been granted, if on granting it, it is necessary to alter a public path. The order can be confirmed if planning permission is then granted. This can avoid the previous delays caused by developers having to wait for planning permission to be granted before applying for a diversion.
- In cases where a Diversion Order has yet to be secured, the grant of planning permission does not permit the obstruction of the public right of way and that separate statutory approval for the stopping up or diversion order will be required under the provisions of the Highways Act 1980 or the Town and Country Planning Act 1990 or any other statutory provision. The development will require the diversion of a public right of way and no part of that development hereby permitted or any temporary works or structures shall obstruct the public right of way until approval has been secured and the diversion has been constructed in accordance with a detailed design and specification first submitted to

and approved in writing by the Local Planning Authority. This is to ensure that the right of way is retained in such a state that it achieves continuity with the wider rights of way and highway networks.

- There should be no disturbance to the surface of the footpath without prior authorisation from the Rights of Way team.
- If the route is to be fenced, ensure that the appropriate width is given to the path and that the fence is low level and open aspect to meet good design principles. The route should have natural surveillance and is not narrowly fenced as this is a concern for public safety and a consideration for potential crime.
- If a structure is to be built adjacent to the public footpath, the width of the right of way is not to be encroached upon.
- Structures cannot be constructed on the line of the right of way without the prior authorisation of the Rights of way team. It should be noted that structures can only be authorised under certain criteria and such permission is not guaranteed.
- Open aspect should be retained as far as is practicable as part of any development, with good practice design principles applied to either ensure that the route does not become enclosed and/or is incorporated it as part of a greenspace corridor. See NCC development guide.
- If the design of any proposed development requires the legally recorded route of the RoW to be diverted because it cannot be accommodated on the legal line within the scheme, then this 2 should be addressed under the relevant provisions within the Town and Country Planning Act 1990 for the diverting/stopping up of public rights of way affected by development. An application way under this act should be made to the Planning authority and is a separate application to the planning permission
- The existing boundary hedge/tree line directly bordering the development/boundary etc is the responsibility of the current owner/occupier of the land. On the assumption that this boundary is to be retained it should be made clear to all new property owners that they are responsible for the maintenance of that boundary, including the hedge/tree line ensuing that it is cut back so as not to interfere with right of way.
- Should scaffold be required on or over the RoW then the applicant should apply for a license and ensure that the scaffold is constructed so as to allow the public use without interruption.
licences@viaem.co.uk

If this is not possible then an application to temporarily close the path for the duration should also be applied for (6 weeks' notice is required), email countryside.access@nottsccl.gov.uk

- If a skip is required and is sited on a highway, which includes a RoW then the company supplying the skip must apply for a permit. <http://www.nottinghamshire.gov.uk/transport/licences-and-permits/skip-permit> and also ensure that the RoW can still be accessed appropriately by the users permitted by its status i.e. equestrians if on a bridleway, motorised vehicles if on a byway open to all traffic
 - The safety of the public using the path should be observed at all times. A Temporary Closure of the Footpath may be granted to facilitate public safety during the construction phase subject to certain conditions. Further information and costs may be obtained by contacting the Rights of Way section. The applicant should be made aware that at least 5 weeks' notice is required to process the closure and an alternative route on should be provided if possible.
3. This permission has been granted contemporaneously with an Agreement under Section 106 of the Town and County Planning Act 1990, and reference should be made thereto.
 4. The applicant should note that notwithstanding any planning permission that if any highway forming part of the development is to be adopted by the Highways Authority. The new roads and any highway drainage will be required to comply with the Nottinghamshire County Council's current highway design guidance and specification for roadworks.
 - a) The Advanced Payments Code in the Highways Act 1980 applies and under section 219 of the Act payment will be required from the owner of the land fronting a private street on which a new building is to be erected. The developer should contact the Highway Authority with regard to compliance with the Code, or alternatively to the issue of a Section 38 Agreement and bond under the Highways Act 1980. A Section 38 Agreement can take some time to complete. Therefore, it is recommended that the developer contact the Highway Authority as early as possible.
 - b) It is strongly recommended that the developer contact the Highway Authority at an early stage to clarify the codes etc. with which compliance will be required in the particular circumstance, and it is essential that design calculations and detailed construction drawings for the proposed works are

submitted to and approved by the County Council (or District Council) in writing before any work commences on site.

5. The deposit of mud or other items on the public highway, and/or the discharge of water onto the public highway are offences under Sections 149 and 151 of the Highways Act 1980. The applicant, any contractors, and the owner / occupier of the land must therefore ensure that nothing is deposited on the highway, nor that any soil or refuse etc is washed onto the highway, from the site. Failure to prevent this may force the Highway Authority to take both practical and legal action (which may include prosecution) against the applicant / contractors / the owner or occupier of the land.
6. Burning of commercial waste is a prosecutable offence. It also causes unnecessary nuisance to those in the locality. All waste should be removed by an appropriately licensed carrier.
7. Vegetation clearance should be avoided during the bird breeding season of March-August inclusive.
8. Under the Coal Industry Act 1994 any intrusive activities, including initial site investigation boreholes, and/or any subsequent treatment of coal mine workings/coal mine entries for ground stability purposes require the prior written permission of The Coal Authority, since such activities can have serious public health and safety implications. Failure to obtain permission will result in trespass, with the potential for court action. It is recommended that you check with us prior to commencing any works. Application forms for Coal Authority permission and further guidance can be obtained from The Coal Authority's website at:

<https://www.gov.uk/get-a-permit-to-deal-with-a-coal-mine-on-your-property>

94 INFORMATION ITEMS

94.1 DELEGATED DECISIONS

The Committee noted the delegated decisions.

94.2 APPEAL DECISIONS

The Committee noted the appeal decisions.

**Appendix 2: GNSP Examination, Matter 5,
Hearing Statement of the Appellant**

Greater Nottingham Strategic Plan Examination. Hearing Statement.

**Matter 5 – Issue 2: Strategic Allocations at Toton and
Chetwynd Barracks.**

On behalf of Bloor Homes.

Date: June 2026 | Pegasus Ref: P23-2377

Author: Richard Brown



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Appendices contents.

No table of contents entries found.

1. Introduction

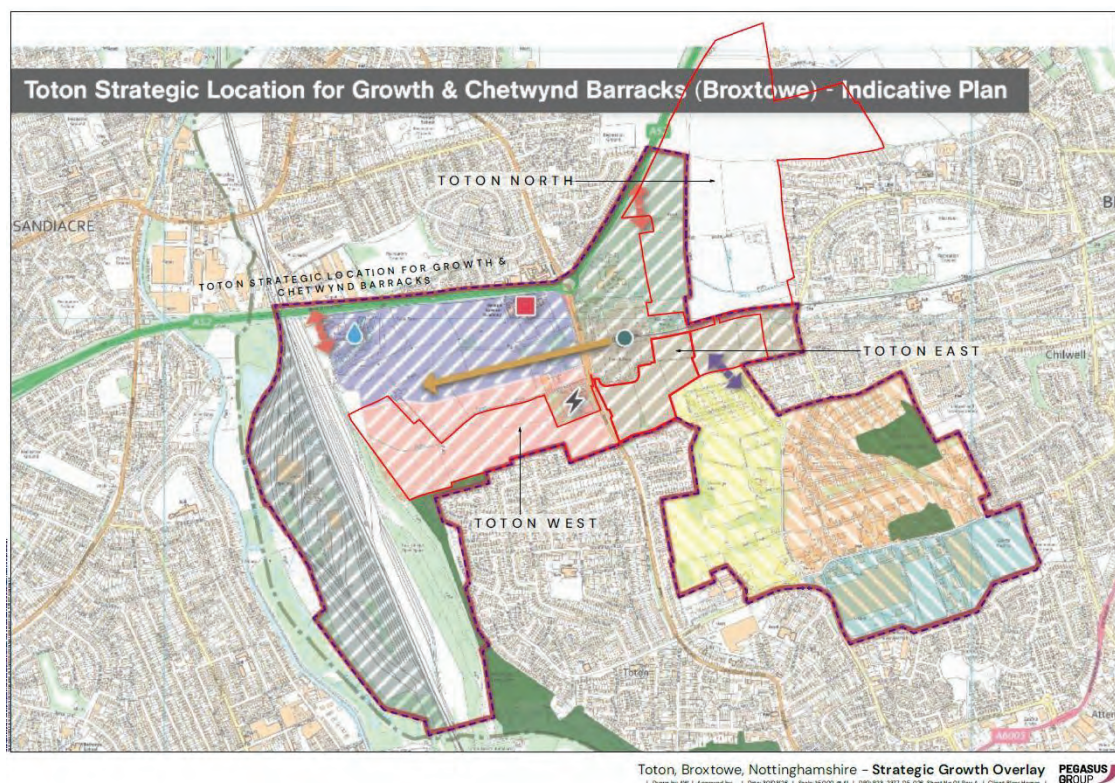
- 1.1. This hearing statement for the examination of the Greater Nottingham Strategic Plan (the Plan) and has been prepared by Pegasus Group on behalf of Bloor Homes Ltd (Bloor Homes) in respect of their interests at Toton, Broxtowe.
- 1.2. Bloor Homes have submitted representations to the 'Regulation 19' consultations on the Greater Nottingham Strategic Plan in December 2024 and April 2025.

Statement of Common Ground

- 1.3. Alongside this hearing statement Bloor Homes Ltd and Broxtowe Borough Council have prepared a Statement of Common Ground with Broxtowe Council in respect to Bloor Homes interests at Strategic Allocation Toton and Chetwynd Barracks.

Bloor Homes Land Interests

- 1.4. The diagram below shows the extent of Bloor Homes interests, using the Indicative Plan from the Greater Nottingham Strategic Plan supporting text (Figure 21.1 in the Publication Draft March 2025) to highlight all the land in Bloor's control, which is outlined in red.
- 1.5. There are three key parcels identified, Toton West (part of the Toton South character area), Toton East (part of the Toton East character area) and Toton North (part of the Toton Northeast character area and including land beyond the allocation). These relate to four live planning applications and are explained further below.



Bloor Homes Live Planning Applications

- 1.6. Bloor Homes have a viable, deliverable means of bringing forward their land interest for development, including the delivery of essential infrastructure necessary to bring forward the wider Strategic Allocation Toton and Chetwynd Barracks covered by Policy 21 of the Draft Greater Nottingham Strategic Plan.
- 1.7. The deliverability of the scheme is demonstrated through the submission of four planning applications, which are currently under the consideration of Broxtowe Borough Council.
- 1.8. These planning applications are listed below and shown on the map below:
 - Toton West (Outline) 25/00371/OUT (420 dwellings)
 - Toton West (Hybrid) – 25/00928/FUL (Full 69 dwellings Outline 351 dwellings)
 - Toton East (Full) – 25/00255/FUL (155 dwellings)
 - Toton North (Outline) – 25/00306/OUT (880 dwellings, including link road, local centre, country park, forest school and associated infrastructure)





2. Respondent Contact Details

	Personal Details	Agent's Details
First Name	Robert	Richard
Last Name	Gardner	Brown
Job Title	Strategic Planning Director	Principal Town Planner
Organisation	Bloor Homes Ltd	Pegasus Group
Address	Bloor Homes, East Midlands First Floor 1 Wheatfield Way Hinckley Leicestershire	4 The Courtyard Lockington Derby
Post Code	LE10 1YG	DE74 2SL



3. Matter 5: Strategic Allocations / Issue 2

Issue 2: Strategic allocations Policy 21: Strategic allocation at Toton and Chetwynd Barracks (Broxtowe)

Q88 Is the need for the proposed junction and link road justified, and is the chosen location supported by robust evidence?

- 3.1. Yes, the need for the proposed junction and link road is justified, and our client has robust evidence that demonstrates it is essential to the delivery of Policy 21: Strategic Allocation at Toton and Chetwynd Barracks.
- 3.2. Bloor Homes has submitted planning applications for Toton West for 420 dwellings (ref: 25/00371/OUT and 25/00928/FUL), Toton East for 155 dwellings (ref: 25/00255/FUL) and Toton North for 880 dwellings (ref: 25/00306/OUT). In support of these planning applications Bloors has instructed Systra to provide transport evidence including Technical Note Toton Development Strategic Assessment TNO4 – Toton Strategic Modelling Report (May 2026) that uses the East Midlands Gateway Model (EMGM) to provide transport evidence.
- 3.3. Our client, together with Systra have worked closely with the National Highways and Nottinghamshire County Council and the assessment responds directly to requests for a cumulative assessment of the wider growth area.
- 3.4. The East Midlands Gateway Model (EMGM) strategic modelling assessed the full adopted Toton allocation, including Toton West (420 dwellings), Toton East (155 dwellings) and Toton North (880 dwellings), together with the Chetwynd Barracks (1,500) adopted allocation.
- 3.5. The modelling demonstrates that the Toton Link Road performs the strategic function for which it is proposed. Development traffic is principally accommodated via the A52 and M1 Strategic Road Network, whilst the Link Road provides an alternative route that removes traffic from existing constrained parts of the local network, particularly around Bardills Roundabout and Toton Lane.
- 3.6. Whilst the introduction of the new signalised junction on the A52 inevitably alters traffic patterns, the modelling shows that traffic redistributes across the wider network and that the Link Road successfully relieves pressure on key existing routes.
- 3.7. Importantly, the assessment identifies a general improvement in network performance across much of the area. Reductions in traffic flow and congestion are observed on several existing routes and at key junctions. The modelling also demonstrates that a significant proportion of development traffic is attracted directly to the Strategic Road Network, thereby limiting impacts on the surrounding local highway network.
- 3.8. Accordingly, the strategic modelling confirms that the proposed strategic allocation (including additional land at Toton North (currently outside of the allocation), can be accommodated within the highway network and that the Toton Link Road fulfils its intended role as the principal piece of transport infrastructure to enable growth in the area.

Q89 How will the impacts of the proposed site allocation on the strategic highway network be mitigated, and would those measures be effective and deliverable?



3.9. The impacts of the proposed site allocation will be mitigated through the following interventions:

- Access to Toton West to be directly off Stapleford Lane, to the south of the Toton Lane Park and Ride site.
- Toton Link Road – a new road to be constructed between Stapleford Lane and the A52.
- Access to the Toton East and Toton North sites will be off the link road, with the East site closer to Stapleford Lane and Toton North closer to the A52.
- Access to the north of Chetwynd Barracks from a spur which connects the Barracks to the link road.

3.10. The strategic modelling confirms that the strategic allocation can be accommodated within the highway network and that the Toton Link Road fulfils its intended role as the principal piece of transport infrastructure supporting growth in the area.

Q90 What is the justification for combining the two existing site allocations? Are there any implications on the delivery of development?

3.11. Bloor Homes are confident that it can bring forward development on the site, including the Link Road and other supporting infrastructure, delivering cohesive and sustainable development, and this can be achieved without combining two existing allocations. Importantly, Bloor Homes is confident that it can bring forward the Link Road which enables the combined allocations to be delivered.

3.12. Bloor Homes has submitted planning applications for Toton West for 420 dwellings (ref: 25/00371/OUT and 25/00928/FUL), Toton East for 155 dwellings (ref: 25/00255/FUL) and Toton North for 880 dwellings (ref: 25/00306/OUT). This demonstrates that Bloor Homes consider the site to be deliverable including private sector led delivery of the Link Road.

Q91 Is the revised housing trajectory (GNC4C) and proposed employment floorspace realistic and deliverable within the plan period?

3.13. Yes, the revised housing trajectory (GNC4C) as it regards Toton is realistic and deliverable on the basis of a timely determination of the planning applications for the allocation.

3.14. It must be noted that delivery in later years of the Plan period is based upon the whole allocation, including Chetwynd Barracks. The wider allocation (and by implication the proposed housing trajectory in GNC4C) is only deliverable if the Link Road is delivered. As previously referred to, our client has a private sector led solution to the delivery of this infrastructure, but it is reliant on the release of further land from Green Belt.

Q92 What is the rationale for the Councils' suggested modification MM29 in GNC4A to remove the requirements for a park and ride facility, extension of the tramway and provision for rail connection to the park and ride? How would the policy still achieve its transport objectives?



- 3.15. It is understood that the rationale for the suggested modification MM29 relates to the cancellation of the eastern leg of HS2, and the package of infrastructure planned to support the new station at Toton.
- 3.16. It should be noted that: Strategic allocation at Toton and Chetwynd Barracks (Broxtowe) (Policy 21) has access to excellent transport connections, including Toton Lane Park and Ride Tram Stop, a range of bus services and a network of active travel routes.

Q93 What is the justification for limiting office development to Chetwynd South only, and has the potential for office development elsewhere within the site allocation been considered?

- 3.17. No comment.

Town & Country Planning Act 1990 (as amended)
Planning and Compulsory Purchase Act 2004

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**Appendix 3: GNSP Examination, Matter 5,
Statement of Common Ground
between the Appellant and BBC**

Statement of Common Ground.

Between Bloor Homes Ltd and Broxtowe Borough Council.

In respect to Bloor Homes interests at Strategic Allocation Toton and Chetwynd Barracks.

Date: July 2026 | Pegasus Ref: P23-2377

Author: Clare Clarke

Signed:	Signed:
	
Name: Mark Thompson	Name: Clare Clarke
On behalf of: Broxtowe Borough Council	On behalf of: Pegasus Group on behalf of Bloor Homes Ltd
Date: 09/07/2026	Date: 09/07/2026



Document Management.

Version	Date	Author	Checked/ Approved by:	Reason for revision
ROO2V1	12/06/2026	CC	JH	
ROO2v2	15/06/2026	CC		
ROO2v3	22/06/2026	RBr		Revisions following meeting 22.6.26, including feedback from BBC
ROO2v4	09/07/2026	CC		Final Amends



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Financial Appraisal	14
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Appendices contents.

Appendix A: Bloor Homes Landownership in relation to the Indicative Plan for the Strategic Allocation

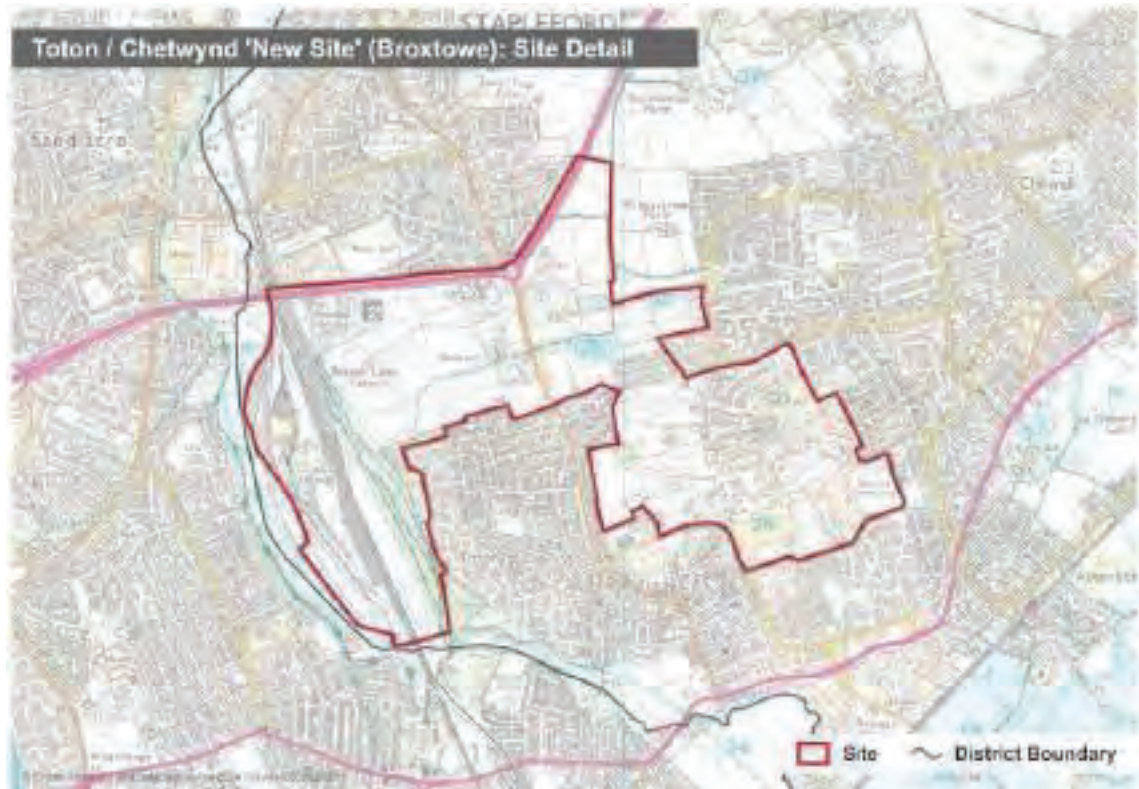
Appendix B: Bloor Homes Landownership

Appendix C: Combined Illustrative Masterplan for Bloor Homes

1. Purpose of this Statement

- 1.1. This Statement of Common Ground has been prepared by Pegasus Group on behalf of signatories Broxtowe Borough Council and Bloor Homes Ltd, in respect of Bloor Homes land interests in Strategic Allocation Toton and Chetwynd Barracks ("the site"). Figure 1 below shows the proposed allocation site.

Figure 1 – Proposed Inset Plan for Toton and Chetwynd Barracks

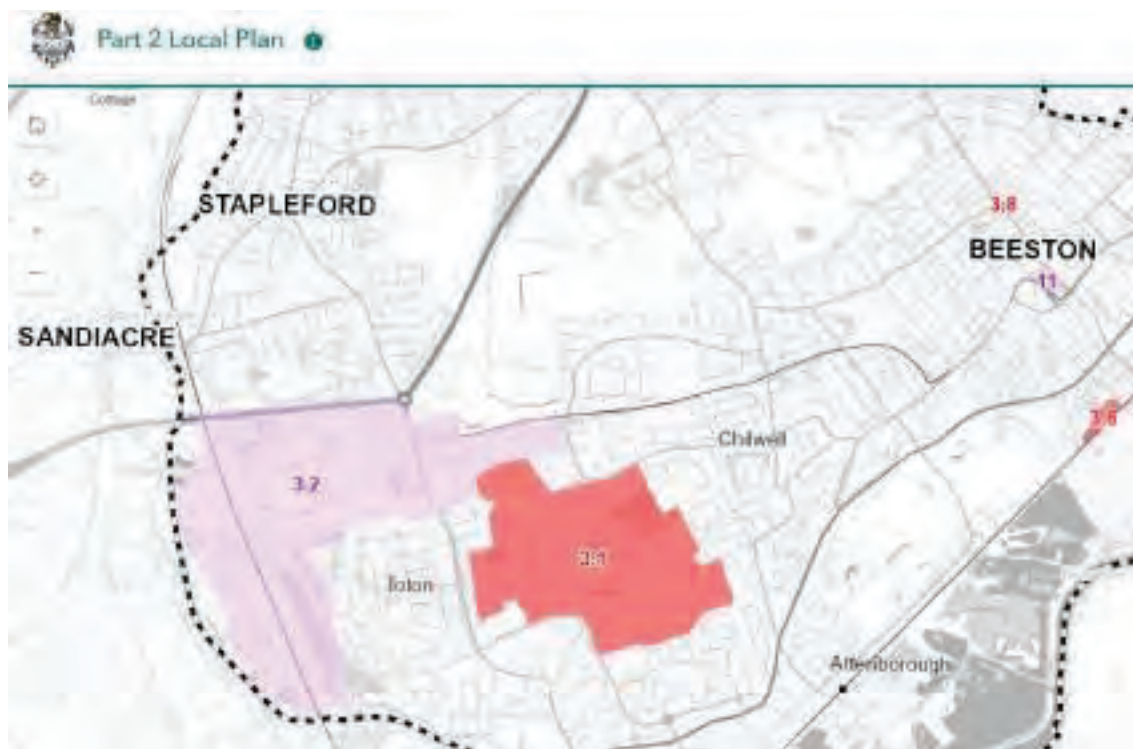


- 1.2. The purpose of this Statement is to identify areas of common ground between parties in respect of the proposed Strategic Allocation, identified for development in Policy 21 of the Greater Nottingham Strategic Plan, which covers the period to 2041. This Statement will also record areas where there is no consensus (uncommon ground).
- 1.3. The aim of this Statement is to provide evidence to support the emerging Greater Nottingham Strategic Plan Examination in Public. It provides further information as regards the proposed allocation and the deliverability of the site.

2. Site Context

- 2.1. The Toton and Chetwynd Barracks Strategic Allocation is located to the southwest of Nottingham, east of the M1 Motorway and south of the A52 as it runs from the M1 towards Nottingham.
- 2.2. The allocation is located between Toton, Chilwell and Stapleford: settlements within Broxtowe Borough which form part of the built-up area of Greater Nottingham. It is situated north of Toton, west of Chilwell, south of Stapleford. The B6003 Toton Lane runs south from Stapleford through the allocation, crossing the A52 at Bardills Roundabout on the northern boundary of the allocation.
- 2.3. To the west of the allocation is the River Erewash, which forms the boundary with Erewash Borough. To the west and northwest of this is Long Eaton and Sandiacre, two further settlements within the built-up area of Nottingham within Erewash Borough and outside the Greater Nottingham Strategic Plan area.
- 2.4. This Strategic Allocation combines two allocations from the Broxtowe Part 2 Local Plan, shown below in Figure 2. These sites are allocated in Policy 3.1 (Chetwynd Barracks) and Policy 3.2 (Toton) of the Broxtowe Part 2 Local Plan for approximately 4,500 homes as well as new jobs and community facilities.

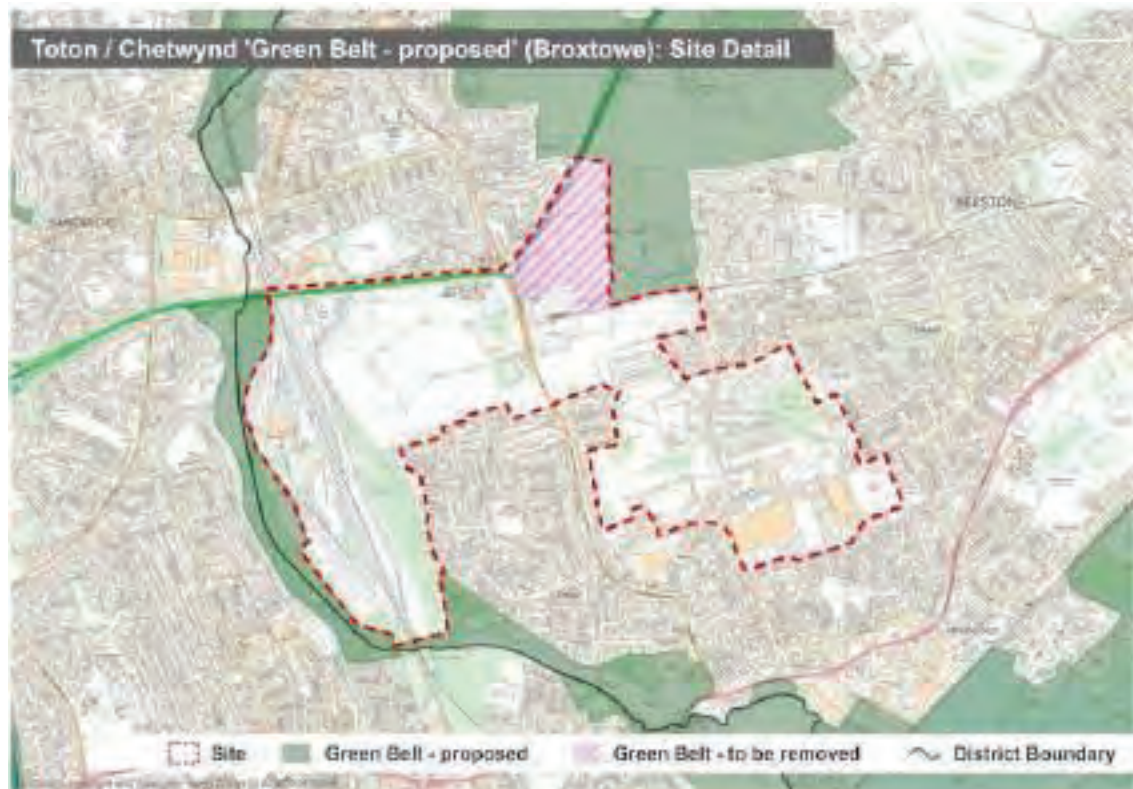
Figure 2 – Broxtowe Part 2 Local Plan, Interactive Policies Map extract showing Allocations



- 2.5. In addition to combining the two currently allocated sites into a single strategic allocation, the Greater Nottingham Strategic Plan also proposes the removal of land to the north of the Toton Site from the Green Belt and the inclusion of this land in the emerging allocation.

2.6. The proposed amended to the Green Belt is shown in Figure 3 below.

Figure 3 – Proposed Green Belt Amendment



- 2.7. In total, the Strategic Allocation extends to approximately 266 hectares and includes;
- 2.8. the previously developed land to the west of the railway line;
- 2.9. the agricultural land north of Toton and
- 2.10. the previously developed Chetwyn Barracks, Ministry of Defence site.
- 2.11. The site also includes a number of uses to be retained, including an existing sewage works and the George Spencer Secondary School along the northwest boundary and south of the A52/west of the B6003, an electricity substation further south to the west of the B6003, Toton Park and Ride to the east of the B6003.
- 2.12. Draft Policy 21 of the Greater Nottingham Strategic Plan makes provision for 2700 dwellings during the plan period and at least 32,000 square metres of business and industrial floor space, two local centres community facilities, transport infrastructure including a link road between the A52 and Chetwyn Barracks and at least 16 hectares of open space.
- 2.13. The policy references the Toton and Chetwyn Barracks Strategic Masterplan Supplementary Planning Document (SPD) adopted by Broxtowe Council in February 2023.
- 2.14. The SPD establishes 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 and flexible spatial framework and identifies key land uses with the intention of

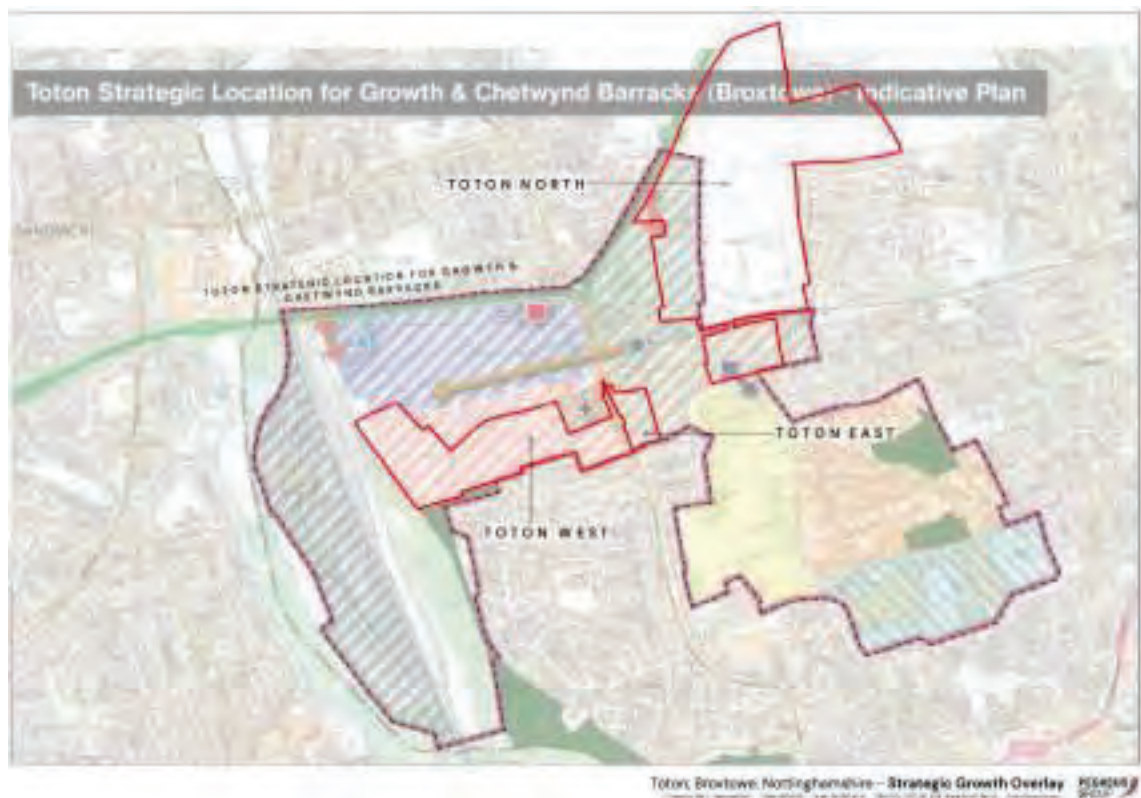


creating comprehensive development. It identifies character areas to provide further guidance to embed high-quality design outcomes, and these are reflected in the above Indicative Plan from the Grater Nottingham Strategic Plan.

3. Bloor Homes Interests

- 3.1. Bloor Homes has land interests in part of the original Toton allocation (Policy 3.2 shown in purple in Figure 2), part of the land proposed to be released from the Green Belt (shown in Figure 3) as well as additional land in the Green Belt to the east and north of this.
- 3.2. Figure 4 below (also **Appendix A**) shows the extent of Bloor Homes interests, using the Indicative Plan from the Greater Nottingham Strategic Plan supporting text (Figure 21.1 in the Publication Draft March 2025) to highlight all the land in Bloor's control, which is outlined in red.
- 3.3. There are three key parcels identified, Toton West (part of the Toton South character area), Toton East (part of the Toton East character area) and Toton North (part of the Toton Northeast character area and including land beyond the allocation). These relate to four live planning applications and are explained further below.

Figure 4 – Bloor Homes Landownership Red Line Plan



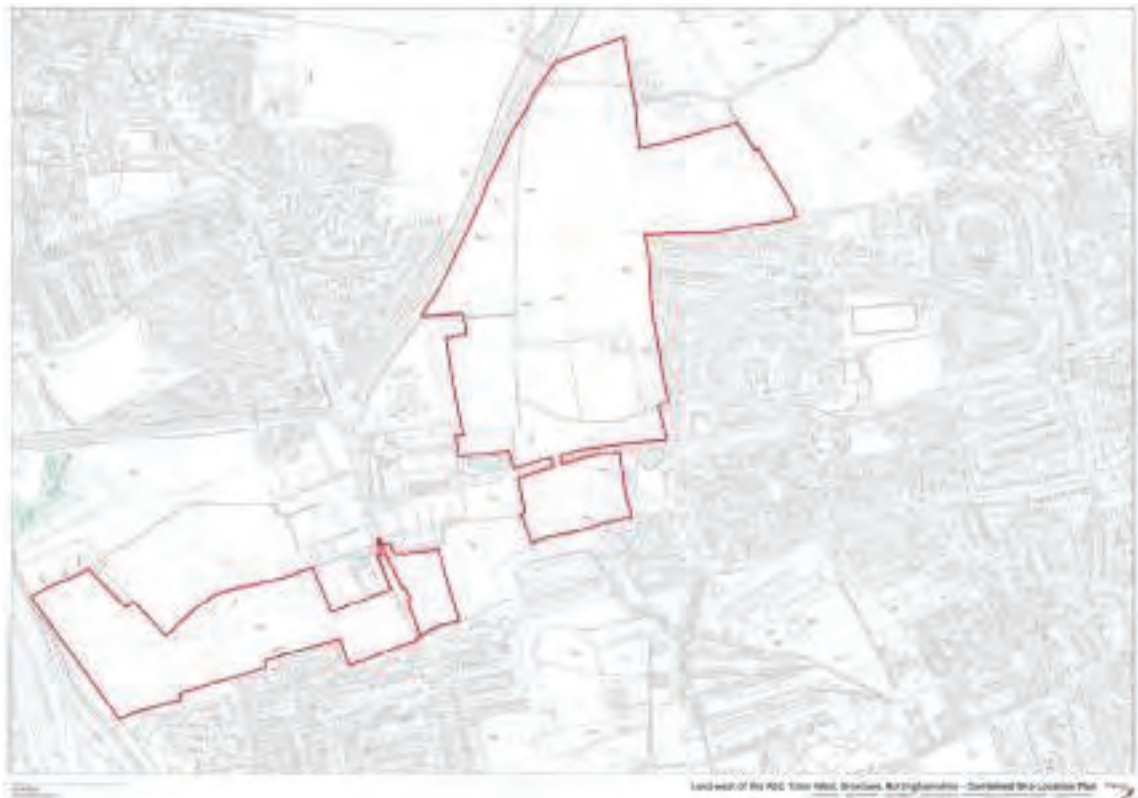
- 3.4. This Statement relates to the land within Bloor Homes control, but the wider co-ordination of development has been secured through the adoption of the Toton and Chetwynd Barracks Strategic Masterplan SPD.

4. Other Areas of Agreement

Landownership

- 4.1. Bloor Homes has control over a significant element of the proposed Strategic Allocation Toton and Chetwyn Barracks. Figure 5 (also shown in **Appendix B**) shows Bloor Homes land interests, which extend beyond the proposed allocation to the north and east of the Toton element of the site.

Figure 5 – Bloor Homes Land Interests



- 4.2. Bloor Homes is a family owned and run housebuilder, with headquarters in Derbyshire. Established in 1969, Bloor Homes is one of the largest privately owned house builders in the UK with 1,200 employees and building over 3,000 homes annually. Bloor Homes is recognised by the National Housing Building Council as a five star housebuilder. The land under their control therefore benefits from an active developer interest.
- 4.3. The land within Bloor Homes control is capable of delivering a total of 1,455 homes, of which 850 are within the proposed Strategic Allocation and remaining 605 dwellings are proposed on land not currently proposed to be allocated.

Planning Applications

- 4.4. Pegasus Group has submitted four planning applications at Toton on behalf of Bloor Homes, as part of a comprehensive plan to deliver new homes on land interests. Figure 6 below

shows the overall plan for the Bloor land and the three parcels of land that the four applications relate to (also shown in **Appendix C**). This also includes a small area of land in control of Peveril Homes, for which a joint planning application has been submitted. All the applications have been prepared in the context of the Strategic Masterplan SPD and therefore contribute to a cohesive approach to development of the allocation.

Figure 6 – Comprehensive Plan of Bloor Homes planning applications at Toton



- 4.5. The four live planning applications are detailed in Table 1 below. There are two applications related to Toton West, an Outline application and a Hybrid application these relate to the same site and the same development
- 4.6. The Toton applications have been held up by holding objections from the Local Highways Authority and National Highways. With the exception of vehicular access and the impact of the proposals on the surrounding highway network, all technical matters are resolved or in the process of being resolved through engagement with the Council.
- 4.7. Nottinghamshire County Council Highways and National Highways initially stated that the absence of a wider transport modelling exercise for the allocation as a whole meant they could not engage in the determination of the application. This, in part, informed Bloor's decision to appeal the outline application.
- 4.8. The "East Midlands Gateway Model" (EMGM) is a comprehensive highway model that covers a large geographical area around the Midlands Gateway. The model is used by Local Planning Authorities, County Councils and National Highways (NH) to assess the high level and cumulative impacts of traffic generated by large development proposals on the wider highway network. The EMGM is operated by a consultancy, Systra.



- 4.9. Bloor Homes has instructed transport modelling through Systra and this reported to Broxtowe BC, Notts County Council Highways (NCC) and NH on 12th June 2026.
- 4.10. All parties engaged in discussion following the receipt of the Systra modelling. It is anticipated that all outstanding issues can be resolved with the Highways Authorities across all of the applications on the basis of this additional evidence. It is therefore anticipated that the Toton East and North applications will be taken to the Planning Committee later this year.

Table 1 – Bloor Homes Planning Applications

Planning Reference	Description of Development	Current Status	Illustrative Masterplan
Toton West (Outline) <u>25/00371/OUT</u>	Outline Planning Application for the construction of a residential development of up to 420 residential dwellings and associated open space and infrastructure (with some matters reserved). All matters reserved except details of vehicular access from Stapleford Lane. The vehicular access proposed is a four arm junction which would comprise the western end of the link road proposed between Stapleford Lane and the A52, to the north east of the Bardhills Roundabout,	Application submitted May 2025 supported by an Environmental Statement. This site is fully within the Strategic Allocation. An appeal against non-determination is pending, Public Inquiry programmed for August 2026. On 1st July 2026 the Council resolved that it would have approved the application subject to the removal of the objections from National Highways and Nottinghamshire County Council Highways. These highway bodies are currently reviewing the cumulative transport modelling work as set out in paragraph 4.10.	
Toton West (Hybrid) – <u>25/00928/FUL</u>	Hybrid Planning Application: Outline planning application for 420 dwellings with full details submitted for approval of 69 of those dwellings, vehicular access from Stapleford Lane, the provision of landscape buffer to allow undergrounding of high voltage cables, and associated infrastructure. All matters reserved apart from the details of the 69 dwellings and vehicular access from Stapleford Lane. The vehicular access proposed is a four arm junction which would	Application submitted in December 2025 supported by an Environmental Statement. This site is fully within the Strategic Allocation. This application is pending a decision.	

	comprise the western end of the link road proposed between Stapleford Lane and the A52, to the north east of the Bardhills Roundabout.		
Toton East (Full) – <u>25/00255/FUL</u>	Full Planning Application for construction of 155 dwellings and associated open space and infrastructure. The application includes a section of the link road proposed between Stapleford Lane and the A52, to the north east of the Bardhills Roundabout.	Application submitted in March 2025 jointly with Peveril Homes. This site is fully within the Strategic Allocation. This application is pending a decision.	
Toton North (Outline) – <u>25/00306/OUT</u>	Outline Planning Application for residential development of up to 880 homes (with some matters reserved) link road (means of access only), local centre, country park, education provision (forest school) and associated infrastructure. The application includes part of the proposed link road. In particular, the junction off the A52 to the north east of the Bardhills roundabout. The application also includes provision for a spur to facilitate access between the link road and Chetwynd Barracks, to the south.	Application submitted in April 2025 and pending a decision. This site is partly within the Strategic Allocation and also includes land within the Green Belt. The planning application is supported with information in respect of meeting the definition of grey belt and also that Very Special Circumstances exist.	



Infrastructure

- 4.11. The Infrastructure Delivery Plan (IDP) (2024) and Addendum (November 2025) supporting the Greater Nottingham Strategic Plan identifies the required infrastructure to support the proposed development including the Toton and Chetwyn Barracks site and this has informed the emerging policy for the site.
- 4.12. The live planning applications for the Bloor Homes land make provision for following:
- 30% on-site affordable housing provision;
 - 43.76 hectares of public open space including play facilities and a Country Park with Forest School available to education facilities in the vicinity (6.63 ha at Toton West, 1.96 ha at Toton East and 35.17 ha at Toton North);
 - Local Centre including convenience retail and services;
 - Provision of the link road between Stapleford Lane and the A52, to the north east of the Bardhills Roundabout.
 - Provision of a spur to facilitate access between the link road and Chetwynd Barracks, to the south;
 - New pedestrian and cycling routes including a segregated foot/cycle route on the eastern side of the proposed link road;
 - Improvements to existing public bridleways running north-south and east-west through the site, in terms of surfacing, lighting and waymarking, to enhance connections to the existing highway network;
 - Provision of a Mobility Hub within the local centre to include infrastructure such as bus stop, spaces for electric car club vehicles and spaces for E-bike hire;
 - Contributions to bus improvements, education and health;
 - Undergrounding of overhead lines; and
 - Safeguarding Tram Route.

Transport

- 4.13. The IDP Addendum 2025 identifies the need for the provision of a road between the A52 north east of Bardhills roundabout and Stapleford Lane. It also notes the need to extend the tramway to a new park and ride of around five hectares near Bessell Lane and for improvements to bus services including increased capacity and new routes with Chetwynd Road in particular prioritised for buses, cyclists and pedestrians as well as new active travel and public transport links to Toton NET and to a potential new rail hub.
- 4.14. The improvements proposed near Bessell Lane and Chetwyn Road relate to land outside of Bloor Homes' control, but the provision of the link road, contributions to improvements to bus services and strategic walking and cycling routes as well as provision of active travel links



and safeguarding the land for the extension of the tramway; are all provided for through the current live planning applications and supported by a Transport Assessment and Travel Plan.

- 4.15. The four planning applications collectively propose the link road between the A52 and Stapleford Lane. The application for “Toton North” includes a spur road to allow connection into the Chetwynd Barracks development site. The connection from the link road into Chetwynd, via the spur, is required to facilitate the delivery of development on the Chetwynd Barracks site.
- 4.16. Nottinghamshire County Council has previously sought public sector funding to deliver the link road. Two unsuccessful bids have been made. The first to the Housing Infrastructure Fund (HIF) (£26.5m) (refused 2019). The second to the Levelling Up Fund (LUF) (£36m) (refused 2023).
- 4.17. The parties in this Statement of Common Ground are working together to secure the prompt and viable delivery of the link road which is needed to secure the delivery of the Strategic Allocation at Toton and Chetwynd Barracks.

Drainage and Utilities

- 4.18. The IDP also requires the provision of sustainable drainage systems and other infrastructure as necessary to prevent flooding and contamination and to protect groundwater. Also, the need for new utilities infrastructure on-site during build. These requirements are all provided for through the live planning applications.

Education & Health Care

- 4.19. The IDP identifies the need for a new primary school and to ensure sufficient secondary and SEND education infrastructure and capacity, as well as primary healthcare provision, with S106 contributions to be confirmed on receipt of a full planning application. Through the current live planning applications Bloor Homes has agreed to enter into a Section 106 agreement which provides for contributions towards education and health alongside public transport and libraries contributions. The proposal is for a school to be delivered as part of the Strategic Allocation but not on land under the control of Bloor Homes and therefore contributions are sought for this.

Green & Blue Infrastructure

- 4.20. The IDP finally sets out the need for a range of blue and green infrastructure and open space, including:
- retaining and enhancing existing green infrastructure assets as set out in the SPD and corridors including 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 potential railway station and the A52 to Swiney Way.



- 4.21. As far as these requirements relate to the land within the control Bloor Homes, these requirements are also provided for through the live applications.

Phasing Plan

- 4.22. It is Bloor Homes intention to the deliver the three parcels of development at Toton in the following broad phases:

- Phase 1 – Toton West parcel for which detailed permission has been sought as part of the Hybrid application and which can be delivered in the short term.
- Phase 2 – Toton East, 155 homes delivered in partnership with Peveril Homes. Full planning permission has been sought providing the basis for this site to be delivered in the short term.
- Phase 3 – Remainder of Toton West and Toton North, Link Road and Country Park.

- 4.23. Phase 3 will involve a number of sub-phases to be considered as planning permissions are secured. It is intended to ensure the development of the site is co-ordinated across the wider strategic development, particularly in relation to infrastructure, highway access, site layout, and landscaping to deliver a comprehensive development framework.

Timescales and Trajectory

- 4.24. Bloor Homes anticipate all three parcels of land at Toton will receive planning permission by the end of this year. This will provide detailed permission for 224 homes (69 at Toton West and 155 at Toton East). Following determination of the full application and the signing of the Section 106, it is anticipated that work on site can begin within six months and following six months of site preparation and infrastructure works, will start to deliver the first homes.
- 4.25. The remaining parcels will require Reserved Matters applications which are already well progressed and will be ready to submit within four weeks of the aforementioned applications, with the aim of getting determinations within 16 weeks of submission.
- 4.26. On this basis, the housing trajectory for the Bloor Homes element of the site is shown below (Figure 7), which anticipates delivery commencing in 2027/28.

Figure 7 – Housing Trajectory

Year	Number of Dwellings
2023/24	0
2024/25	0
2025/26	0
2026/27	0
2027/28	25
2028/29	95
2029/30	125



2030/31	160
2031/32	165
2032/33	125
2033/34	120
2034/35	65
2035/36	90
2036/37	95
2037/38	95
2038/39	95
2039/40	100
2040/41	100
Total	1455

- 4.27. This includes the 605 homes on the land not currently proposed for allocation to the north.
- 4.28. The trajectory is informed by experience of delivery rates in the Greater Nottingham Housing Market Area.

Financial Appraisal

- 4.29. Bloor Homes has undertaken its own viability appraisals for the site and is confident that the development proposed by the live planning applications represents a viable development opportunity.

5. Areas of Uncommon Ground

- 5.1. The Council and Bloor Homes areas of uncommon ground in respect of the Toton and Chetwyn Barracks Strategic Allocation (Policy 21) relates to the extent of the Strategic Allocation and Green Belt release.
- 5.2. Figure 8 below shows the area of Green Belt proposed to be released and allocated in the emerging Greater Nottingham Strategic Plan and the additional 20.72 ha of Green Belt land promoted by Bloor Homes for release and allocation through the Local Plan process.

Figure 8 – Extent of Green Belt release proposed, and additional land promoted for release and allocation by Bloor Homes (overlaid on the illustrative masterplan for Bloor Homes Toton North application)



- 5.3. Bloor Homes submitted representations throughout the Local Plan process in support of the extension of the proposed Strategic Allocation and Green Belt release to provide additional housing land supply needed to meet housing needs in full and to support the delivery of the link road between the A52 east of Bardills Roundabout and Stapleford Lane, including the spur into Chetwyn Barracks, all of which is a requirement of Policy 21.
- 5.4. The cost of the link road is well understood by all parties due to the unsuccessful funding bid. The land required to deliver the link road and spur is within Bloor Homes control and can therefore be delivered as part of the live planning applications but will require the release of this additional land is required to support delivery.
- 5.5. **There is no common ground between the parties on the extent of additional land for development needed to support the delivery of the Link Road, and the wider Site.**



Appendix A: Bloor Homes Landownership in relation to the Indicative Plan for the Strategic Allocation

Toton Strategic Location for Growth & Chetwynd Barracks (Broxtowe) - Indicative Plan

SANDIACRE

TOTON NORTH

TOTON STRATEGIC LOCATION FOR GROWTH & CHETWYND BARRACKS

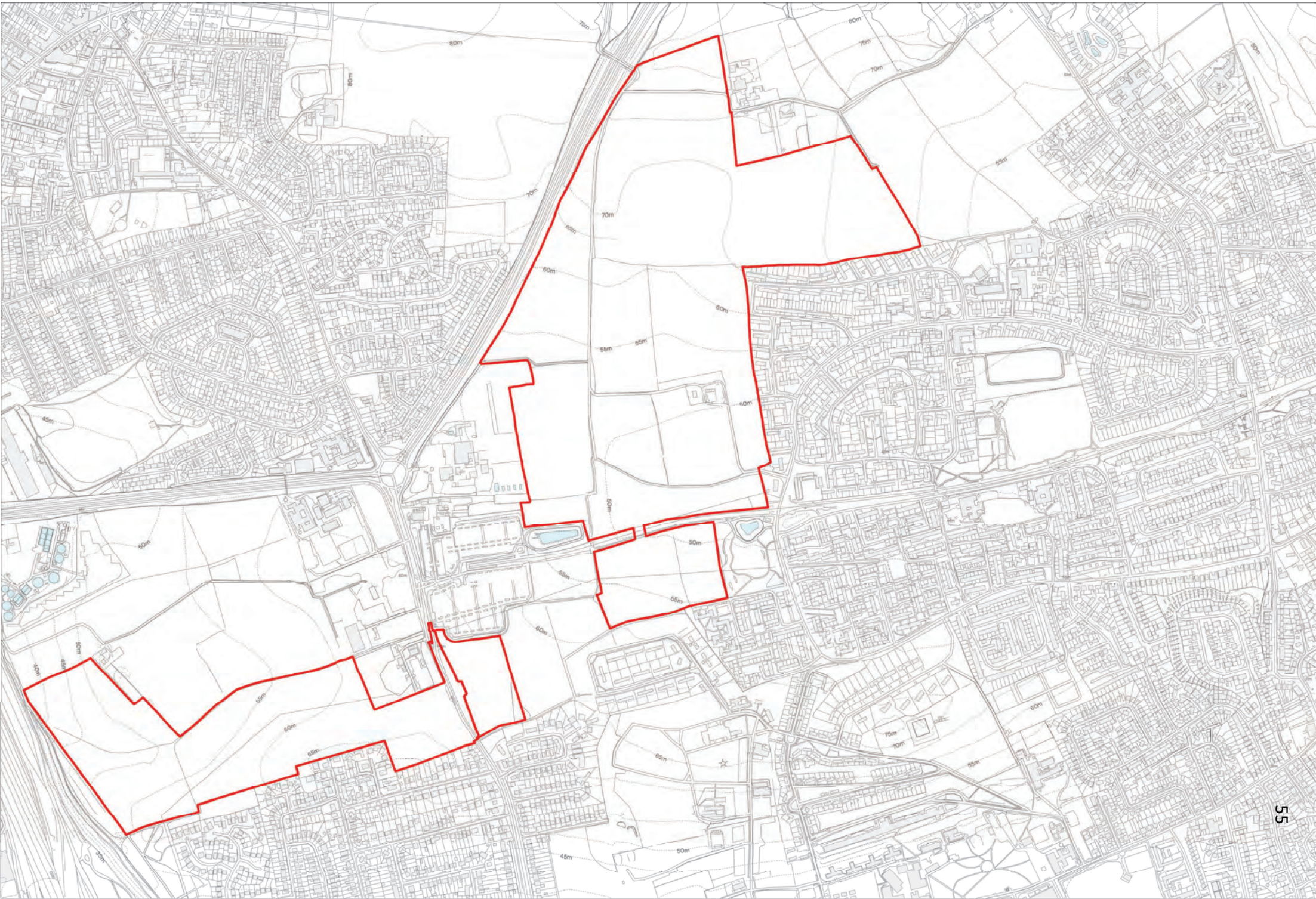
TOTON EAST

TOTON WEST

53



Appendix B: Bloor Homes Landownership





Appendix C: Combined Illustrative Masterplan for Bloor Homes

TOTON NORTH

REF: 25/00306/OUT

An outline application for up to 880 dwellings, a new Country Park, and the delivery of a new Link Road. The Link Road will be delivered solely by the Toton North application proposals and will support the Council's longstanding objective to improve the local highways network, by taking traffic congestion away from Bardills Roundabout, and providing a link to the allocated Barracks site, thereby unlocking the allocated Toton site area.

TOTON WEST

REF: 25/00371/OUT

An outline application for up to 420 dwellings, areas of public open space, and the undergrounding of high-voltage cables.

REF: 25/00928/FUL

Hybrid Planning Application: Full Planning permission for 69 dwellings, vehicular access from Stapleford Lane, the provision of landscape buffer to allow undergrounding of high voltage cables, and associated infrastructure. Outline Planning Permission: For the Construction of up to 351 dwellings and relevant infrastructure. All matters reserved apart from the details of vehicular access from Stapleford Lane.

TOTON EAST

REF: 25/00255/FUL

A joint full application with Peveril for 155 dwellings and the creation of a new signalised junction on Toton Lane, with an initial section of the Link Road.

Town & Country Planning Act 1990 (as amended)
Planning and Compulsory Purchase Act 2004

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Appendix 4: ACS, extract from the Examiner's Report

Report to Broxtowe Borough, Gedling Borough and Nottingham City Councils

by Jill Kingaby BSc(Econ) MSc MRTPI

an Inspector appointed by the Secretary of State for Communities and Local Government

Date: 24th July 2014

PLANNING AND COMPULSORY PURCHASE ACT 2004 (AS AMENDED)

SECTION 20

REPORT ON THE EXAMINATION OF THE GREATER NOTTINGHAM – BROXTOWE BOROUGH, GEDLING BOROUGH AND NOTTINGHAM CITY – ALIGNED CORE STRATEGIES

PART 1 OF THE LOCAL PLAN

Document submitted for examination on 7 June 2013

Examination hearings held between 15 and 17 October, 5 and 7, 12 and 13 November 2013, and 11th and 13th February 2014.

File Ref: PINS/Q3060/429/5

Abbreviations Used in this Report

AA	Appropriate Assessment
ACS	Aligned Core Strategies
CS	Core Strategy
CIL	Community Infrastructure Levy
DCLG	Department for Communities and Local Government
HMA	Housing Market Area
HRA	Habitats Regulations Assessment
HS2	High Speed Two (high speed rail line)
LDS	Local Development Scheme
Mod	Main Modification
NCRELS	Nottingham City Region Employment Land Study
NET	Nottingham Express Transit (tram)
NPPF	National Planning Policy Framework
PPG	National Planning Practice Guidance
RS	Regional Strategy
SA	Sustainability Appraisal
SCI	Statement of Community Involvement
SCS	Sustainable Community Strategy

NPPF for the alteration of Green Belt boundaries. Field Farm's inclusion as a strategic allocation in the ACS is justified.

68. **A strategic location for growth in the vicinity of the proposed HS2 station at Toton** is included in Policy 2 of the submitted plan. This change from the publication plan was advertised and consulted on between February and April 2013, and subjected to sustainability appraisal, following the announcement by the Secretary of State for Transport in January 2013 that Toton Sidings was the preferred location for a HS2 rail station to serve the East Midlands. The Councils' intention is to amend the Green Belt boundary to allow for the long term construction of the HS2 station (circa 2032) and a mixed use development, with a NET extension and improved road transport access.
69. Development of land at Toton, as at Field Farm, would not undermine the fundamental Green Belt objective of separating Derby from Nottingham as the railway sidings, with or without the HS2 station, provide a strong barrier to the west. The merging of Toton and Stapleford would be mitigated by the presence of the A52 and by careful design of new development including the siting of green space. The land is greatly valued by local residents as an area of informal open space, but it is not of such high landscape quality or special wildlife habitat character that it has been designated for protection.
70. The proposed HS2 station is not proposed to be built until the early 2030s, and there remain doubts as to its precise location. Final decisions on HS2 and the position of any station are not a matter for Broxtowe Borough and the other Councils, but will be made by Central Government. However, the Toton location has good sustainability credentials for new development, whether or not HS2 goes ahead, being in the south of the Borough and adjoining the main built up area of Nottingham. It is within walking distance of the new tram terminus with park and ride facilities. Although the road network is very busy and local people question its ability to accommodate additional traffic, the responsible transport authorities have considered the impact of new development and are satisfied that the network could cope, with appropriate improvements. I share the Councils' view that the potential for land at Toton to help meet the requirements for housing and mixed use development in Broxtowe Borough constitutes the exceptional circumstances needed to remove the land from the Green Belt. Its potential to maximise the economic benefits from the proposed HS2 station reinforces the Councils' case for changing the Green Belt boundary at Toton.
71. The submitted ACS referred to an "appropriate mix of development" at Toton but did not indicate how much housing, employment or other uses would be sought. This was unsound, being vague and inconsistent with positive planning. An outline planning application was submitted in October 2012 for mixed use development including some 650 dwellings and a business park/offices on land west of Toton Lane / Stapleford Lane. Amended drawings indicated that neither road access to the HS2 station nor an extension to the NET line across the site would be prejudiced. The Councils' proposed main modification to the ACS would be consistent with that proposal, providing for a minimum of 500 homes. I support the modification to achieve an effective plan reflecting positive plan preparation (**Mods3&8**). There is no need to

specify a maximum quantity of homes, as more exact housing numbers consistent with good design and optimum mixed use can be determined through the Local Plan Part 2 and development management processes.

72. Designating Toton as a strategic allocation now, rather than a location for growth with Green Belt boundary changes and more detailed planning deferred to the Part 2 Local Plan stage, could enhance the supply of deliverable housing sites in the early years of the Plan, when Broxtowe envisages slower delivery than later in the plan period. I have considered whether this site which has defensible boundaries, or a wider area of land, should be included as a strategic allocation in the Plan to expedite delivery.
73. The recent Volterra report supports an early start to residential development to stimulate other investment and economic benefits associated with a HS2 station ¹⁹. I have read the criticisms of this document, including those relating to factual errors in Table 5. The report is a high level commentary on potential benefits from HS2 which has been described as a "once in a lifetime opportunity". Given (i) the project's uniqueness, (ii) the Volterra report's admission that "Existing appraisal models are not appropriate to capture the benefits of HS2" and (iii) the fact that a station at Toton is unlikely to become operational before 2032, any forecasts of jobs and employment land requirements have to be treated with caution. Development at Toton should however be based on a positive plan to maximise and in no way prejudice the significant economic potential expected from an HS2 hub.
74. Early information from HS2 Limited was that the East Midlands station could support 1,500 new jobs and 150 new homes.²⁰ The 1,500 jobs cannot however be regarded as precise and the CD/BACK/15 document acknowledges that "More detailed work is required on the appropriate type and amount of development in the vicinity of the station". **Mod8** would add paragraph 3.3.3b to the ACS to refer to 18,000sqm of new employment development, which would not be out of line with current estimates of new job creation. Nor should it prevent future growth associated with a new station. HS2 Limited has not objected to this proposed modification which I consider sound.
75. The ACS must also ensure that the proposed new strategic gateway to the East Midlands (HS2 hub) will have good connectivity to established economic centres such as Nottingham City Centre, the Boots Enterprise Zone and Derby. Notwithstanding the submitted planning application, the emergence of more details about HS2 may necessitate additional work on transport planning. As emphasised at the hearings, new development at Toton must be of the highest quality, respecting the local environment and the amenity of existing residents, as well as maximising the opportunities for economic growth.
76. Even though mixed use development of the site as proposed on land west of Toton Lane / Stapleford Lane would be sustainable and bring benefits independently of the HS2 project, a holistic approach seems sensible to

¹⁹ Maximising the Economic Benefits of the East Midlands HS2 Station at Toton - Nov 2013, Volterra Partners [BD/TRA/13]

²⁰ Land in the vicinity of the Proposed HS2 station at Toton as a Strategic Location for Growth, June 2013 – June 2013 [CD/BACK/15]

maximise the potential benefits to the wider area as these become better understood. Mitigation measures for contamination, drainage and noise may need to be considered for any development near the Sidings. Having regard for all these factors, including the town/village green application [CD/EX/54], I support the Councils' precautionary approach to site allocation here. The details of Green Belt boundary changes and the mix, design and layout of new development should be determined at the Local Plan Part 2 stage.

77. **Awsworth, Brinsley, Eastwood and Kimberley.** Policy 2 of the ACS proposes new housing in or adjoining these key settlements. There is very significant local opposition to naming Brinsley in the policy. It is a small settlement and the proposal for up to 200 dwellings is calculated as amounting to a 20% increase in its size. Its status as a key settlement is questioned, and it is considered to be unsuitable for growth because of its relative remoteness from Nottingham's main workplaces and the limitations of its highway network (used by horses and farm animals) and public transport services. Insufficient regard, it is argued, has been had for the sensitivity of the local landscape which is part of the DH Lawrence heritage, especially in considering possible development sites off Church Lane and Cordy Lane.
78. This rural settlement in the north-west corner of Broxtowe inset from the Green Belt, is not best placed to accommodate new housing to serve the needs of Greater Nottingham. However, even if Save Brinsley's Heritage and Environment survey of local facilities' findings is preferred to the Accessible Settlements Study [BD/HOU/08], its identification by the Councils as a key settlement is justified. There is a reasonable range of services offered to the local community. I accept that the connection with DH Lawrence is a feature of local distinctiveness, but Policy 11 refers specifically to the conservation and enhancement of that literary heritage. That policy would be applied when any development proposals in or adjoining Brinsley were considered.
79. There is concern that the villages of Watnall, Nuthall, Greasley and Kimberley will merge with Nottingham and lose their individual identities if Policy 2 is implemented. The Part 2 Local Plans which will identify specific sites should ensure that this outcome is not permitted. Concerning capacity in the transport system, the responsible authorities (the Highways Agency and Nottinghamshire County Council) have not objected to the proposals for new development in this area. The proposed main modifications to the ACS, however, would reduce the housing numbers for Brinsley and Eastwood and amend the diagrams in Appendix B. These should help allay fears that these small settlements would be overwhelmed by excessively high levels of development and/or become joined up. I support the reduced numbers in **Modes 5, 12 & 13** as these semi-rural settlements are the most distant in Broxtowe from the main built up area of Nottingham.
80. Concerning the potential loss of Green Belt land, it is argued that insufficient consideration has been given to the relative value of specific Green Belt sites before producing the ACS. There is strong support for protection of the landscape around Brinsley, Moorgreen and Greasley partly because of links with DH Lawrence. Since the Plan is identifying only broad locations for growth, is giving only approximate, "up to" figures for new housing in the settlements, and is committed to a full review of Green Belt boundary changes

in Part 2 Local Plans, I consider the approach favoured by the Councils to be acceptable in this case.

81. **Conclusion - Broxtowe.** I have considered the argument that more rigorous assessment of previously developed land and the capacity of the inner urban edge of the Green Belt should have been carried out before sites which would only result in long-distance commuting were selected by the Councils. The substantial sites at Severn Trent & Boots, at Field Farm and Toton are compatible with a strategy of urban concentration and choosing sites which about the existing main built up area. The Plan has taken account of the potential for redevelopment of sites such as Kimberley Brewery and Chetwynd Barracks, although the latter depends upon a decision to release land by the Ministry of Defence and there is no evidence that this is imminent.

Gedling Borough

82. The proposed distribution of new dwellings in Gedling in Policy 2 of the submitted ACS, with fewer than 40% in or adjoining the main built up area of Nottingham, and more than half either in or adjoining Hucknall, named key settlements or other villages, would be inconsistent with the ambition for urban concentration with regeneration. In my opinion, this is unsound. The Councils carried out additional work during the examination, and assessed a number of different scenarios for Gedling based on boosting growth on the edge of the main built up area of Nottingham and reducing the expectations for growth around Hucknall and the key settlements. Each of the scenarios was subjected to sustainability appraisal.
83. **Teal Close.** The Councils' preferred scenario includes a sustainable urban extension here with some 830 dwellings, of which 430 were not envisaged in the submitted ACS. Development of this site would not result in the loss of Green Belt land, and the site is the subject of a recent planning application indicating that early delivery is feasible. I support **Mod9** to include a new strategic allocation at Teal Close.
84. **Gedling Colliery/Chase Farm** was allocated for 1120 dwellings in the former Gedling Replacement Local Plan. The submitted ACS Plan referred to the site but stated that it was not expected to deliver any development before 2028 because it relied on construction of the Gedling Access Road. Although there remains some uncertainty over funding for the road, as a number of sources are relied upon, further work has shown that some 300 new homes could be provided without the road being built.
85. Following agreement with Nottinghamshire County Highways Authority and the Homes and Communities Agency, the Councils have put forward a new programme which would achieve some 600 dwellings and employment land provision towards the end of the plan period. This would increase the amount of new development adjacent to Nottingham's built up area outside the Green Belt and contribute to regeneration. Its achievement requires positive planning to secure the necessary funding, and delivery through the Local Plan Part 2 process. I consider that the proposed changes to the Plan to promote at least 600 dwellings at Gedling Colliery/Chase Farm by 2028 should be made to secure best use of sites in or adjoining the main built up area (**Mod10**).

Appendix 5: LP Part 2, extract from the Examiner's Report



Report to Broxtowe Borough Council

by Helen Hockenhull BA (Hons) B. PI MRTPI
an Inspector appointed by the Secretary of State
Date: 7 October 2019

Planning and Compulsory Purchase Act 2004
(as amended)
Section 20

Report on the Examination of the Broxtowe Part 2 Local Plan

The Plan was submitted for examination on 31 July 2018

The examination hearings were held between 4th and 13th December 2018

File Ref: PINS/J3015/429/5

Abbreviations used in this report

ACS	Broxtowe, Gedling and Nottingham City Aligned Core Strategies
GBR	Green Belt Review
Ha	Hectares
HS2	High Speed Two
LNR	Local Nature Reserve
LWS	Local Wildlife Site
JPAB	Greater Nottingham Joint Planning and Advisory Board
LPP2	Broxtowe Part 2 Local Plan
MM	Main Modification
MOD	Ministry of Defence
NPPF	National Planning Policy Framework (the Framework)
NET	Nottingham Express Transit
PPTS	Planning Policy for Traveller Sites
SA	Sustainability Appraisal
SHLAA	Strategic Housing Land Availability Assessment
SoCG	Statement of Common Ground
SuDS	Sustainable Urban Drainage System

Allocated Sites

36. I assess below the deliverability of each of the allocated sites in turn and consider whether their respective development requirements are appropriate and justified.
37. Each allocation includes a Key Development Aspiration to mitigate highways impact on the wider road network to ensure congestion is not made worse than currently exists. Whilst I accept this forms an aspiration not a policy requirement, the aspiration to not make congestion worse, is not justified and conflicts with paragraph 32 of the NPPF. In order to ensure the effectiveness of the Plan and consistency with the NPPF, the respective MMs for each allocation amend this wording to state the aspiration that sustainable transport measures will be fully utilised to reduce the reliance on the car and that residual cumulative impacts on the highway network should be mitigated to ensure that they are not severe.

Policy 3.1 - Chetwynd Barracks

38. Chetwynd Barracks forms a Ministry of Defence (MOD) site covering approximately 91.5 hectares. It comprises a number of military buildings, staff housing, a firing range, playing fields and car parking areas. The site has heritage interest with a Listed Memorial to workers of the National Filling Factory No. 6 as well as a number of other non-designated heritage assets. The site is expected to deliver 500 homes over the plan period from 2023/24.
39. Concern has been raised about the availability of the site and whether it could realistically deliver 100 homes per year from 2023 onwards. Following the hearings, it was announced by the MOD that the final vacation and disposal of the barracks would be put back from 2021 to 2024. It is anticipated that the first phase of delivery would come forward on the relatively undeveloped western section of the site which has few constraints. This could still be achieved from 2023 onwards, despite the delay in the site being vacated.
40. A significant amount of technical work has already been undertaken to bring the site forward. A Garden Communities Bid has been made in partnership with the Neighbourhood Forum, the County Council, the site owner, the Local Enterprise Partnership and the Council to assist the comprehensive delivery of the whole site. Located within the main built up area, the site performs well in terms of the Sustainability Appraisal (SA) and no viability issues have been identified. The necessary infrastructure to bring the site forward can be delivered concurrently with the development.
41. It is essential, in order to ensure the comprehensive development of the site, that a masterplan be prepared to guide its development. This would require continued consultation and engagement with all stakeholders including the Neighbourhood Forum. **MM3** is necessary to ensure the preparation of a Strategic Masterplan and the subsequent delivery of the site to ensure the policy is positively prepared and effective. Consequential changes to the justification text are also necessary for clarity to explain the process for the preparation of the Masterplan and the delivery of development on the site. The modification also addresses the need to provide the necessary

infrastructure to deliver the site at a rate and scale to meet the needs of the proposed development. This ensures the policy would be effective.

42. A number of technical documents prepared by the site promoter and a concept masterplan suggest that the site has an overall capacity for 1500 dwellings, rather than the 800 stated in the policy. These documents demonstrate that any impacts from an increase in the number of dwellings on the site can be addressed through high quality design at the planning application stage. I am satisfied that an increase in the site capacity is justified to make the most efficient use of this part brownfield site in the urban area and to make a greater contribution to meeting housing needs beyond the plan period. **MM3** increases the capacity of the site accordingly. The modification also requires the integration of the proposed development with the existing MOD residential accommodation on the site, in the interests of effectiveness.
43. Concern has been raised about connectivity and the highway infrastructure to serve the site, in particular the requirement for the provision of a north-south link to the Nottingham Express Transit (NET) Tram Park and Ride site. The site promoter has expressed concern regarding the need for and the deliverability of the link road as it requires land within the allocation in control of a third party. The north-south link forms an aspiration of the East Midlands HS2 Growth Strategy in order to deliver sustainable development. Whilst acknowledging the land ownership issues, it is justified that the route of the link road be safeguarded so that the ability to provide this connection is positively facilitated by the development. **MM3** amends the Policy 3 accordingly to ensure the plan is positively prepared and effective.
44. The modification requires the highways infrastructure for the site to be considered in conjunction with the requirements for the Toton Strategic Location for Growth and the wider area. This is justified so that the cumulative impacts of development on the strategic and local highway networks can then be appropriately addressed. The modification also clarifies the expectation with regard to walking and cycling routes through the site and connecting to other recreational routes and nearby facilities in the interests of effectiveness.
45. The policy is unclear about the retention and enhancement of existing green infrastructure on the site such as playing fields, mature trees, woodland including Hobgoblin Wood and their future management. In addition, the policy lacks clarity in terms of the provision of sustainable drainage. **MM3** rectifies these deficiencies to ensure the policy is effective.
46. Concern has been raised about the location of proposed facilities within the site such as the primary school. In addition, following a representation from the Health Authority, the requirement for a medical centre has been demonstrated. **MM3** clarifies that this provision would be located to the south east corner of the site close to the playing pitches and sports facilities.
47. The Policy requires the provision of small-scale employment floorspace and a small retail/service centre within the site. The policy is unclear about how much employment and retail floorspace would be anticipated. **MM3** provides further guidance in the justification text for effectiveness.

48. The modification also clarifies the expectation with regard to the retention and reuse of the existing military buildings on the site and where this is not possible the incorporation of the existing building footprints into the development layout. This requirement is moved from the Key Development Aspirations Section to within the policy for reasons of effectiveness.

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

49. Policy 2.3a) iii) of the ACS allocates a strategic location for growth on land east and west of Toton Lane including Toton Sidings in the vicinity of the proposed HS2 station at Toton. The ACS specifies that the allocation should include a minimum of 500 homes with the appropriate mix of this and other uses to be determined in the LPP2.
50. The East Midlands HS2 Growth Strategy was produced by local partners including the Local Enterprise Partnership in September 2017 and contains a long term non statutory development framework for the Toton area. The framework envisages a mix of uses around a station hub, with employment (including the Toton Innovation Campus), residential, transport interchange, green infrastructure and supporting community facilities including retail creating a self-sustaining community. Governance arrangements have been put in place with the Toton Delivery Board reporting to the East Midlands Strategic Board and associated officer groups.
51. The purpose of Policy 3.2 is to release just over 153 hectares of land from the Green Belt to facilitate this mixed-use proposal. The Inspector examining the ACS was satisfied that the potential for land at Toton to help meet the requirements for housing and mixed-use development in the borough constituted the exceptional circumstances to release the site from the Green Belt. Its potential to maximise the economic benefits from the proposed HS2 station reinforce the case for changing the Green Belt boundary at this location.
52. The site is part greenfield and part brownfield located adjoining the main built up area of Nottingham, the focus for new development in the borough. It includes agricultural land, existing railway sidings, a small number of existing homes, a scrap yard, a sewage treatment works and the NET Park and Ride site. The site has strong defensible boundaries with the tram line and the A52 to the north, the River Erewash and an existing tree belt to the west, the built-up areas of Toton to the south and Chilwell to the east. Whilst the allocation is extensive, the development of land at Toton would not undermine the fundamental Green Belt purpose of separating Derby and Nottingham, a matter recognised by the ACS Inspector. There is some potential for the merging of Toton and Stapleford however this would be mitigated by the A52 and the provision of green infrastructure within the development.
53. Large parts of the allocation are open in character and its development would impact on the openness of the Green Belt. However, bearing in mind the economic opportunities associated with the HS2 and the significant contribution the site would make to housing in the borough within and

beyond the plan period, I consider that the benefits outweigh the harm to Green Belt openness.

54. The East Midlands HS2 Growth Strategy 2017 provides a Development Framework for the Toton Strategic Location for Growth and an indication of the overall capacity of the site. In the interests of effectiveness and to ensure that the LPP2 is positively prepared, **MM4** clarifies that the site has an overall capacity of around 3000 homes, with delivery extending beyond the plan period.
55. There is an extant outline planning permission in place for a mixed-use development of 500 homes, a convenience store, education floorspace, a day nursery, pub restaurant, an 80-bed care facility, and the provision of a plot for a medical centre on land to the west of Toton Lane. Reserved matters permission for phase 1 of the development, 282 dwellings, was granted in February 2018.
56. The development of these first 500 homes is not dependant on the HS2 proposal or the associated infrastructure. The infrastructure required to bring the homes forward is the subject of a section 106 agreement on the outline approval and I have no evidence to suggest that it cannot be implemented as part of the development.
57. Policy 3.2 sets down a number of key development requirements for the site firstly within the plan period and then beyond. With regard to development within the plan period, **MM4** amends the housing delivery figure to provide for a range between 500 and 800 homes. This provides greater flexibility. The modification also removes the density requirement to enable a design led approach to the development.
58. The policy lacks clarity on the nature and extent of employment uses, the scale of retail provision, the green infrastructure expectations and infrastructure provision for the site. In the interests of effectiveness, **MM4** outlines these requirements. It also requires that development does not prejudice the construction of the access to HS2 or the further build out of the Innovation Campus in the interests of effectiveness. The modification also amends the justification text to refer to the extant outline planning permission and to clarify that there are no obstacles to its implementation within the plan period.
59. Beyond the plan period, it is necessary that a Strategic Masterplan be prepared for the site to ensure a comprehensive coordinated development. **MM4** sets out this requirement and amends and expands the justification text accordingly to ensure the policy is positively prepared, justified and effective. The modification also sets out a number of amendments to the Key Development Requirements. These relate to the scale of further retail and community facilities on the site, the nature and extent of employment and residential uses, the highway and transport expectations including the flexibility for a pedestrian route either over or under the station, the green infrastructure requirements, remediation, flood and surface water mitigation delivery expectations and infrastructure provision. These amendments, as well as consequential changes to the justification text, are necessary to ensure the policy is positively prepared, justified and effective.

60. A representor has suggested that the plan for Toton is not ambitious enough and that the site could be extended to include land to the east of Toton Lane. An extension of the allocation would require further Green Belt release beyond that proposed in the submitted LPP2. I have no evidence before me of exceptional circumstances to demonstrate that this is required. The allocation is for a site of just over 153 hectares. It has significant potential for further development beyond the plan period which would help to meet the long-term needs of the borough, provide for HS2 and meet the economic aspirations of the wider region.

Policy 3.3 Bramcote (East of Coventry Lane)

61. This site is largely greenfield comprising the former playing fields of Bramcote School. Immediately to the south of the allocation lies the Brethren Meeting Hall site with associated car parking and access. It is proposed to include this site in the allocation increasing the site area from 16.6 hectares to 18.9 hectares. The site promoter has prepared a masterplan for the site and has demonstrated that the expanded site, together with a more efficient layout and increased density, could provide approximately 500 dwellings on the site, rather than the 300 set out in the policy.
62. The site is predominantly in the ownership of Nottinghamshire County Council who along with the minority landowner are keen to bring the site forward in order to provide the funding for a new secondary school. The increased site capacity would improve the overall viability of the scheme. It would also make efficient use of the previously developed Brethren Meeting Hall site, which would not be appropriate to be included in the proposed Local Green Space designation of Bramcote Hills and Bramcote Ridge to the south. (I consider this proposed designation later in my report). I am satisfied that the increase in the area of the site and the number of dwellings that could be built is justified. **MM5** increases the capacity of the site accordingly.
63. The expanded site is bounded to the north by the railway line and to the west by Coventry Lane. It adjoins the urban area of Bramcote to the east and to the south, the site is contained by Bramcote Ridge. Overall it makes a limited contribution to Green Belt purposes.
64. The Housing Trajectory envisages the site contributing to the 5-year housing land supply. delivering homes from 2020/21. Despite there being no current planning permission in place, I am satisfied from the delivery assumptions in the SoCG, the evidence of the commitment of the County Council for the delivery of the school, and the fact that the site is in one the strongest market areas in the borough, that housing completions would begin on site within 5 years.
65. Together with the allocation for land west of Coventry Lane (Policy 3.4), there would be an increase in built form between Stapleford and Bramcote, resulting in a moderate reduction in the size of the gap between the settlements. However, a degree of separation would remain due to the presence of intervening open land including the playing field to Bramcote School. A suggestion for an area of green space within the site to provide a visual and defensible break between built development was put forward by the Bramcote Neighbourhood Forum at the hearings. I consider that this

**Appendix 6: GNSP Examination, Matter 5,
Hearing Statements of other Participants.**



Hearing Statement on behalf of Defence Infrastructure Organisation (DIO)

Greater Nottingham Strategic Plan Examination

Matter 5: Strategic Allocations

Issue 2, Policy 21 (Strategic Allocation at Toton and Chetwynd Barracks)

June 2026

Matter 5, Issue 2, Policy 21 (Toton and Chetwynd Barracks)

Background, Commitment to Delivery, and Site Boundaries

1. The Defence Infrastructure Organisation (DIO) is responsible for planning for the closure of Chetwynd Barracks and for managing the preparation of an outline planning application (OPA) for its redevelopment. DIO has been involved in this process since the Barracks was first identified as being surplus to requirements, which led to its allocation in the Broxtowe Part 2 Local Plan (P2LP).
2. Initially, DIO and Homes England (HE) entered into a Partnering Agreement whereby HE would lead the OPA using its supply chain. In March 2024 it was agreed that HE would no longer be part of the Partnering Agreement. The responsibility for preparing the OPA passed to DIO and its Strategic Planning Adviser (SPA) and Strategic Environmental and Technical Adviser (SETA) which were appointed in Q3 2024. This resulted in the instruction of a new professional team, but with Avison Young retaining the role of planning consultant.
3. Since then DIO has been assembling a complete and up-to-date environmental and technical evidence base to inform the preparation of a market-facing Masterplan, OPA and Environmental Statement. The evidence base is recently completed and DIO's team is currently preparing material to inform consultation with the community and stakeholders later this year. This will lead to the submission of the OPA by Q3 2027. This will support the MoD's stated intention to vacate the Barracks from 2026.
4. The commitment to bringing the site forward is evident from the announcement by government in March 2025 of Chetwynd Barracks as one of a number of surplus public defence sites which government expects to begin delivering homes in this Parliament (Q3 2029). Separately, DIO and its partners are, through the Defence Estates Optimisation (DEO) portfolio working to put in place the planning consents and developments elsewhere on the Defence Estate to enable the vacation of Chetwynd Barracks. Those processes are committed and well advanced. DIO is also currently engaged in discussions with the Barracks over the programme for site closure.
5. In December 2024, government agreed to buy back the Armed Forces housing estate from Annington Homes. This is a significant matter for Chetwynd Barracks and for the successful delivery of Policy 21, with the former Annington Homes estate including two parcels of land at Chetwynd Barracks.
 - The first comprises land at Northfield Crescent which has a common boundary with land to the south of the NET which forms part of the Toton SLG (Policy 3.2 in the P2LP) and part of the site to which GNSP Policy 21 relates. This parcel is on the alignment of the proposed Toton Link Road (TLR).
 - The second comprises land at Williams Road, Woodside Road, Highfield Road and Field Close, and connects the Barracks with Field Lane, Airdale Court and the community beyond.
6. These parcels are now included in DIO's masterplanning and DIO can guarantee their use to enable the delivery of active travel measures, public transport improvements and road infrastructure to support the delivery of Policy 21.

7. A further change is that land adjacent to the Reserve Forces and Cadets Association (RFCA) site to the north of Swiney Way has been removed from the development site because it is required for a carpark and training area.
8. These changes post date DIO's Regulation 19 representations and so are shown on the revised plan at **Appendix 1**.

Delivery Timeline

9. DIO's Regulation 19 representations urged caution over the assumption in the Regulation 18 draft that Chetwynd Barracks would deliver 1,500 homes by the end of the plan period (which, at the time, was 2038). DIO commented on the assumptions set out in the Regulation 18 draft plan noting the following.
 - At the time, DIO expected the Barracks to be vacated by 2026.
 - The Annington land was not in DIO's control which had potential to affect capacity and infrastructure delivery.
 - A site capacity of 1,500 homes was consistent with the P2LP and was supported.
 - DIO was confident at the time that the Barracks could contribute to supply within the first 5 years of the Plan, but from Year 4 or 5, indicating capacity for 1,200 in the plan period assuming a constant 100 completions per year.
10. By December 2024 HE had withdrawn. DIO had only confirmed its SPA/SETA appointments in Q3 2024, but assumed that SPA/SETA could move forward quickly using a practically complete evidence base. That being so, DIO considered the Barracks could deliver 50-100 completions in 2028/29 and 100 per year thereafter, equating to 1,200 completions by the end of the plan period (which was now 2041). DIO noted some risk with this trajectory, including because of the proposal to combine Chetwynd Barracks, Toton SLG, and the Green Belt land to the north of the NET in Policy 21.
11. In the event, DIO concluded that the preparation of the Masterplan/OPA needed to await an updated evidence base assembled by SETA. This has delayed the preparation of the OPA and its submission until Q3 2027 as noted in para. 3. Moreover, the MOD is planning to vacate from 2026 and in a single phase rather than on a multi-phase basis.
12. DIO's representations in December 2024 included a three line 'milestone' programme. That is reproduced below but updated to reflect DIO's current expectations on milestones.

• OPA submission by Q3 2027 and resolution to grant by, say	-	Q3 2028
• developer procurement, reserved matters, and conditions discharge by, say	-	Q3 2030
• site works and construction leading to first completions on site by, say	-	Q3 2031
13. Assuming 50 completions in the first year of completions (2030/31), and an average rate of 100 per year, would indicate delivery of 1,050 homes by 2041, which is 150 fewer than the 1,200 assumed by the Broxtowe Borough SHLAA (2025) (**GNC20**) and the Chetwynd Barracks and Toton SLG delivery line in **GNC4C**. DIO has assumed that the availability of highway network capacity will not represent a constraint on trajectory/capacity by 2041.

The 'Toton Link Road' – Component Parts and their Functions

14. DIO's Regulation 19 representations were supported by a *"Summary of Policy and Evidence Base relating to the 'Link Road' (A52 east of Bardills Roundabout to Chetwynd Barracks"* which recorded all references to the Link Road in policy and elsewhere at the time it was prepared. The document notes that the Link Road is not named or described consistently across different documents, and it seems to DIO that the consideration of the Link Road in a discussion on Policy 21 must be clear about what the Link Road comprises. DIO finds it useful to refer to the Link Road as a scheme made up of three parts.
- a) The first comprises a junction with the A52 to the east of Bardills Garden Centre, a junction with Toton Lane/Stapleford Lane, and the road which connects the two. DIO refers to this as the **Bardills bypass**. It has three functions which are as follows.
- to provide access to the Toton SLG (i.e. all of the land in P2LP Policy 3.2),
 - to provide necessary access to the land in Policy 21 north of the NET (see, e.g. 4.2.2.1 of the GNPP Strategic Transport Assessment (V5 July 2025) and the Planning Statement for the Toton North OPA which says that *"Access to the proposed development will be provided through provision of the northern section of the link road"*),
 - to provide relief to congestion on the A52/Bardills junction.
- b) The second part comprises a spur to connect the Bardills bypass to Chetwynd Barracks (which DIO refers to as the **Chetwynd spur**) to be constructed across land to the south of the NET which is allocated in P2LP Policy 3.2.
- c) The third is a route connecting Swiney Way to the Chetwynd spur.
15. The three elements together provide additional transport choice for road users (and an alternative route for some trips that would otherwise use Stapleford Lane/Toton Lane) and support the implementation of Active Travel and public transport improvements. They comprise infrastructure which the GNPP conclude is necessary to enable the development of all of the land within Policy 21.
16. It remains the case (as it was when DIO commented on the Regulation 19 draft Plan) that there is no evidence available in the form of a comprehensive TA covering the entirety of Policy 21, agreed by all parties involved in the delivery of Policy 21, to confirm the necessary timing of the delivery of the component parts of the Link Road through the development of Policy 21. Bloor is preparing an assessment in support of its Toton East and Toton North planning applications, which may provide this evidence, although may not include the development of Chetwynd Barracks in its assumptions. DIO notes also that Bloor will deliver the junction with Toton Lane/Stapleford Lane, which forms part of the Bardills bypass, as part of its Toton West scheme (which is subject to a planning appeal scheduled for an inquiry from 26 August and a hybrid planning application which may be determined before the Hearing Session on Matter 5).

References to the Link Road in Policy 21.3.D

17. Notwithstanding the current lack of an agreed evidence base to confirm the need for any or all of the elements of the Link Road to support the development of the whole of Policy 21, Bloor confirms in its Toton North application that the 'Bardills bypass' (as DIO calls it) is needed to provide development access to the land north of the NET and the Toton SLG.
18. Similarly, the route from Swiney Way to the former Annington Homes land at Northfield Crescent is necessary to provide development access to all parts of Chetwynd Barracks (and DIO is committed to extending that route to the northern boundary of the former Annington Homes land, as per the Main Modifications to Policy 21.3.D.12, provided that commitment is mirrored by Toton Northeast providing the spur to connect to the northern boundary of Chetwynd West (and to the spur referred to in Policy 21.3.D.12), as per the Main Modifications to Policy 21.3.D.11).
19. Put another way, these two schemes provide the necessary accesses and estate roads to serve development in Policy 21 irrespective of (i) any additional strategic transport justification for their delivery as component parts of the Link Road and (ii) the 'exceptional circumstances' cited for the removal of land to the north of the NET from the Green Belt and its inclusion in Policy 21.
20. The same may not be the case with the 'Chetwynd spur' (neither Toton Northeast/Toton East nor Chetwynd Barracks require the Chetwynd spur as a development access) but, assuming the Chetwynd spur is necessary to support the delivery of the whole of Policy 21, it is essential that Policy 21.3.D is drafted to require its delivery, and to ensure that no party prejudices in any way the making of a connection across the common boundary between Toton East and Chetwynd Barracks.
21. DIO is mindful of the current requirement in P2LP Policy 3.1 that *"the ability to provide a north/south road to link to the Tram Park and Ride is positively facilitated by development."* DIO remains committed to ensuring that this is the case, and committed to constructing a road as part of its development from Swiney Way to the northern boundary of the former Annington Homes land. As per para. 18 above, it is essential that Policy 21.3.D includes corresponding and complementary requirements that the Toton development will also *"positively facilitate"* this connection.
22. Policy 3.1 in the P2LP says also that *"highway infrastructure must be considered in conjunction with requirements for the Toton SLG and wider area as progressed through the Gateway Study and transport modelling."* This remains the case and Policy 21.3.D must include similar references.
23. These matters have informed positive discussions between DIO and BBC and have led to the proposed Main Modifications to Policy 21.3.D (MM29) which DIO contributed to and fully supports.
24. DIO fully support MM29 because it ensures that any necessary connections between the Toton East and Chetwynd Barracks sites are provided, in advance of there being an agreed evidence base relating to the need for and timing of the delivery of each element of the Link Road. It is fundamentally important that Policy 21.3.D requires that Toton Northeast and Toton East provide a connection across the common boundary with Chetwynd Barracks to connect

with the route which DIO will deliver from Swiney Way, because that is the basis on which the land in Policy 21 to the north of the NET (Toton Northeast) is to be released from the Green Belt.

25. The Regulation 19 GNSP explains that Policy 21 includes the land to the north of the NET because this is the only land on which a new junction with the A52 east of Bardills Garden Centre, and a link road to serve Toton Northeast and Toton East, may be constructed. Land to the south of the NET is already allocated by P2LP Policy 3.2, and the land south of the NET will accommodate the spur to the boundary of Chetwynd Barracks. Paragraphs 3.21.11 to 3.21.13 in GNSP are clear that it is only on this basis that *“exceptional circumstances for its release from the Green Belt exist.”*
26. The GNPP has reconfirmed that this represents the ‘exceptional circumstance’ for the release of the land to the north of the NET in its responses to the Initial Questions 65 and 67, with the response to Q67 advising that *“At Toton and Chetwynd Barracks (policy 21) a relatively small green belt release is required **specifically** to facilitate a junction to the A52 and a link road, as explained in paras 3.21.11-3.21.13.”* No other or additional ‘exceptional circumstance’ is cited for the release of this land in the response to IQ67 or elsewhere in the submission documents or evidence base.
27. It follows that Policy 21.3.D must be drafted to require that development at Toton Northeast/Toton East delivers the ‘Bardills bypass’ and ‘Chetwynd spur.’ Otherwise, the only ‘exceptional circumstance’ cited by the GNPP for the release of the land north of the NET would be absent.
28. Bloor agree this comprises an ‘exceptional circumstance’ (e.g. at para. 5.6 their Regulation 19 representations for Toton North dated 25/04/25) and whilst proposing that Policy 4 is amended for other reasons, do not dispute that the accommodation of *“key transport infrastructure”* in this location is a reason for recasting the green belt boundary.
29. In the light of the above, DIO fully supports proposed **MM24, MM29, OM47, OM48, and OM49** for the reasons summarised in the table below and in the answers to Q90, Q91 and Q93.

Issue Raised in Reg 19 Representations

DIO sought clarification that the construction of part of the Link Road could comprise an appropriate contribution to its delivery (as opposed to a financial contribution) given DIO’s commitment to constructing a road between Swiney Way and the northern boundary of the former Annington Homes land. DIO welcomes the clarification that is provided by new paragraph 3.21.10 (a) and **supports OM46**.

DIO sought clarification of the relevance of a west facing junction from the A52 near Bessell Lane and welcomes the deletion of this reference and **supports MM29**.

DIO was concerned that Policy 21 does not explain which party is responsible for delivering which elements of the Link Road. DIO welcomes the clarity provided by MM29 that the road infrastructure defined in 21:3.D.11 must be provided by development at Toton Northeast/East, and that the road infrastructure defined in 21.3.D.12 must be

provided by development at Chetwynd Barracks. The confirmation in MM29 that the infrastructure defined in 21:3.D.11 and 12 must connect across the boundary is essential (see para. 27 above) and DIO **supports MM29**.

DIO proposed that Chetwynd Barracks be retained as a standalone application, as was the case at the Preferred Option stage, and in the P2LP. DIO is no longer concerned on this matter, provided that the relevant Main and Other Modifications are adopted and so supports MM24, MM29, OM47, OM48 and OM49.

Q90: What is the justification for combining the two existing site allocations? Are there any implications on the delivery of development?

30. The Justification at 3.21.1 to 3.21.15 of the draft GNSP does not explain the reasons for combining the Toton SLG and Chetwynd Barracks sites, which were included in the Preferred Option as separate sites. The land north of the NET was not included in the Preferred Option, but its inclusion in Policy 21, and its combination with the Toton SLG and Chetwynd Barracks, is presumably based on the LPA's conclusion that the 'exceptional circumstance' for its release from the Green Belt relates only to its contribution to the development of the Toton SLG and Chetwynd Barracks.
31. DIO's principal concerns related to the lack of clarity in relation to how the LPAs would manage the submission of applications across the site, and the lack of mechanisms to ensure that all parties contributed to the delivery of the Link Road without prejudicing the delivery of development from each part of the wider allocation. The potential adverse consequences of combination are mitigated by the clarification in relation to the delivery of strategic infrastructure in Policy 21.3.D as per **MM29**, and by **MM34**.

Q91: Is the revised housing trajectory (GNC4C) and proposed employment floorspace realistic and deliverable within the plan period?

32. GNC4C includes a revised housing trajectory for Chetwynd Barracks and the Toton SLG combined on a single line. DIO assumes the reference to Toton SLG includes also the land north of the NET. DIO does not comment on the trajectory for those parts of Policy 21 outside Chetwynd Barracks, but has concluded earlier that Chetwynd Barracks can contribute in the order of 1,050 completions by 2041 (150 fewer than the assumption in the GNSP of 1,200). DIO is confident that Chetwynd Barracks can achieve this trajectory given the progress that is being made towards OPA submission, and the steps which are being taken towards site vacation and closure. The risk that highway capacity might pose a constraint is mitigated by **MM29**.
33. In relation to employment floorspace, DIO has confirmed its commitment to bringing forward the redevelopment of Chetwynd Barracks and its timescales for doing so. DIO acknowledges the potential for the Barracks to accommodate some office floorspace, but views the opportunity as "small scale" as per P2LP Policy 3.1.
34. DIO views the proposed provision of 8,000 sqm of office floorspace as substantial. DIO does not consider that 8,000 sqm (or 38% of the total Policy 5:b) allocation of new office development to Broxtowe) represents "small scale" office

development, and views this scale of provision as being inconsistent with the fact that Policy 5:1.e) does not include Chetwynd Barracks in the list of “strategic sites” where the new economic development defined in Policy 5 is to be promoted.

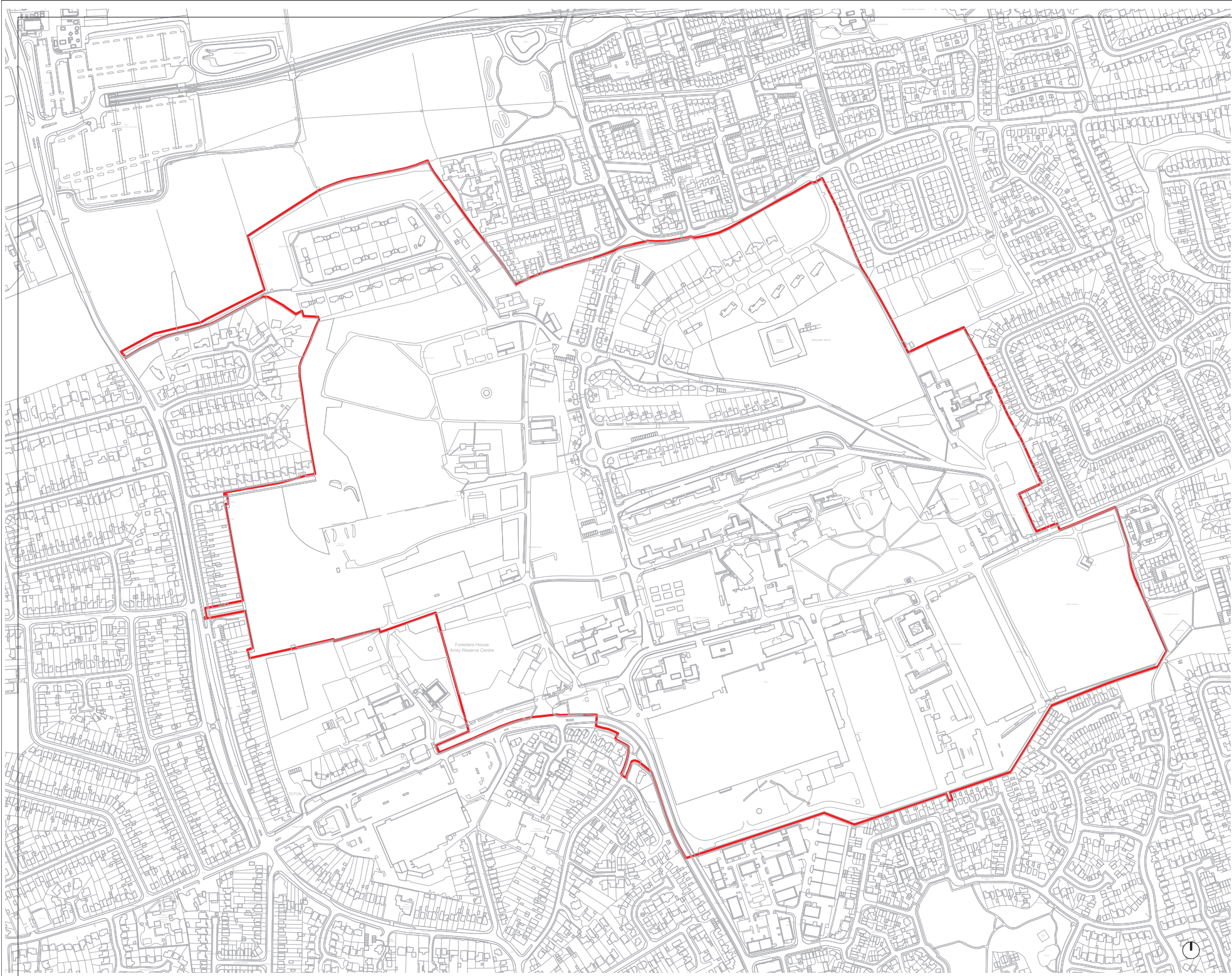
35. In preparing the OPA, DIO will test the appropriate provision of office floorspace having regard to broader considerations relating to place-making, residential capacity, the composition of the Local Centre, market signals, and the likely phasing of the delivery of any employment floorspace. Whilst **OM43** introduces some flexibility to respond to these matters appropriately in a market-facing OPA, DIO maintains its position on this point as per paragraph 16 g) of its representations on the Regulation 19 draft GNSP dated 16/11/24.

Q93: What is the justification for limiting office development to Chetwynd South only, and has the potential for office development elsewhere within the site allocation been considered?

36. DIO does not consider that limiting office development to Chetwynd South is either justified, or necessary. Whilst that may be the location for any office floorspace that is delivered, it is equally likely that could be provided elsewhere, and potentially alongside and/or integrated with the Local Centre (which **MM28** has confirmed need not be located in Chetwynd East).

Avison Young

for Defence Infrastructure Organisation



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NOTES:

1. Do not scale from this drawing.

2. Always work to noted dimensions.

3. All dimensions are in millimetres unless otherwise stated.

4. All setting out, levels and dimensions to be agreed on site.

5. The dimensions of all materials must be checked on site before being laid out.

6. This drawing must be read with the relevant specification clauses and detail drawings.

7. Order of construction and setting out to be agreed on site.

BOUNDARY PLAN

KEY

Red Line Boundary

Revision	Date	Description	Drawn	Approved

PLANIT

Manchester | London | Liverpool | Leeds | Stanish

Manchester

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Client

Defense Infrastructure Organisation (DIO)

Project

Chetwynd Barracks

Org Title

A3 Landscape

Created on

Created by

Approved by

2026-06-25 MSS

EL

Scale	Size	Workstage	Status
1:5000	A3	OPA	

Org No.

ABCD-PLA-XX-XX-DR-L-0001

Suitability

Revision

XX

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**GREATER NOTTINGHAM LOCAL PLAN EXAMINATION – MATTER 5 – ISSUE 2
RESPONSE ON BEHALF OF PARKER STRATEGIC LAND LIMITED AND WILLIAM DAVIS
HOMES
(RESPONDENT REF: 57355041/ 59469697)**

Introduction

Parker Strategic Land Limited (PSL) and William Davis Homes (WDH), the Promoters' welcome the opportunity to respond to the Greater Nottingham Local Plan Matters, Issues and Questions identified by the Inspectors.

Representations were submitted on behalf of the Promoters in response to the Greater Nottingham Local Plan Regulation 18 and Regulation 19 Consultations in respect of their proposal for strategic development at Catstone Green (the 'Site').

PSL and WDH form part of a wider consortium of Developers and Promoters represented by Counsel / others in respect of:

- Matter 1 – Issue 1
- Matter 1 – Issue 2
- Matter 2 – Issue 3
- Matter 2 – Issue 4
- Matter 2 – Issue 5

These Matter Statements have been prepared on the basis that the Local Plan is being Examined under the requirements of the National Planning Policy Framework (2023), however should the Inspectors conclude following the hearing for Matter 1, Issue 1, that the Local Plan should be Examined under any other requirement, it is requested that we have the ability to amend statements.

Matter 5 – Issue 2 – Strategic Allocations

Policy 21: Strategic allocation at Toton and Chetwynd Barracks (Broxtowe)

- Q88** Is the need for the proposed junction and link road justified, and is the chosen location supported by robust evidence?
- Q89** How will the impacts of the proposed site allocation on the strategic highway network be mitigated, and would those measures be effective and deliverable?
- Q90** What is the justification for combining the two existing site allocations? Are there any implications on the delivery of development?

- Q91** Is the revised housing trajectory (GNC4C) and proposed employment floorspace realistic and deliverable within the plan period?
- Q92** What is the rationale for the Councils' suggested modification MM29 in GNC4A to remove the requirements for a park and ride facility, extension of the tramway and provision for rail connection to the park and ride? How would the policy still achieve its transport objectives?
- Q93** What is the justification for limiting office development to Chetwynd South only, and has the potential for office development elsewhere within the site allocation been considered?

Representations submitted on behalf of the Promoters have raised concerns about the proposed continued reliance upon the strategic allocation at Toton despite the lack of delivery at this longstanding allocation.

The Strategic Allocation at Toton was identified and allocated as early as the Broxtowe Part 1 Local Plan: Core Strategy (Aligned Core Strategy, September 2014). At that time, the Strategic Allocation 'Land in the Vicinity of the Proposed HS2 Station at Toton' was set out to form part of development connected to a proposed HS2 station, with a minimum of 500 dwellings to be delivered in the period 2011 to 2028.

The Local Plan Part 2, adopted in October 2019 allocated land at:

- Chetwynd Barracks (policy 3.1) - with an overall capacity of 1,500 dwellings; and
- Toton Strategic Location for Growth (policy 3.2) with an overall capacity of 3,000 dwellings.

The 'Toton and Chetwynd Barracks Strategic Masterplan Supplementary Planning Document (SPD)' was subsequently adopted on 7th February 2023. This states:

"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."

"Development at medium-high density, with building heights around four to six storeys throughout much of the character area" is expected for the Toton North (Page 62) and Toton West Character Areas (Page 68).

The quantum of development proposed under Policy 21 of the Local Plan the subject of this Examination, was originally predicated upon the delivery of an HS2 hub station at Toton Sidings. The station was central to the justification for the scale of growth at this location, underpinning

both the employment floorspace requirements and the residential quantum by generating the accessibility, connectivity and economic uplift necessary for the allocation to be sustainable and deliverable.

The cancellation of the HS2 station fundamentally changes that evidence base and alters the design approach, with development 4 to 6 storeys, the scale set out in the adopted SPD, considered to now be out of character. It is noted that despite this material change in circumstances, the quantum of development has not been revised in the Regulation 19 Local Plan nor subsequent proposed amendments.

The Plan's reliance on a potential unconfirmed alternative rail station at Toton does not provide a sound basis for retaining the original quantum. No confirmed scheme, funding commitment or delivery timetable exists for any such station, and it cannot be treated as a reasonable equivalent to the nationally-funded HS2 hub that originally drove the scale of this allocation.

When combined with the delayed closure of Chetwynd Barracks, the failed bid for funding for the link road critical to unlocking the western parts of the site, and the absence of any commenced development notwithstanding the allocation having been in place for a considerable period, it is considered that Policy 21 is not positively prepared, is insufficiently justified and is not effective within the meaning of paragraph 35 of the NPPF. The quantum of development should be reviewed and revised to reflect the changed circumstances.

Boyer

Greater Nottingham Strategic Plan - Examination Hearing Statement

Matter 5: Strategic Allocations - Issue 2:
Strategic Allocations – Policies 19 - 32

REPORT CONTROL

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3	25.06.2026	Final	CR

1. INTRODUCTION

- 1.1 This Hearing Statement has been prepared by Boyer on behalf of Wates Developments Ltd in response to the Inspectors' Matters, Issues and Questions in relation to **Matter 5** (Strategic Allocations) **Issue 2** (Strategic Allocations – Policies 19-32) of the Greater Nottingham Strategic Plan ('GNSP').
- 1.2 Boyer has previously prepared representations in relation to Land off Melton Road, Tollerton, throughout the ongoing preparation of the emerging GNSP, including the Regulation 18 Preferred Approach consultation in February 2023 and the Regulation 19 Local Plan consultations in December 2024 and March 2025. This Hearing Statement should be read in conjunction with those representations (Respondent ID 44668385).
- 1.3 It should be noted that Boyer previously promoted this site on behalf of Harworth Group ('Harworth'). Wates has subsequently secured an interest in the land, and Boyer now promotes it on their behalf. The site is promoted for a residential development of approximately 475 dwellings.
- 1.4 This Hearing Statement will respond to the following policies:
 - **Policy 21:** Strategic Allocation at Toton and Chetwynd Barracks (Broxtowe)
 - **Policy 25:** Strategic Allocation at Broad Marsh (Nottingham)
 - **Policy 31:** Strategic Allocation East of Gamston / North of Tollerton (Rushcliffe)
- 1.5 Wates comments on these proposed allocations in light of its Hearing Statement for Matter 2, Issues 3, 4 and 5. In responding to these, Wates raised concerns that the Plan's strategy for delivering homes is excessively reliant on complex strategic sites and brownfield land, and that this has not been reflected appropriately in the identified housing trajectories. Therefore, the subsequent comments on Policies 21, 25 and 31 should be read in that context.

2. ISSUE 2: STRATEGIC ALLOCATIONS POLICIES 19 - 32

Policy 21: Strategic Allocation at Toton and Chetwynd Barracks (Broxtowe)

Question 90: What is the proposed justification for combining two existing site allocations? Are there any implications on the delivery of the development?

- 2.1 Wates recognises the rationale for combining the allocations at Toton and Chetwynd Barracks as a single strategic allocation, namely that their geographic relationship results in shared infrastructure requirements relating to transport and access. However, the merging of two complex sites (which are already allocated in the Broxtowe Part 2 Local Plan) into one allocation will have subsequent implications on the deliverability of this strategic site, which Wates do not consider have been fully assessed within the revised trajectory.
- 2.2 Firstly, the development of the Chetwynd Barracks depends on its closure and release by the Ministry of Defence (MOD) / Defence Infrastructure Organisation (DIO). At paragraph 3.21.7 of the GNSP, it is indicated that the Barracks is currently operational but is expected to close in the early part of the plan period. It is acknowledged of course that the closure of the Barracks is a factor outside of the councils' control. Nonetheless, the point at which the land becomes available will evidently have implications for the delivery of the site which must be considered.
- 2.3 Despite the Barracks being operational, the revised housing trajectory (GNC4C) anticipates 150 dwellings will be delivered in 2028/29, just two years from now. This does not appear to be realistic, given there is still a level of uncertainty regarding the timeline for closure, and that this has been successively pushed back by the MOD. Indeed, the timescales presented by the MOD / DIO at Regulation 19 were predicated on an Outline planning application receiving a resolution to grant in August 2026. Indeed, MOD sites are notoriously susceptible to issues around availability, as national defence requirements will necessarily take precedence over the DIO's estates strategy, and it is far from clear when this base will be disposed of.
- 2.4 It is also relevant that the Barracks has been in military use since 1919, with it being previously occupied (in part) by a munitions factory. Evidently, there will be a need for significant ground investigations to support an application(s) with the potential for corresponding remediation. This abnormality clearly increases the risk of delay in relation to the Chetwynd Barracks. However, because the sites are interrelated, delays on this site may also impact the Toton site.
- 2.5 The combined strategic allocation (as proposed) comprises of numerous land ownerships across approximately 266 hectares of land, which will be divided into 8 different character areas. Each character area is expected to bring with it infrastructure and delivery requirements to be considered to bring development forwards. It is relevant that the DIO in its representations to the emerging Local Plan objected to the proposal to combine the two existing site allocations, with this being expected to increase costs associated with infrastructure provision.
- 2.6 Moreover, it is telling that the infrastructure obligations associated with these proposals have been watered down, notably a previously envisaged park and ride, and an extension of the tramway, have been removed from the final policy requirements in the submission version of the Plan. These omissions are a response to concerns regarding development viability.

However, even with the removal of the aforementioned public transport infrastructure, the proposals still rely on significant highways improvements, including those relating to the A52, as well as education, health and other social infrastructure.

- 2.7 Overall, Wates believe that the trajectory for this proposed allocation is overly ambitious and unrealistic. There is little evidence to suggest that combining the sites will accelerate delivery or improve certainty of housing delivery within the plan period.

Policy 25: Strategic Allocation at Broad Marsh

Question 98: Is the proposed site allocation demonstrably viable and deliverable within the plan period?

- 2.8 Wates recognises the potential benefits that the envisaged proposals at Broad Marsh could have for the regeneration of Nottingham. However, Wates raises concerns over the viability of this strategic allocation, its ability to be delivered within the plan period, and the degree to which it can be relied upon as a source of supply in the Plan.
- 2.9 Relating as it does to a large, previously developed and urban site, this proposed allocation is (by its very nature) subject to significant constraints and complexities, which impact its viability and potential for delivery. There is a need for substantial demolition of existing buildings on site, with acknowledged implications for development costs, remediation, asbestos removal, etc., and the corresponding risk of delay (albeit Wates acknowledges that site clearance is underway).
- 2.10 It is also confirmed at paragraph 3.25.7 of the GNSP, that below the site are known to be 'scheduled caves', in addition to further caves which are of demonstrable equivalence to scheduled monuments. These will require extensive heritage and below ground mitigation measures and care to ensure there is no harm to the heritage assets.
- 2.11 In terms of ownership, it is certainly welcome that Homes England has come to control the site in conjunction with Nottingham City Council and the East Midlands Combined County Authority. Nonetheless there is no delivery partner yet appointed, and it is unclear whether the envisaged masterplan is viable and what level of public subsidy may be required. Indeed, the site was expressly excluded from the GNSP Viability Study (2024, IN/5), and the IDP Addendum (2025, IN/4) also suggests that several funding gaps exist in relation to education, healthcare and public transport.
- 2.12 Therefore, it has not been demonstrated that the strategic allocation at Broad Marsh is viable and deliverable within the plan period as currently presented.

Question 99: Is the revised housing trajectory (GNC4C) for the proposed site allocation at Broad Marsh justified, effective, and deliverable within the plan period?

- 2.13 In view of its response to question 98 above, Wates do not consider the revised housing trajectory (March 2026) for the strategic allocation of Broad Marsh to be justified, effective or deliverable within the plan period.
- 2.14 As set out in Boyer's Regulation 19 representations, the housing trajectory published in 2025 was not considered robust in assuming delivery would commence in 2030/31, with completions

at a rate of approximately 125 dwellings per annum (dpa). It is notable that the updated housing trajectory for Broad Marsh (March 2026, GNC4C) remains unchanged in these assumptions.

- 2.15 At paragraph 7.13 of the Regulation 19 representations, it was suggested that delivery should be assumed to commence, at the earliest, in the year 2032/33, and with a lower initial build out rate of 68 dpa, stepping up to the councils' assumed 125 dpa. Boyer considers that this represents a more realistic assumption for initial supply, on a very complex and mixed-use project such as this. Given the flatted composition of the envisaged redevelopment, it is also likely that completions will be inconsistent across the overall build period, given the relative susceptibility to market conditions and absorption rates.
- 2.16 Therefore, it is the view of Wates that the revised trajectory remains optimistic. It should be amended to reflect a more achievable commencement year, and a more realistic delivery rate.

Policy 31: Strategic Allocation East of Gamston / North of Tollerton (Rushcliffe)

Question 111: What evidence is there to support the housing delivery rates for the site set out in the revised trajectory (GNC4C)?

- 2.17 Wates does not consider that the GNSP and accompanying evidence base provides sufficient evidence to justify the assumed delivery rates for East of Gamston / North of Tollerton within the updated housing trajectory (GNC4C).
- 2.18 Specifically, the revised trajectory published in March 2026 has amended the delivery of this strategic allocation to suggest that 70 dwellings will be completed in 2027/28. The remaining delivery recommences in 2030/31, with a rapidly increasing completion rate rising to 220 dpa from 2032/33. This is somewhat higher than the 200 dpa figure considered in the Viability Assessment, and it would rely on more sales outlets / developers than would appear to be engaged at this stage.
- 2.19 In terms of the expected first year of completions, development at this site (which has been allocated since 2014) has been reliant on the finalising and approval of the Gamston SPD. However, this has only just been adopted / re-adopted by Rushcliffe Council (as per Question 112 below), following a legal challenge by a group which seeks to maintain the existing airfield use.
- 2.20 Similarly, although two planning applications have been submitted in relation to the site (Ref. 20/03244/OUT and 24/00347/HYBRID), which propose a total of 3,850 homes, there is little to suggest that these are nearing a positive determination. Indeed, this site is associated with significant infrastructure obligations, which is a factor likely to delay the conclusion of the necessary S106 Agreements, and therefore the grant of planning permission. In any case, reserve matters approvals and/or the discharge of conditions would still be required thereafter before development could commence.
- 2.21 On the basis of the above, Wates considers that the updated trajectory is overoptimistic, in terms of the year of first completions and the rate of expected annualised delivery.

Question 112: What progress has been made on the masterplanning and design code process?

- 2.22 Wates acknowledges that following the Regulation 19 stage, there has been some progress in the development of a masterplan, and that Rushcliffe Borough Council resolved to adopt the Gamston SPD in March 2026. It is also understood that, following a legal challenge in May 2026 (by the 'Save Nottingham Airfield Group'), the council's Cabinet (on 23 June 2026) considered a revised iteration of the SPD, supported by an updated SEA and HRA.
- 2.23 However, the SPD does not resolve the wider issues associated with this allocation and the two undetermined planning applications, particularly as relevant to the funding of requisite infrastructure.

Nottinghamshire County Council

Greater Nottingham Strategic Plan Examination

Additional Written Statements in response to the Inspectors' Matters, Issues and Questions.

Matter 5 - Strategic Allocations

Policy 21: Strategic allocation at Toton and Chetwynd Barracks (Broxtowe)

Q88 Is the need for the proposed junction and link road justified, and is the chosen location supported by robust evidence?

Response of Nottinghamshire County Council

Previous highway modelling work undertaken with the East Midlands Gateway Model (EMGM) has shown that the A52 Bardills roundabout junction is already at capacity and traffic conditions will only deteriorate with future development. The construction of a new link road will provide much needed highway capacity and also relieve pressure on the Bardills junction, particularly during the peak hour periods by removing a proportion of through traffic.

The Council commissioned Aecom to produce an Option Assessment Report in 2018 which developed and assessed 15 options for the Toton Link Road. This work was updated by Arup in 2022 as part of the Levelling Up Funding (LUF) bid proposal for the Toton Link Road scheme and this layout is now the County Council's preferred option.

Q89 How will the impacts of the proposed site allocation on the strategic highway network be mitigated, and would those measures be effective and deliverable?

Response of Nottinghamshire County Council

The County Council considers that reference to the strategic road network in this question means essentially the A52 which is managed by National Highways and therefore and defers to NH to provide a response to this question.