

**TOTON AND CHETWYND BARRACKS STRATEGIC MASTERPLAN SUPPLEMENTARY PLANNING DOCUMENT (SPD)  
CONSULTATION STATEMENT**

Respondent	Comment Summary	Council Response	Action
Individual 1	Strongly objects to development around Wheatgrass Farm, in the region bounded by the A52 to the north and the tram line to the south.	Development is not proposed in the Green Belt around Wheatgrass Farm	
Individual 1	Supports development at Chetwynd Barracks but does not agree with development on Green Belt land.	The Council is not proposing development of Green Belt land.	
Individual 1	Holds that there is not much emphasis on green spaces or emphasis on carbon neutral strategies being employed. Suggests the planting of trees to offset the carbon footprint of development.	Various sections of the SPD address these issues.	
Individual 2			

Respondent	Comment Summary	Council Response	Action
	Suggests new plans to be proposed following the IRP.	The SPD has been reviewed following the IRP.	Additional text included in response to the IRP, the rationale for development and the potential for a railway station at Toton.
Individual 3	Expresses support.	Noted.	
Individual 4	Holds that a station at the Sidings has little purpose. Notes that as HS2 is no longer going to be at Toton, regards that the proposed development at Toton should instead be developed at East Midlands Parkway.	Noted	
Individual 4	Notes that justification text (specifically regarding the proposal's estimate of 84,000 jobs) for a number of the issues needed.	Not directly related to the main part of the SPD.	
Individual 5	Opposes proposed development on the farmland between Toton, Stapleford, Chilwell, Beeston and Bramcote and holds that such development would negatively impact upon the environment and	The Council is not proposing development of Green Belt land. The vast majority of the land in this area is Green Belt and would remain as such.	

Respondent	Comment Summary	Council Response	Action
	local green space.		
Individual 5	Proposes that a new school is required, this should be the 'derelict one near to Bramcote Baths'.	It is understood that this is being demolished.	
Individual 6	Strongly regards that Stapleford Lane cannot be used as a vehicular access point. Further holds that green spaces should be left and that the area cannot accommodate any additional housing or cars.	Noted.	
Individual 7	Requests that certain views within the Borough (including the view from the top of St Michael's Church from the A52) are maintained as far as possible.	Agree – where possible.	
Individual 8	Notes that it would be ideal to consider small- gated communities such as high-quality retirement homes, with appropriate security measures.	Noted.	
Individual 8		Noted.	

Respondent	Comment Summary	Council Response	Action
	Notes that Toton Park and Ride could accommodate a coach pick up.		
Individual 8	Suggests the development of Victorian type manor house style properties comprising of small apartments.	Noted.	
Individual 8	Suggests that solar panels be included on new development.	The document already aspires for zero carbon.	Wording of Net Zero Carbon section has been reviewed and expanded.
Individual 9	Fully supports the development of Chetwynd Barracks for housing but holds that the use of personal vehicles should be discouraged for environmental reasons.	Agree – where possible.	
Individual 9	Expresses concern regarding the proposed development of the fields surrounding the A52 from Bardill's island to Bramcote.	The Council is not proposing development of Green Belt land.	
Individual 10	Suggests, in view of the Environment Act, that paragraph	Agree.	

Respondent	Comment Summary	Council Response	Action
	2.37 on page 32 be reworded to reflect the new legislation, e.g.: “development proposals are required to protect and enhance these, as well as creating new habitats to ensure biodiversity net gain”.		Section in relation to the Environment Act has been updated.
Individual 10	Considers that Green Space and Green Infrastructure should be increased and that Wildlife Corridors should be connected.	Noted.	
Individual 10	Holds that clarity is required confirming that Wildlife Corridors do not include back gardens.	The Council agrees that Wildlife Corridors should not include back gardens and the SPD has previously been amended to reflect this position.	
Individual 10	Regards that developer contributions should stay within the Neighbourhood Plan area.	Noted. Additional detail would need to be provided at the planning application stage.	
Individual 10	Seeks clarity on Moor Wood.	Noted.	

Respondent	Comment Summary	Council Response	Action
Individual 10	Holds that advice given by Natural England has not been acted upon and would like to know why.	Natural England has not objected to the SPD within their latest representations to the consultation of the SPD.	
Individual 11	Regards that the Masterplan cannot progress until the “5-mile radius” cycle-route has been designed and further notes that the Masterplan fails to comply with the “walking and “cycling elements of a number of national policies”.	Noted.	
Individual 11	States that the cycling elements need to comply with the standards specified in <i>Cycle Infrastructure Design</i> .	All proposed cycle ways will comply with national standards.	
Individual 11	Proposes some changes to the text within the draft document, as well as additional text within certain sections.	Noted.	
Individual 11		Disagree. The Masterplan can progress. Thought has	

Respondent	Comment Summary	Council Response	Action
	Regards that the Masterplan cannot progress until sufficient thought has been given to the likely bus-routes.	been given to potential bus-routes, but this could potentially be made more explicit in the text.	Wording in relation to through-routing of bus routes has been added.
Individual 11	States that the SPD fails to comply with the public transport elements of national/local policies.	Disagree.	
Individual 11	Holds that bus gates may be required to prevent rat-running.	This has been considered within the SPD.	
Individual 11	Regards that the SPD does not make clear the effects of certain traffic measures.	Noted.	
Individual 12	In light of the IRP, requests that a new Masterplan is developed based upon the new context that we are now in. Also requests that the Green Belt as well as green space sites are protected.	The SPD has been reviewed as a result of the IRP. The Council is not proposing development of Green Belt land.	Additional text included in response to the IRP, the rationale for the development and the potential for a railway station at Toton.
Individual 13	Strongly objects to development in the area near Inham Road (outlined in red).	The Council is not proposing development of Green Belt land.	

Respondent	Comment Summary	Council Response	Action
Individual 13	Regards that the consultation process has been frustrating which would have caused many to not respond, therefore resulting in the consultation not being representative.	Noted. The consultation has attracted a high number of responses both from members of the public and other organisations, but the Council will endeavour to learn from any feedback to further improve future consultations.	
Individual 14	States that following the cancellation of HS2 to Toton the whole plan should be shelved. Regards that a new station is not required and additional housebuilding would overdevelop an area which already suffers from poor road infrastructure.	Noted. The SPD has been reviewed as a result of the IRP.	Additional text included in response to the IRP, the rationale for the development and the potential for a railway station at Toton.
Individual 15	Emphasises a desire to see increased green infrastructure as well as cycle paths and walk paths.	The SPD includes significant proposals for green space and cycle paths.	
Individual 16	Poses a number of questions regarding the future of the proposed link road as well as putting forward	Noted. Technical work is ongoing. Local improvements may be	



Respondent	Comment Summary	Council Response	Action
	other queries in relation to traffic management (such as on Swiney Way and Stapleford Lane).	needed, subject to any representations made by National Highways and Nottinghamshire County Council during the planning application stage.	
Individual 16	Questions whether protection of historical features has been considered and notes the importance of them and their integration.	This has been considered within the SPD. In addition, draft policies within the Neighbourhood Plan provide additional protection through a 'local list' of local heritage assets.	
Individual 16	Appreciates the notion of carbon neutral homes and states that these should be designed so that they fit in with the character of the area.	Noted.	
Individual 16	States the importance of green corridors and retaining trees.	The Council agrees with the importance of green corridors, and where possible, retaining trees.	

Respondent	Comment Summary	Council Response	Action
Individual 16	Regards that the SPD does not deal with how roads being at full capacity during rush hour will be dealt with, or how additional traffic will be alleviated.	Technical work is ongoing to try to better understand these issues.	
Individual 16	Notes that a link road from the A52 would dissect the fields off Baulk Lane and therefore queries whether anything will be put into place to protect wildlife.	Technical work is ongoing, but the Council agrees that it will be necessary ensure that mitigation measures protect any potential impact upon wildlife.	
Individual 17	Welcomes the proposition that some parts of Chetwynd road would be public transport/bicycle access only but express concerns about how big a vehicle (i.e. bus) could navigate through. Wishes for the development to make roads safer for pedestrians.	The Council agrees that all development should promote highway safety and that, where possible, facilitate access by public transport, including buses.	Wording in relation to through-routing of bus routes has been added.
Individual 17	Welcomes the net zero carbon aspect of the proposal and would like to see electric buses in operation. Also welcomes the	Controlled parking zones would unfortunately be outside of the scope of the SPD.	

Respondent	Comment Summary	Council Response	Action
	introduction of the controlled parking zones around development.		
Individual 18	Feels that the area near Birth Forest should be left alone and that the proposal for the A52 link road should be abandoned.	All land currently allocated as 'Green Belt' remains protected under this designation. The SPD does not propose that Green Belt boundaries should be amended.	
Individual 19	Is against a through-road ever being created off Welbeck Gardens.	Noted, although some links may be necessary so that the new development is well- linked with surrounding areas.	
Individual 20	Regards that the Council needs to provide homes and create jobs on land that could still be influential for the region.	Agree.	
Individual 21	Regards that the extension of the NET tram to the Hub station remains essential and that a station at Toton should still be included in the Masterplan even without HS2 in	Agree. The Council would like to see the extension of the NET tramway into the Toton site.	

Respondent	Comment Summary	Council Response	Action
	the area. Notes that the advantages of HS2 can still be brought to the borough.		
Individual 21	Holds that the Masterplan should not adversely affect the operational needs of the freight train operators based at or using the Toton TMD.	Agree.	
Individual 21	Supports the net-zero intentions.	Noted.	
Individual 21	Holds that significant community facilities must be readily accessible by public transport and active travel.	Agree.	
Individual 21	Welcomes the enhancement of the Railway Corridor.	Noted.	
Individual 22	States that the Masterplan should be revisited in light of the decision not to bring HS2 to Toton.	The SPD has been reviewed as a result of the IRP.	Additional text included in response to the IRP, the rationale for the development and the potential for a railway station at Toton.

Respondent	Comment Summary	Council Response	Action
Individual 22	Regards that the references to net-zero are undermined by the proposals in relation to the A52, which will encourage traffic and the use of cars. Encouraging cycling/walking and public transport should be a priority. Puts forward concerns about traffic congestion.	Noted. Technical work is ongoing in relation to the proposed link road, but mitigation measures will be required.	
Individual 22	Notes that the maintenance and enhancement of the open space network and the Green Belt is vital.	Agree.	
Individual 22	Regards that the 'spine road' from Chetwynd should not cross the tram lines and should be terminated at the tram terminus.	Noted. It may be necessary for the road to continue in order to serve additional sites/land.	
Individual 23	Holds that as the HS2 station will no longer be at Toton, the intended development for Toton should not go ahead.	The Council considers that the site remains highly sustainable for a variety of development. There may be the potential for a mainline railway station at the site.	Additional text included in response to the IRP, the rationale for the development and the potential for a railway station at Toton.
Individual 23			

Respondent	Comment Summary	Council Response	Action
	For each proposed development, housing numbers and densities and floorspace etc as well as infrastructure should be specified.	Detailed issues will be considered at the planning application stage.	
Individual 23	Regards that the estimated capacity of the site for 4,500 homes must be justified. Holds that demand for employment land at the site must also be demonstrated, as well as a definition of the Innovation Campus.	This would be considered within the Greater Nottinghamshire Strategic Plan.	
Individual 23	Notes that the proposals will result in Toton losing much of its green space, and as such, regards that there should be replacement green spaces.	The SPD proposes that considerable areas of green space should be provided at the sites.	
Individual 23	Regards that detailed mechanisms for mitigating the noise from HS2 should be specified.	This is no longer applicable as a result of the IRP.	
Individual 23	Notes that a detailed survey of current and predicted traffic should be performed before proposing any new roads and that demand for	Noted. Technical work is ongoing and there is ongoing liaison between the Borough Council and National Highways and	

<b>Respondent</b>	<b>Comment Summary</b>	<b>Council Response</b>	<b>Action</b>
	adding cycle paths to existing roads must be justified.	Nottinghamshire County Council.	
Individual 24	Notes that the aerial photography is useful.	Agree.	
Individual 24	Queries whether there could be provision for allotments.	Allotments are referenced on the Spatial Framework Plan.	
Individual 24	Regards that there is limited green space proposed and that more provision is needed.	The Strategic Masterplan proposes significant areas of open green space.	
Individual 24	Holds that the primary focus should be on providing safe pedestrian and cycle routes and public transport.	Agree. The Strategic Masterplan provides for safe pedestrian and cycle routes with provision for public transport.	
Individual 25	Expresses concerns regarding additional traffic. Further holds that existing main roads such as Stapleford Lane is required to	Technical work is ongoing in relation to these issues.	

Respondent	Comment Summary	Council Response	Action
	upgraded before the development begins.		
Individual 26	Requests that there is no development on the Green Belt.	The Council is not proposing development of Green Belt land.	
Individual 26	Regards that road infrastructure is insufficient for any traffic increases and that road investment would be needed to support the housing developments.	Technical work is ongoing.	
Individual 26	Is supportive of wildlife corridors and is pleased that there will be open space at Chetwynd Barracks.	Noted.	
Individual 26	Holds that the extension of the tram to Long Eaton is critical and that local facilities need implementing in phase 2.	Noted. Unfortunately, the SPD can only directly influence development within Broxtowe Borough (Long Eaton is located in Erewash Borough).	
Individual 27			



Respondent	Comment Summary	Council Response	Action
	Regards that the location is 'not strategic'.	Disagree. There remains an opportunity to create a strategic transport node connecting the strategic road network, tram and heavy rail. This is a sustainable location for growth.	
Individual 27	Regards that green space is being developed for 'no real reason'.	Disagree. Green Space is being developed for much needed housing and employment.	
Individual 27	Requests that proportions of housing, affordable housing, office, industrial and leisure development are provided in the final document.	Detailed issues will be considered at the planning application stage.	
Individual 27	Questions whether the Innovation Campus will create new jobs.	The Council is of the view that a very significant number of good quality new jobs will be provided by the proposed development.	

<b>Respondent</b>	<b>Comment Summary</b>	<b>Council Response</b>	<b>Action</b>
Individual 27	Notes that it is positive that the lack of healthcare provision is finally being recognised and addressed.	Noted.	
Individual 28	Notes concerns over the link road. States that a link road connecting Eskdale Drive to the A52 could cause congestion, create access difficulties and be dangerous around schools, as well as remove/spoil a popular area where people enjoy to walk.	Technical work is ongoing. Mitigation measures will be needed.	
Individual 29	Feels that the final document should include provision/encourage custom and self-build development.	It is not considered that there is enough demand for this.	
Individual 30	Does not think that the Barracks should be closing and further holds that infrastructure cannot support additional housing.	Any decision to close the Barracks would be made by central government / the Ministry of Defence and so this issue is outside of the control of the Council. The Council needs to respond to the opportunities of land becoming available for development. New	

Respondent	Comment Summary	Council Response	Action
		infrastructure would be provided as a part of any development of the site.	
Individual 31	Regards that the implication of the proposed developments have not been considered in relation to Toton High Road, which is not able to cope with traffic demands.	Technical work in relation to highways is ongoing.	
Individual 32	Holds that the Plan is very positive.	Agree.	
Individual 33	Queries what will happen now that HS2 is not going to be at Toton.	The SPD has been reviewed following the IRP.	Additional text included in response to the IRP, the rationale for the development and the potential for a railway station at Toton.
Individual 33	Queries who will make decisions and how the project will be managed especially if there are conflicts between ambitions within the plan.	Decisions will be made by the Council as part of the Development Management process. If established within primary legislation, the emerging East Midlands Development Corporation (EM DevCo Ltd) may take	

Respondent	Comment Summary	Council Response	Action
		control of planning for the site in the future.	
Individual 33	Notes that protecting and retaining areas such as Hobgoblin Wood and the barracks sports field makes absolute sense.	Agree.	
Individual 33	Highlights the importance of cars for many people's daily lives.	Noted. Technical work is ongoing in relation to highways.	
Individual 34	Holds that the overall plan has been well thought out and developed. Despite the HS2 setback at Toton, regards that the plan should still move forward in principle.	Agree. The Council aspires to see the sites developed and any opportunities maximised.	
Individual 35	States that it is vital the existing Barracks sports ground is ring fenced for leisure/recreation and also notes the general importance of green and open spaces.	Agree.	

<b>Respondent</b>	<b>Comment Summary</b>	<b>Council Response</b>	<b>Action</b>
Individual 35	States that surface water drainage at the Barracks is an issue.	Noted. Severn Trent Water were consulted as part of the consultation of the SPD. This is already referred to within the 'Green Infrastructure' section of the SPD.	
Individual 35	Queries why there is no tram link between both the Toton site and the Chetwynd site.	Noted. The Chetwynd Barracks site is already located within very close proximity to the existing Toton Park and Ride railway station.	
Individual 35	States that there is no mitigation shown for traffic through Chilwell Village to the High Road or Field Lane.	Technical work is ongoing.	
Individual 36	Thinks that linking both projects (Sites) together would not be as beneficial as looking at both separately.	Noted. There is a commitment within Broxtowe's Part 2 Local Plan for both sites to be considered together.	
Individual 36	States that it is vital the	Agree.	

Respondent	Comment Summary	Council Response	Action
	Chetwynd Neighbourhood Plan is taken on board.		
Individual 36	Regards that consideration should be given to electric vehicles and the infrastructure/power necessary for this. Ground Source heat pumps should also be considered.	The Council agrees that a number of measures to transition to 'Net-Zero' should be considered at Toton and Chetwynd Barracks.	Wording of Net Zero Carbon section has been reviewed and expanded.
Individual 36	Notes the facilities which will be needed at Chetwynd Barracks.	Agree.	
Individual 37	Queries what sort of energy will be used for housing.	Noted. The implications of transitioning to 'Net-Zero' will need to be further considered following the adoption of this SPD.	Wording of Net Zero Carbon section has been reviewed and expanded.
Individual 38	Queries whether Derby and Nottingham to East Midlands Parkway can be linked without HS2 at Toton. Holds that a station at Toton should still be provided.	The Council understands that technical work to better understand some of these issues is ongoing.	
Individual 38		Technical work is ongoing.	

Respondent	Comment Summary	Council Response	Action
	Regards that the feeder road from the Toton tram hub to the A52 is better routed via Toton Lane.		
Individual 38	Notes further concerns regarding traffic and its impacts.	Technical work is ongoing.	
Individual 39	States that the whole vision and document requires a fundamental re-think [due to IRP].	The SPD has been reviewed as a result of the IRP.	Additional text included in response to the IRP, the rationale for the development and the potential for a railway station at Toton.
Individual 39	States that the proposals do not take into account the impacts of Covid (eg. Working from home and implications for town centres).	This issue will be considered as a part of the production of the Greater Nottingham Strategic Plan (the Aligned Core Strategy).	
Individual 39	States that the proposals are 'anti-car'.	Disagree.	
Individual 39	Regards that investment in bus or cycle lanes is wasted and even	Disagree.	

Respondent	Comment Summary	Council Response	Action
	counter-productive.		
Individual 39	Holds that the proposals will put a strain on the existing and proposed road networks.	Technical work is ongoing.	
Individual 39	Notes that off-road parking and electric vehicle charging points at properties should be considered.	Agree.	
Individual 39	Regards that terraced properties are not wanted in Toton.	Noted.	
Individual 40	States that the proposed walking/cycling route which crosses Sandiacre Lock appears to cross private land.	Noted.	
Individual 40	Regards that the easier option for access to the towpath and then the subsequent station would be via the existing recognised footpaths at Dockholme Lock or Station Road in Sandiacre.	Noted.	



<b>Respondent</b>	<b>Comment Summary</b>	<b>Council Response</b>	<b>Action</b>
Individual 41	Holds that the definition of Open Space within the document is limited.	Disagree. A wide range of Open Spaces are referred to within the document.	
Individual 41	The walking and cycling links across the Erewash Canal and River Erewash do not align and that many of the green corridors do not link together.	Walking and cycling links are indicative and the routes may be influenced by a variety of factors. It is not necessary for all of the green corridors to link together although most do and the others are connected by open space.	
Individual 41	Regards that the location of the proposed tram stops seem illogical.	Noted.	
Individual 41	A wider view needs to be take given the cancellation of HS2.	The SPD has been reviewed as a result of the IRP.	Additional text included in response to the IRP, the rationale for the development and the potential for a railway station at Toton.
Individual 41	The Toton West area will be visually and psychologically cut off from the rest of the development.	Noted.	

Respondent	Comment Summary	Council Response	Action
Individual 41	Feels that there are limited connections to local centres.	Noted.	
Individual 41	Disagrees with the proposed A52 link road and regards that altering Bardills round-about to a grade-separated junction would be far more beneficial solution.	Technical work is ongoing.	
Individual 42	Regards that the document fails to recognise Long Eaton as another potential hub for local development in need of rail connections.	Unfortunately, the SPD can only directly influence development within Broxtowe Borough (Long Eaton is located in Erewash Borough).	
Individual 42	States that 'the potential access roads appear to cut across current farm land that contain well used public rights of way' and that 'converting these to roads will destroy this vital connectivity for accessing green spaces'.	Technical work is ongoing.	
Individual 43		Noted.	

Respondent	Comment Summary	Council Response	Action
	Is interested to know how the changes made to HS2 will impact the proposals for Chetwynd and Toton.		Additional text included in response to the IRP, the rationale for the development and the potential for a railway station at Toton.
Individual 44	Would like to know how traffic disruption will be kept to a minimum during construction phases.	This would be considered as part of the planning application process through appropriate measures.	
Individual 44	Queries whether the trees overlooking Swiney Way can be preserved.	This is probably too great a level of detail for this SPD, but the Council will endeavour to retain trees wherever possible.	
Individual 44	Encourages the inclusion of a dedicated space for worship.	Noted.	
Individual 45	States that the new proposals for electrification of the Midland Main Line and a proper station connection at Toton now require addressing.	A station at Toton has been considered as part of a review of the SPD.	

Respondent	Comment Summary	Council Response	Action
Individual 45	Notes that Bardills roundabout is difficult and confusing to many people and that the cross roads near Tesco are busy and the traffic lights struggle to keep the traffic flowing efficiently due to it being a four-way junction.	Technical work is ongoing.	
Individual 46	States that better bus connections between Attenborough Station and Beeston Station would be beneficial.	Agree.	
Individual 47	Would like to see plenty of affordable housing.	The Council would expect 30% affordable housing to be provided.	
Individual 48	States that it is crucial for the development to be net zero carbon.	Noted.	
Individual 49	Notes that as HS2 will no longer be at Toton, the whole strategy will need to be re-thought.	The SPD has been reviewed as a result of the IRP.	Additional text included in response to the IRP, the rationale for the development and the

Respondent	Comment Summary	Council Response	Action
			potential for a railway station at Toton.
Individual 49	Urges that the link from Depot Corner to the present Barracks entrance should be made available to all traffic.	This is currently proposed by the SPD.	
Individual 49	Has concerns about increased traffic.	Technical work is ongoing.	
Individual 49	Feels that the inhabitants of the redeveloped Barracks area should have a choice of exiting towards Toton or Beeston, whichever part they live in.	Noted.	
Individual 50	States that Woodstock Road junction with Stapleford Lane needs to be improved.	Noted.	
Individual 51	States that Stapleford Lane is already extremely congested so traffic planning needs to be done carefully.	Technical work is ongoing.	

<b>Respondent</b>	<b>Comment Summary</b>	<b>Council Response</b>	<b>Action</b>
Individual 51	Strongly advocates the construction of one or more places of Christian worship.	Noted.	
Individual 52	Notes that there is a definite need for new surgeries as well as new primary and a secondary school.	Agree that new surgeries and primary schools should be provided.	
Individual 53	Notes that necessary infrastructure for 4500 homes will be integral.	Agree.	
Individual 53	Regards that Green Belt should not be developed.	Agree.	
Individual 53	Is pleased to see cycling provision being considered.	Agree.	
Individual 53	Holds that numerous sections rely heavily on the provision of HS2 and a revised timescale should be published.	The SPD has been reviewed as a result of the IRP.	

<b>Respondent</b>	<b>Comment Summary</b>	<b>Council Response</b>	<b>Action</b>
Individual 53	Regards that the layout of the plan (different sections) is good.	Agree.	
Individual 54	States that all references to HS2 should be removed and now that there will be no HS2, there is no justification for development on the Green Belt.	The SPD has been reviewed as a result of the IRP. The Green Belt is not proposed for development.	Additional text included in response to the IRP, the rationale for the development and the potential for a railway station at Toton.
Individual 54	Points which rely on HS2 should be re- examined.	The SPD has been reviewed as a result of the IRP.	Additional text included in response to the IRP, the rationale for the development and the potential for a railway station at Toton.
Individual 54	Is pleased with the net zero carbon section.	Noted.	
Individual 54	States that there is no need for additional schools in the area as existing schools are not at capacity.	The Council would seek the views of the Local Education Authority at the planning application stage.	
Individual 54	Considers that horse-riders should	Noted.	

Respondent	Comment Summary	Council Response	Action
	be catered for within the document.		The text has been amended to refer to equestrian users.
Individual 54	States that the 'new secondary road north of Swiney Way to Stapleford Lane should be controlled for local access only and no through traffic across the depot.'	Noted. Technical work is ongoing.	
Individual 55	States that new homes should be accessible to first-time buyers.	Agree.	
Individual 55	Concerned about losing the green space around Toton Sidings as this is used by horse riders and dog-walkers.	The SPD includes significant areas for Open Space.	
Individual 56	Queries what the effect of no HS2 will be on the plan.	The SPD has been reviewed as a result of the IRP.	Additional text included in response to the IRP, the rationale for the development and the potential for a railway station at Toton.
Individual 57	Hopes that the new homes include a large proportion of council housing.		



Respondent	Comment Summary	Council Response	Action
		The Council would expect 30% affordable housing to be provided.	
Individual 58	As HS2 is no longer going ahead at Toton, the plan should be re-written.	The SPD has been reviewed as a result of the IRP.	Additional text included in response to the IRP, the rationale for the development and the potential for a railway station at Toton.
Individual 59	States that the proposed cycling route in Section 7 is not suitable for designated cycling. Provides a number of observations.	Noted.	
Individual 59	Queries what will be done to stop the housing estate west of Toton from becoming a 'free car park' for those using the station.	Technical work is ongoing in relation to highway issues.	
Individual 60	Queries how the plans will change now that HS2 will not be at Toton.	The SPD has been reviewed as a result of the IRP.	Additional text included in response to the IRP, the rationale for the development and the potential for a railway station at Toton.

Respondent	Comment Summary	Council Response	Action
Individual 61	States that a new link road from the A52 would dissect the fields off Baulk Lane which is the last vast green space in Toton. Queries what would be put in to place to protect wildlife?	This is an indicative design and the final design must take into account wildlife impact and mitigate accordingly.	
Individual 61	Queries whether Attenborough will get more services to spread capacity for a new station?	Attenborough is outside of the area of the SPD.	
Individual 61	States that the roads leading up to the A52 are already at full capacity.	Technical work is ongoing.	
Individual 61	Queries how the proposals will be impacted by HS2 no longer being at Toton.	The SPD has been reviewed as a result of the IRP.	Additional text included in response to the IRP, the rationale for the development and the potential for a railway station at Toton.
Individual 61	Pleased that the plan recognises that's schools and GP surgeries are at capacity	Noted.	

Respondent	Comment Summary	Council Response	Action
Individual 62	Queries whether the link road will still go ahead now that HS2 will not be at Toton.	Technical work is ongoing.	
Individual 62	States that the proposed green spaces should be more clearly depicted.	Disagree. These are clearly depicted in the document.	
Individual 62	Pleased about the inclusion of carbon neutral homes but notes that the design of these should be in keeping with the area.	Agree.	
Individual 62	States that the Primary School and Medical Centre should be part of the Chetwynd High Street and therefore should be in Chetwynd East, not Chetwynd West.	Noted.	
Individual 62	Fig 22: The hatched area "Homes within the Plan Period" does not include any of Chetwynd West. However, the text (5.3) implies that 500 homes will be built in Chetwynd West within the plan period.	Noted.	

Respondent	Comment Summary	Council Response	Action
Individual 63	States that the number of jobs proposed to be added in the area should be better detailed with an indication of how many jobs are expected to be created in each of the Character Areas.	Noted.	
Individual 63	Regards that the document is too vague to create a "successful place" as it leaves too much still to be considered.	Disagree.	
Individual 63	Queries how policies will be enforced.	The document will be a material consideration in the determination of any planning application.	
Individual 63	Notes that the Primary School in Chetwynd should be part of the Plaza / Chetwynd High Street area to encourage footfall, not separated in Chetwynd West.	Noted.	
Individual 63	Notes that Healthcare facilities should be part of the Plaza / Chetwynd High Street not	Noted.	

<b>Respondent</b>	<b>Comment Summary</b>	<b>Council Response</b>	<b>Action</b>
	separated into Chetwynd West.		
Individual 64	States that care should be taken to ensure there is no mixed industrial/commercial/residential development.	Noted.	
Individual 64	Holds that more Green Space and Biodiversity is needed.	The SPD includes significant Open Space and opportunities for Biodiversity.	
Individual 64	Regards that the A52 link road will cause problems for Swiney Way.	Technical work is ongoing.	
Individual 65	Holds that more Green Space and Biodiversity is needed.	The SPD includes significant Open Space and opportunities for Biodiversity.	
Individual 65	The Consultation should be updated and repeated now that HS2 is not going forward at Toton.	The SPD has been reviewed as a result of the IRP.	Additional text included in response to the IRP, the rationale for the development and the

Respondent	Comment Summary	Council Response	Action
			potential for a railway station at Toton.
Individual 65	Regards that the Masterplan cannot progress whilst the Council's Leisure Strategy is being developed.	The Leisure Strategy is an ongoing document which will be developed independently from this process.	
Individual 66	Does not know how to respond now that HS2 will no longer be at Toton.	Noted.	
Individual 67	Welcomes the proposed Open Spaces but holds that they should be managed and monitored (litter, youths etc).	Agree. All open spaces are monitored by the Council's Environment team.	
Individual 67	States that changes to Bardill's roundabout will be needed as the proposed developments will result in extra vehicular traffic.	Technical work is ongoing.	
Individual 67	Expresses concern regarding a new road junction at a high speed point on the A52.	Technical work is ongoing.	

Respondent	Comment Summary	Council Response	Action
Individual 67	States that proposed high-rise buildings are not acceptable and that no buildings should be higher than residential houses.	Noted.	
Individual 68	Regards that the document is far too vague.	Disagree.	
Individual 69	Queries how the Masterplan will be impacted by HS2 no longer going forward at Toton.	The SPD has been reviewed as a result of the IRP.	Additional text included in response to the IRP, the rationale for the development and the potential for a railway station at Toton.
Individual 69	States that there is a need to develop additional public transport opportunities.	Agree.	
Individual 69	Queries what considerations are being made in respect of increased services from Attenborough station and also car parking at Attenborough.	Noted. Unfortunately Attenborough Station is outside of the SPD area.	

<b>Respondent</b>	<b>Comment Summary</b>	<b>Council Response</b>	<b>Action</b>
Individual 70	States that the document fails to achieve Part 2 Local Plan cycling objective.	Disagree. The SPD meets the objectives of the Part 2 Local Plan.	
Individual 71	States that the document fails to achieve Part 2 Local Plan cycling objective.	Disagree. The SPD meets the objectives of the Part 2 Local Plan.	
Individual 71	States that the Masterplan makes no mention on how existing green infrastructure surrounding the plan area will be protected and enhanced from the impact of the circa 10,000 new inhabitants.	Noted.	
Individual 71	Regards that the document needs to make a commitment to protect existing greenbelt boundaries which neighbour the plan site.	Green Belt is protected by legislation.	
Individual 71	The plan should go further to achieve the required biodiversity net gain with degrading biodiversity outside the plan area.	The SPD will allow for biodiversity net gain opportunities.	The section in relation to the Environment Act 2021 and biodiversity net gain has been amended.



Respondent	Comment Summary	Council Response	Action
Individual 71	States that as HS2 is no longer going to be situated at Toton, the link road is no longer necessary. Notes further issues regarding the link road and traffic.	The SPD has been reviewed as a result of the IRP and technical work is still ongoing.	Additional text included in response to the IRP, the rationale for the development and the potential for a railway station at Toton.
Individual 71	States that Building 157 at Chetwynd Barracks must be retained to realise the historic value. Other buildings should be recycled and re-used to help tackle climate change.	Noted. This might have an impact upon the viability / deliverability of the site.	
Individual 72	States that without HS2, this is no longer a strategic location. The Masterplan should be re-written to reflect that HS2 will no longer be based at Toton.	The SPD has been reviewed as a result of the IRP.	Additional text included in response to the IRP, the rationale for the development and the potential for a railway station at Toton.
Individual 72	Regards that the document is not clear how anyone will be able to measure the achievement of a net zero community and how this will be monitored to ensure this is	This is a very complex area of assessment and the Council will work with developers and the Development Corporation to achieve this.	Wording of Net Zero Carbon section has been reviewed and expanded.

Respondent	Comment Summary	Council Response	Action
	sustained.		
Individual 72	States that Welbeck Gardens needs to be maintained as a cul-de-sac (planning teams have confirmed this but wanted to include point in comments).	Noted. Some additional access points may be necessary to ensure connectivity with the wider area.	
Individual 73	Notes that as HS2 will no longer be based at Toton, the Masterplan should be re-written and re-consulted on as economic benefits will not materialise.	The SPD has been reviewed as a result of the IRP.	Additional text included in response to the IRP, the rationale for the development and the potential for a railway station at Toton.
Individual 74	States that the East Midlands Development Corporation must be independent of party politics.	Noted.	
Individual 74	Regards that full reassessment of this plan is required in light of the IRP.	The SPD has been reviewed as a result of the IRP.	Additional text included in response to the IRP, the rationale for the development and the potential for a railway station at Toton.

Respondent	Comment Summary	Council Response	Action
Individual 75	Holds that the labelling of the diagram "public transport, walking, cycling and wheeling" is unclear.	Agree.	The term 'wheeling' has been clarified within the text.
Individual 75	Is pleased that a nature area is included within the Masterplan. States that it is also vital to ensure that any building operators also clear the area in preparation for building with a mind to the wildlife already inhabiting the area.	Agree.	
Individual 76	Regards that the map on page 44 needs to be clearer as to the nature of the "green" corridors. States that it also needs to be made clear if the green corridors contribute to the minimum of 16 hectares of green infrastructure.	Noted.	
Individual 77	Pg 11 section 1.36 refers to "new" green space. As much of the site is currently green space it should not be described as new. "creating amenity green spaces close to where people live" would	The term 'new' refers to the fact that the space will be publically accessible green space.	

Respondent	Comment Summary	Council Response	Action
	be a more accurate description.		
Individual 77	Pg 13 section 1.41 and 1.42. Both give reference to a minimum area for each land use. It would be useful to include the total land area and what proportion of the development will be for each land use. This would also enable an indication of the amount of green space that can be retained.	Noted.	
Individual 77	Regarding George Spencer, states that the text about relocation should be removed as there needs to be an additional secondary school in the area.	Noted.	
Individual 77	States that on page 42, George Spencer should be included in the fixes.	Noted.	
Individual 77	Holds that it is unclear if the plans create an adequate width of green space to be viable in ecological	Noted.	

Respondent	Comment Summary	Council Response	Action
	terms and some sort of aspiration needs adding which would formally link all the areas and create minimum widths.		
Individual 77	States that the possible link to Stapleford Lane would be only acceptable if this was a bus/ active travel gate.	Noted.	
Individual 78	Regards that active travel to other strategic locations should be actively promoted and specific mention made.	Noted.	
Individual 78	States that whilst the importance of green blue assets are mentioned there is no indication of how they would be linked nor mention of nature recovery networks and bio diversity gain all of which are important elements of the NPPF.	Noted.	
Individual 79	Notes that pg 53 section 3.63-3.65 conflicts with the carbon reduction statements earlier in the document.	Disagree. Multi-modal accessibility is important to reducing carbon emissions.	

Respondent	Comment Summary	Council Response	Action
Individual 79	States that car use should be vastly reduced in residential areas.	Noted.	
Individual 79	States that on pg 62 4.6 'Toton North' is 'actually Stapleford South'.	This relates to administrative boundaries, which don't bear on the development.	
Individual 80	Would like to see lots of trees and wild plants.	Agree.	
Individual 81	Perceives an issue with wording and states that military heritage should be 'commemorated' rather than 'celebrated'.	Agree.	A minor amendment has been made to the text to reflect this comment.
Individual 81	Welcomes the commitment to net carbon zero.	Agree.	
Individual 82	States that a new plan is needed now that HS2 will no longer be at Toton.	The SPD has been reviewed as a result of the IRP.	Additional text included in response to the IRP, the rationale for the development and the potential for a railway

Respondent	Comment Summary	Council Response	Action
			station at Toton.
Individual 82	Holds that the Erewash Valley is a key resource and must be enhanced and protected.	Strongly agree.	
Individual 82	Regards that the plan does not give enough attention to new nature reserves, biodiversity gain and significantly extra area to green open space and sports facilities.	The SPD includes significant areas of green space.	The section in relation to the Environment Act 2021 and biodiversity net gain has been amended.
Individual 82	States that the plan must think of the future and provide green and blue facilities for both people and wildlife.	Agree.	
Individual 83	States that Toton should not be ignored now that HS2 will no longer be there.	Agree.	
Individual 83	Notes that the Neighbourhood Plan is key and must be considered.	Once 'made' (adopted) the policies of the Neighbourhood Plan will be	

Respondent	Comment Summary	Council Response	Action
		a 'material consideration' in the determination of planning applications.	
Individual 84	Does not understand how the plan will achieve net carbon zero.	Noted.	Wording of Net Zero Carbon section has been reviewed and expanded.
Individual 84	Would like to see more bicycle paths.	The SPD includes significant opportunities for cycle lanes.	
Individual 84	Is concerned about traffic and the potential issues which the proposed link road will create.	Technical work is ongoing.	
Individual 85	States that the minimum green space requirement should be increased and that there should be a maximum number of homes for each character area.	Noted.	
Individual 86	Supports the need for the additional road from A52 / Stapleford Lane / Swiney Way, but states that this should be	Technical work is ongoing.	



Respondent	Comment Summary	Council Response	Action
	done in a way that does not encourage too much additional traffic. Further feels that the map is not clear and suggests multiple junctions and entry points.		
Individual 87	States that there should be provision for a new primary school at Chetwynd Barracks.	Agree.	
Individual 87	Pleased to see that Toton Fields Nature Reserve will be maintained. This area should not be closed or overprotected but accessible 'wildland'.	Agree.	
Individual 87	States that there should not be any road access into the barracks development from Stapleford Lane as Stapleford Lane cannot cope currently with the traffic trying to negotiate existing junctions.	Technical work is ongoing.	
Individual 87	Regards that there should not be	Technical work is ongoing.	

Respondent	Comment Summary	Council Response	Action
	any road access into the Barracks from Stapleford.		
Individual 88	States that the 'approach and proposals appear exemplary'.	Agree.	
Individual 88	Notes that new direct access from the A52 may no longer be necessary but continuing the NET to Long Eaton will enhance the Toton site.	Technical work is ongoing. Long Eaton is outside of Broxtowe Borough Council's jurisdiction.	
Individual 88	Considers that further thought could be given to the scale of development in each character area.	Noted.	
Individual 89	States that the 'approach and proposals appear exemplary'.	Agree.	
Individual 89	Notes that new direct access from the A52 may no longer be necessary but continuing the NET to Long Eaton will enhance the Toton site.	Technical work is ongoing. Long Eaton is outside of Broxtowe Borough Council's control.	

Respondent	Comment Summary	Council Response	Action
Individual 89	Considers that further thought could be given to the scale of development in each character area.	Noted.	
Individual 90	States that the area remains a key regional location with or without HS2, now with the space to develop other important functions more comfortably and with less uncertainty.	Largely agree.	
Individual 90	Notes that the loss of HS2 removes a measure of uncertainty for both sites and Long Eaton and allows the DB facilities to remain intact.	Noted.	
Individual 90	Notes that there is enough traffic using Chetwynd Road and this should not be 'opened up' for additional traffic.	Noted.	
Individual 90	Regards that more Green Space		

Respondent	Comment Summary	Council Response	Action
	and leisure facilities are needed as opposed to residential development.	Disagree in part. Residential is an important form of development and is needed within the Borough. The SPD has significant green space provision. The Leisure Strategy is an ongoing document which will be developed independently from this process.	
Individual 90	Requests that the playing grounds at the barracks should be maintained and not built on.	Agree.	
Individual 91	States that the all development plans (not just those at Toton and Chetwynd Barracks) should be reviewed due to the IRP.	The SPD can only consider development at Toton and Chetwynd Barracks as it is not a Borough wide document.	
Individual 91	Notes that Toton Link Road/Innovation Park plans will close Bardills Roundabout to Stapleford traffic, and holds that this is 'unacceptable to Stapleford residents'.	Noted. Technical work is still on-going.	

Respondent	Comment Summary	Council Response	Action
Individual 91	Regards that the Consultation process should be widened. States that a consultation cannot be comprehensive if it is 'narrowly scoped to exclude bordering areas, like Stapleford'.	The consultation was open to all members of the public and a far-reaching set of responses was received.	
Individual 91	Considers that Stapleford will be ignored and that all plans made within the past decade need to be reviewed.	It is not within the scope of the SPD to plan for areas outside of the masterplan area. It is also not the role of the SPD to review other plans.	
Individual 91	States that the proposed new train station needs to be integrated with Stapleford and notes that plans for a Stapleford and Sandiacre train station are now equally as likely as a Toton main-line station.	Noted. Technical work is ongoing in relation to highways.	
Individual 91	Suggests that Bessel Lane may be a better location a train station.	Noted.	

Respondent	Comment Summary	Council Response	Action
Individual 91	Writes that the Innovation Park may be suitable for a Rolls-Royce SMR power-station, in order to provide electricity to Innovation Park, wider afield, and electrified Network Rail.	Noted.	
Individual 91	Makes a number of comments and observations regarding HS2.	Comments specific to HS2 cannot be addressed within this SPD.	
Individual 91	States that safeguarding has been 'immensely damaging to Stapleford'.	Noted.	
Individual 91	States that the Borough has 'concentrated solely on HS2, and ignored other projects'.	Disagree.	
Individual 91	Notes that 'cycle paths are all very well, but sustainable means sharing cars, not needing parking spaces, but having hoppers that can drop people to or near their homes.	Noted.	

Respondent	Comment Summary	Council Response	Action
Ministry of Defence	Request that policy should state that developments which attract environments for large and flocking birds, should be refused or have mitigation measures if they are hazardous to aviation.	Agree and noted.	
Ministry of Defence	Further request that developers are made aware of the implications of developing within an area containing MOD safeguarded zones and that policy provision is provided that applications for development that would not compromise/restrict/degrade the operational capability of safeguarded MOD sites and assets will be supported.	Noted.	
Canal & River Trust	Consider that the Masterplan should look to identify and promote opportunities to provide links from the Toton and Chetwynd Barracks sites to the canal towpath.	Noted. Future opportunities for the expansion of canal networks will be looked into when applicable.	

Respondent	Comment Summary	Council Response	Action
Canal & River Trust	Consider that identifying appropriate routes to allow access to the towpath is an important development principle. The Masterplan should consider how this can be achieved and how far there may be a need to fund improvements via developer contributions	Noted. Developer contributions will be considered at the planning application stage.	
Nottinghamshire County Council	Welcomes the opportunity to make observations on the SPD.	Noted.	
Nottinghamshire County Council	Notes that 'The County Council has strongly supported this initiative and has financially supported the delivery of the Draft SPD by the commissioning of Arups to support Broxtowe BC.'	Noted.	
Nottinghamshire County Council	<p><u>HS2 and Toton – Integrated Rail Plan announcement</u></p> <p>States that although 'HS2 East Midlands Hub station will no longer be provided at Toton is a significant change but does not</p>	Agree.	



Respondent	Comment Summary	Council Response	Action
	appear to necessarily “de-rail” the proposals as outlined in the Draft SPD.’		
Nottinghamshire County Council	<p><u>HS2 and Toton – Integrated Rail Plan announcement</u></p> <p>Is ‘responding to this Draft SPD on the basis that there will not be changes to the land use assumptions in light of the IRP decision, despite the reduction in accessibility which the relocation of HS2 station will bring and the consequential impacts on public transport connectivity.’</p>	Noted.	
Nottinghamshire County Council	<p><u>Highways and Transport</u></p> <p>States that ‘in principle from a highway and transport perspective, there is support for the concept and aims of this document, particularly the proposals to link the Chetwynd Barracks site with access roads serving the Toton site and which seek to mitigate impacts on the A52 Bardills junction and establish the need for</p>	Noted.	

Respondent	Comment Summary	Council Response	Action
	both sites to contribute to strategic transport infrastructure.'		
Nottinghamshire County Council	<p><u>Highways and Transport</u></p> <p>Notes that 'in light of the recent announcement that the HS2 station will now be located at East Midlands Parkway, the East Midlands Development Corporation will need to help secure land and obtain private and public funding to deliver the associated link roads to serve a regional scale rail station in the manner set out in the SPD.'</p>	Noted.	
Nottinghamshire County Council	<p><u>Highways and Transport</u></p> <p>Considers that whilst 'a local station may still be delivered at Toton, it is contingent on 50/50 match funding. Funding to achieve other items such as extension of the NET line into the site or other local improvements such as the Toton Link Road will</p>	Agree.	

Respondent	Comment Summary	Council Response	Action
	remain equally important.'		
Nottinghamshire County Council	<p><u>Highways and Transport</u></p> <p>Holds that the document is aspirational and there is little in terms of detailed policy or quantifiable evidence such as a formal transport assessment to support its proposals. There is little detail on how this will impact on the local highway network, whether significant improvements are required and how if required such improvements will be funded or delivered'. Adds that 'further clarity would be helpful in the final SPD to describe when this work will be undertaken and by whom to add further detail and define how the proposed allocations will be delivered.'</p>	<p>Technical work in relation to highway infrastructure is ongoing.</p>	
Nottinghamshire County Council	<p><u>Highways and Transport</u></p> <p>Requests that the following reference is removed:</p>	<p>Noted.</p>	<p>Reference to 1,000 homes has been removed.</p>

Respondent	Comment Summary	Council Response	Action
	<p><i>“Evidence prepared by Nottinghamshire County Council in support of the Part 2 Local Plan concluded that no more than 1,000 new homes could be accommodated by the existing highway network, across the two sites, without the need for upgrades. Without such upgrades or improvements, there would be severe impacts on the operation of the highway network, making the proposals unacceptable in planning terms.”</i></p>		
Nottinghamshire County Council	<p><u>Highways and Transport</u></p> <p>States that ‘The final SPD will need to be revised in the light of the revised rail proposals for Toton’ and that the ‘changing nature of public transport connectively needs to be factored into any revisions which are made to the SPD development proposals.</p>	The SPD has been reviewed following the IRP.	Additional text included in response to the IRP, the rationale for the development and the potential for a railway station at Toton.
	<u>Schools and Education</u>	Noted.	

Respondent	Comment Summary	Council Response	Action
Nottinghamshire County Council	Discusses capacity at a number of existing schools and the process of potential expansion etc.		
Nottinghamshire County Council	<p><u>Schools and Education</u></p> <p>States that 'there remains a clear need for additional primary school provision to serve the Toton Chetwynd development.'</p>	Noted.	
Nottinghamshire County Council	<p><u>Schools and Education</u></p> <p>Notes that a 1FE primary school is still required to serve the proposed redevelopment of Chetwynd Barracks and a site needs to be reserved in the development. A further primary school is required to serve the Toton development on the basis of an additional 2000 dwellings being delivered in this area and a site should be reserved.'</p>	Noted. Nottinghamshire County Council will be consulted as part of a planning application and at that point, detailed requirements can be considered.	

Respondent	Comment Summary	Council Response	Action
Nottinghamshire County Council	<p><u>Schools and Education</u></p> <p>Support is specifically given to the 'appropriate references' in paragraphs 5.11 and 5.12.</p>	Noted.	
Nottinghamshire County Council	<p><u>Schools and Education</u></p> <p>Support is also given to the 'flexible approach outlined in relation to the potential expansion or new provision for secondary school places in para 5.13 but the second sentence should be amended as follows with the addition of the red text:</p> <p><i>A range of options will therefore need to be considered, including the potential expansion of existing secondary schools or new provision in which case land will need to be provided by the developer'</i></p>	Noted.	
	<u>Public Transport</u>	Noted.	

Respondent	Comment Summary	Council Response	Action
Nottinghamshire County Council	'The emphasis on providing connectivity to key services at ES.11 is supported, together with the aspiration for new boulevard type streets and excellent connectivity through new public transport.'		
Nottinghamshire County Council	<p><u>Public Transport</u></p> <p>'The principle of extending the NET tram system to Long Eaton is supported.'</p>	Noted.	
Nottinghamshire County Council	<p><u>Public Transport</u></p> <p>Considers that 'Developer funded contributions for new developments will be required to support the provision of public transport, especially in the early phases of the development'.</p>	Noted.	
Nottinghamshire County Council	<p><u>Public Transport</u></p> <p>'Support is given the statement at 3.51 regarding the provision of</p>	Noted.	

Respondent	Comment Summary	Council Response	Action
	a safe, accessible and efficient movement network.'		
Nottinghamshire County Council	<p><u>Public Transport</u></p> <p>Notes that Policy 3.1 refers 'to the provision of a bus route through the site' and states that 'it is likely that the site will be served by more than one bus route, to provide access to and from destinations towards Nottingham and Derby and access to destinations to the north.'</p>	Noted.	
Nottinghamshire County Council	<p><u>Public Transport</u></p> <p>States that Policy 3.2 'prioritises good quality transport links from and to nearby town centres including a north/south link road to provide local vehicle, walking and cycling access to the station and to facilitate through bus services' and further notes that 'it is assumed that the proposals will be reviewed in light of the Integrated Rail Plan proposals.'</p>	Noted.	



Respondent	Comment Summary	Council Response	Action
Nottinghamshire County Council	<p><u>Public Transport</u></p> <p>'Proposals for a bus terminus / hub are supported, and it is assumed that the proposals will be reviewed in light of the Integrated Rail Plan proposals. The facility will need to be designed to provide capacity for existing and future services based on projected future demand. The bus terminus should also consider current and emerging bus technologies (electric, hydrogen, etc.) and charging facilities including infrastructure should be considered as an integral part of the hub design.'</p>	Noted.	
Nottinghamshire County Council	<p><u>Public Transport</u></p> <p>'New and extended bus routes are supported, including 'bus gate' restrictions within Chetwynd Barracks to allow buses to serve the site and Chilwell without creating rat-runs for drivers. In addition, other bus gate restrictions and the consideration of making Bessell Lane a Bus,</p>	Noted.	

Respondent	Comment Summary	Council Response	Action
	Cycle and Walking restricted road is supported.'		
Nottinghamshire County Council	<p><u>Public Transport</u></p> <p>States that 'early developer contact with the local highway authority is encouraged' and notes that 'any bus service extensions will be subject to the provision of developer funding'.</p>	Noted. The Council will continue to engage with the Local Highways Authority	
Nottinghamshire County Council	<p><u>Public Transport</u></p> <p>Suggests that 'any planning approvals should be subject to a Planning Condition requiring a Public Transport Strategy to be submitted and approved which sets out details of bus services and how developer funding is to be used.'</p>	Noted.	
Nottinghamshire County Council	<p><u>Public Transport</u></p> <p>Hold that the provision of funding contributions including Section 106 Agreements 'will need to be</p>	Noted. This will be a consideration at the planning application stage.	

Respondent	Comment Summary	Council Response	Action
	explored further'.		
Nottinghamshire County Council	<p><u>Rights of Way</u></p> <p>States that 'due attention should be made to the treatment of them in the application for development.'</p>	Agree.	
Nottinghamshire County Council	<p><u>Rights of Way</u></p> <p>Notes that it is important that these are linked to the other networks (inside and outside of the development) and are of a good design that encourages safe and attractive use.'</p>	Agree.	
Nottinghamshire County Council	<p><u>Rights of Way</u></p> <p>States that 'an upgrade of an existing footpath to allow cycling will require additional legal orders.'</p>	Noted.	
Nottinghamshire County Council	<p><u>Rights of Way</u></p> <p>States that 'public rights of way</p>	Noted and agree.	

Respondent	Comment Summary	Council Response	Action
	<p>may need to be diverted to enable building to take place which is a separate legal process to the planning application. Other considerations include the potential upgrade of an existing pedestrian (public footpath) route to one that allows cycling, will also require a separate legal order.'</p>		
<p>Nottinghamshire County Council</p>	<p><u>Rights of Way</u></p> <p>Includes an illustrative plan 'showing 'public rights of way network in the area'. States that 'inaccuracies or misalignments of the routes on a legal diversion may result in two paths being legally recorded and generating further inaccuracies and problems, especially for future house buyers and the sellers.'</p>	<p>Noted.</p>	
<p>Nottinghamshire County Council</p>	<p><u>Heritage</u></p> <p>States that 'the section on page 28 which covers the historic environment is brief and entirely</p>	<p>The Borough Council's GIS includes references to the County Historic Environment Record.</p>	

Respondent	Comment Summary	Council Response	Action
	<p>focused on the Built Environment. There is also no reference to the County Historic Environment Record (HER) being consulted.'</p>		
<p>Nottinghamshire County Council</p>	<p><u>Heritage</u></p> <p>Notes that 'the document does not reference any written assessment of built heritage assets at the Chetwynd site and the HER has not received a copy of any such document.'</p>	<p>As Chetwynd Barracks is an active MOD base, many of the assets may not have been previously recorded.</p>	
<p>Nottinghamshire County Council</p>	<p><u>Heritage</u></p> <p>States that 'page 28 identifies 6 buildings through photographs as heritage assets worthy of retention and they are marked 1-6 on the accompanying map. There is also another building marked as an asset, which remains unidentified. There are also subterranean military heritage assets identified but again with no details as to any assessment of its significance.'</p>	<p>Noted.</p>	<p>The plan has been updated accordingly.</p>

Respondent	Comment Summary	Council Response	Action
Nottinghamshire County Council	<p><u>Heritage</u></p> <p>The HER points ‘to a garden city type layout of the barracks housing’, response recommends ‘that consideration is also given to the role this plays in the wider setting and context of the heritage assets.’</p>	Noted.	
Nottinghamshire County Council	<p><u>Heritage</u></p> <p>Notes that ‘as with the barracks, there is no reference to any written assessment of the railway site or the village of Toton.’</p>	Noted.	
Nottinghamshire County Council	<p><u>Heritage</u></p> <p>States that ‘the HER identifies a historic village core in Toton and the statement in the masterplan is contradictory to the emerging Neighbourhood Plan which is identifying built assets within the village. It is recommended that those assets are considered and</p>	Noted.	

Respondent	Comment Summary	Council Response	Action
	<p>the HER would be happy to aid in the assessment of these using tested survey methods.'</p>		
<p>Nottinghamshire County Council</p>	<p><u>Heritage</u></p> <p>Notes that 'both sites have a specific interest as a military base and railway siding. It is strongly recommended that a study is carried out to assess them by people or an organisation with knowledge and experience of these monument types with building types being considered within a national context in terms of rarity and survival.'</p>	<p>Noted.</p>	
<p>Nottinghamshire County Council</p>	<p><u>Heritage</u></p> <p>States that 'Any existing assessments of the heritage assets should be referenced within the document to support the statements made; a copy should also be provided to the HER to enable us to create more accurate records or made available in the appendix.'</p>	<p>Noted.</p>	

Respondent	Comment Summary	Council Response	Action
Nottinghamshire County Council	<p><u>Heritage</u></p> <p>Holds that the SPD 'should also consider archaeological potential which is omitted entirely from the document'.</p>	Archaeological investigations will be carried out at the planning application stage.	
Nottinghamshire County Council	<p><u>Built Heritage</u></p> <p>Considers that 'the need for a proper and detailed examination of the heritage significance of both sites covered by the SPD is crucial to the correct delivery of the stated aims of the SPD as presented in October 2021.'</p>	This will be carried out at the planning application stage.	
Nottinghamshire County Council	<p><u>Build Heritage</u></p> <p>Notes that 'the NPPF will require professional investigation, reflective of each site's potential heritage significance, as and when development proposals come forward. It is appropriate for the SPD to identify this, and to clarify the requirements of pre-development Heritage</p>	Noted.	



Respondent	Comment Summary	Council Response	Action
	Impact Assessments, especially when heritage interest has been identified but not examined, as in this case.'		
Nottinghamshire County Council	<p><u>Built Heritage</u></p> <p>Is pleased 'to see the images of the Chetwynd site used throughout the October document'.</p>	Noted.	
Nottinghamshire County Council	<p><u>Built Heritage</u></p> <p>States that the SPD 'would be a far more useful document' if it has examined things such as 'green spaces, parks, existing buildings and monuments, road layouts and urban tree coverage' and their 'individual and collective value to the character and the future appearance of the site'.</p>	The Council considers that these elements have been examined.	
Nottinghamshire County Council	<p><u>Archaeology</u></p> <p>States that 'there is need for a</p>	Historic Environment investigations will be carried	

Respondent	Comment Summary	Council Response	Action
	<p>proper and detailed assessment of the historic environment and heritage significance. No mention is made in the consultation document to the archaeological resource or potential for the sites.'</p>	<p>out at the planning application stage.</p>	
<p>Nottinghamshire County Council</p>	<p><u>Archaeology</u></p> <p>States that 'a thorough assessment is necessary to mitigate risk. Such an assessment would need to combine information from the HER with landscape and topographic analysis, as well as map regression.'</p>	<p>Noted.</p>	
<p>Nottinghamshire County Council</p>	<p><u>Minerals</u></p> <p>Advises that there 'are no safeguarding concerns in respect to this site and the County Council does not wish to raise any objections to the proposal from a mineral's perspective.'</p>	<p>Noted.</p>	

Respondent	Comment Summary	Council Response	Action
Nottinghamshire County Council	<p><u>Waste</u></p> <p>States that 'there are no existing waste sites within the vicinity of the site whereby the proposed development could cause an issue in terms of safeguarding existing waste management facilities.'</p>	Noted.	
Nottinghamshire County Council	<p><u>Waste</u></p> <p>Notes that 'it would be useful for the application to be supported by a waste audit'.</p>	Noted.	
Derbyshire County Council	<p>Although HS2 will no longer be coming to Toton, the Government are still 'clear that the regeneration planned at Toton will need effective transport links such as a station for local/regional services'.</p>	Noted.	
Derbyshire County Council	<p>Notes that 'the IRP still proposes that a station hub should be established'. Therefore 'many of the</p>	Agree.	

Respondent	Comment Summary	Council Response	Action
	principles' established in the Masterplan are still 'highly relevant'.		
Derbyshire County Council	Supports the scale of housing and employment land identified and notes that the provision of 4,500 new homes and the creation on 6,000 new jobs will 'contribute significantly to meeting the future housing and employment requirements of Broxtowe Borough and the wider area of Greater Nottingham'.	Noted.	
Derbyshire County Council	Is supportive of the strategic locations for growth.	Noted.	
Derbyshire County Council	Considers that the Chetwynd Barracks site is situated in a very sustainable location and 'would be well located to take advantage of the recent opening of the NET extension'.	Agree.	
Derbyshire County Council	Regarding the Toton site, the response notes that 'the broad area of the site would form a	Agree.	

Respondent	Comment Summary	Council Response	Action
	logical urban extension to the existing large area of residential development in Toton to the south of the allocation and west and north-east of the B6003 Stapleford Lane’.		
Derbyshire County Council	States that as ‘much of the area of land included in the allocation is Green Belt land, it is an important consideration in the design of the scheme that significant areas of landscaping and open space should be incorporated to ensure that the separation of the separation of the urban areas...are maintained’.	Agree.	
Derbyshire County Council	States that the Toton site is ‘well placed to facilitate good connectivity with the wider surrounding area’.	Noted.	
Derbyshire County Council	Broadly supports the ‘key development principles road locations for development land uses; design principles for future development; and the transport	Noted.	

Respondent	Comment Summary	Council Response	Action
	and green infrastructure networks needed to support development including linkages to the surrounding area’.		
Derbyshire County Council	Considers that the broad design and layout of the masterplan area has been ‘well conceived and appropriately seeks to maximise the connectivity of the two strategic sites’.	Agree.	
Derbyshire County Council	Notes that ‘this is a unique opportunity to create a new large carbon zero sustainable community, which is appropriately set out in the Vision and design principles’.	Agree.	
Derbyshire County Council	Welcomes and supports ‘the provision of an extensive network of green infrastructure and open space’ and states that these should be appropriately planned to maintain the identity of surrounding settlements.	Noted.	

Respondent	Comment Summary	Council Response	Action
Derbyshire County Council	'The location of the two key employment areas are well positioned to be within relatively close proximity to residents in the settlements of Long Eaton and Sandiacre, which is fully supported'.	Noted.	
Derbyshire County Council	States that 'proposals will clearly both generate significant movements of people and bring about large changes in travel behaviours across all modes of transport over a wide catchment area.'	Noted.	
Derbyshire County Council	States that 'Whilst generally supportive of the scheme, it is clearly both complementary to and tied up with the (previously) proposed East Midlands Hub Station.'	Agree.	
Derbyshire County Council	Considers that the 'proposed improvements to local public transport connections will improve access to Derby and Nottingham's city centres for adjacent	Agree.	

Respondent	Comment Summary	Council Response	Action
	communities’.		
Derbyshire County Council	Regards that the proposals ‘will provide improved connectivity and accessibility to local, regional, and national destinations whilst providing a sense of place.’	Noted.	
Derbyshire County Council	Notes that the Education proposals ‘should ensure that the primary and secondary school place needs of the masterplan are appropriately met within the site should have no impact on school place provision within the adjoining Local Education Authority in Derbyshire.’	Noted.	
Derbyshire County Council	Welcomes ‘the opportunity to engage in ongoing discussions with Nottinghamshire County Council and Broxtowe Borough Council on this [Education] as proposals for the schools on the site are progressed’.	Noted.	



Respondent	Comment Summary	Council Response	Action
Erewash Borough Council	'Welcome the proposals for green infrastructure along the River Erewash boundary with Erewash Borough'.	Noted.	
Erewash Borough Council	Supports the 'proposals for new pedestrian crossings of the Erewash Canal to improve east-west connectivity between Long Eaton...and Toton'.	Noted.	
Erewash Borough Council	Anticipate that the proposals of the IRP will 'require a review of the business case for any extension of the NET Tram network into Erewash Borough'.	Noted.	
Unite Nottingham Retired Members	<u>Accommodation</u> States that housing for the elderly should have provision for 2 bedrooms; should have the latest safeguarding devices installed; and have an associated green oasis.	Noted.	

Respondent	Comment Summary	Council Response	Action
Unite Nottingham Retired Members	<p><u>Health Centre</u></p> <p>Considers that the centre should be within easy distance of elderly housing and have the provision of GP services with associated wellbeing facility such as dentistry.</p>	Noted.	
Unite Nottingham Retired Members	<p><u>Bus Travel</u></p> <p>Would like bus stops to have a shelter and have a service that links with inter-city buses, railway station, and the city centre'.</p>	Noted.	
Ramblers Association	<p>Feel that many questions which were put forward in the October/November 2020 Consultation have been unanswered.</p>	Noted.	
Ramblers Association	<p>The IRP decision to no longer have HS2 at Toton also leaves a number of questions which need to be answered.</p>	Noted.	<p>Additional text included in response to the IRP, the rationale for the development and the potential for a railway station at Toton.</p>

Respondent	Comment Summary	Council Response	Action
Ramblers Association	Have major concerns in respect to many issues regarding the Countryside (which were raised during 2020 Consultation).	Noted.	
Ramblers Association	Stresses the importance that there is a 'clear picture in how the green countryside infrastructure will be protected and enhanced.'	Noted.	
Ramblers Association	Emphasises the importance of 'full protection to the rights of way network, no dead ended rights of way leaving the ROW user to have to access dangerous roads'.	Noted.	
Ramblers Association	Are 'particularly pleased to see there has been a large public concern about this Masterplan from the local community'.	Noted.	
Ramblers Association	Would like to be 'fully involved in all aspects of the Masterplan' and 'welcome a full site visit'.	Noted.	

Respondent	Comment Summary	Council Response	Action
The Coal Authority	Confirm no specific comments.	N/A	
Historic England	Do not wish to offer any comments.	N/A	
Natural England	Do not wish to provide specific comments. However, advise to consider issues such as Green Infrastructure, Biodiversity Enhancement, Landscape Enhancement, Strategic Environmental Assessment / Habitats Regulations Assessment; as well as other design features.	Noted.	The Council has considered these issues and the SPD has been screened for SEA / HRA and Natural England, Historic England and the Environment Agency have been consulted. All three consultation bodies agreed that an SEA / HRA was not required.
Environment Agency	<u>Flood Risk</u> Details how development should take account of flood risk measures/climate change allowances.	Noted.	
Environment Agency	<u>Flood Risk</u>	Noted.	

Respondent	Comment Summary	Council Response	Action
	<p>Would welcome proposals to create space for flood waters within the development site.</p>		
<p>Environment Agency</p>	<p><u>Flood Risk</u></p> <p>Development should look at opportunities to support the maintenance of the existing flood defences in the area.</p>	<p>Noted.</p>	
<p>Environment Agency</p>	<p><u>Flood Risk</u></p> <p>Note that any works on or within 8m of the flood defences on site or the River Erewash will require a flood risk activity permit.</p>	<p>Noted.</p>	
<p>Environment Agency</p>	<p><u>Ground water and Contaminated Land</u></p> <p>Given Chetwynd's current and previous use future development will need to demonstrate that contamination risks will be adequately addressed through the course of the development.</p>	<p>Noted.</p>	

Respondent	Comment Summary	Council Response	Action
Environment Agency	<p><u>Biodiversity Net Gain</u></p> <p>Welcomes that the document highlights the opportunity to provide biodiversity net gain.</p>	Noted.	
Environment Agency	<p><u>Biodiversity Net Gain</u></p> <p>Opportunities for the enhancement of the River Erewash corridor should also be incorporated within section 3.39.</p>	Noted.	
Environment Agency	<p><u>Biodiversity Net Gain</u></p> <p>State that whilst HS2 is now not proposed to be at Toton, would strongly encourage the SPD to include the requirement of a wildlife corridor through the creation of new habitats and other wider environmental enhancements such as opportunities to reduce flood risk and improve water quality.</p>	Noted.	
Environment Agency	<p><u>Biodiversity Net Gain</u></p>	This is something which	

Respondent	Comment Summary	Council Response	Action
	<p>Would encourage that the SPD asks future developers to provide for a minimum of 20% biodiversity net gain across the site.</p>	<p>may be considered through the Local Plan review.</p>	
<p>Environment Agency</p>	<p><u>Biodiversity Net Gain</u></p> <p>State that green corridors proposed within the development site should be designed to provide additional habitat and also work as wildlife habitat corridors and that areas within and connecting to the floodplain of the River Erewash should look to provide enhanced habitat through the creation of habitats.</p>	<p>Noted.</p>	
<p>Environment Agency</p>	<p><u>Biodiversity Net Gain</u></p> <p>Regards that there appears to be a lack of east-west habitat and green infrastructure linkages through the northern part of the development (Toton North, South and East character area sections 1,2 &amp; 3).</p>	<p>Noted.</p>	

Respondent	Comment Summary	Council Response	Action
Environment Agency	<p><u>Biodiversity Net Gain</u></p> <p>Would welcome discussions to inform potential off-site habitat enhancement along the River Erewash.</p>	Noted.	
Environment Agency	<p><u>Water infrastructure and Water Efficiency</u></p> <p>Notes that the SPD must consider the potential impact development can have on the water environment, and how policy would seek to mitigate this.</p>	Noted.	
Environment Agency	<p><u>Water infrastructure and Water Efficiency</u></p> <p>Notes that development and growth must not impact upon the quality of watercourses in the area.</p>	Noted and agree.	
Environment Agency	<u>Water infrastructure and Water</u>	Noted.	



Respondent	Comment Summary	Council Response	Action
	<p><u>Efficiency</u></p> <p>States that plans should show consideration in consultation with the incumbent water company to ensure the sewerage infrastructure and sewage treatment works have the capacity to accept and treat the additional effluent to a suitable quality standard.</p>		
Environment Agency	<p><u>Water infrastructure and Water Efficiency</u></p> <p>Notes that growth should not result in an increase in the frequency or duration of spills from overflows within the downstream sewer network.</p>	Noted.	
Environment Agency	<p><u>Water infrastructure and Water Efficiency</u></p> <p>Recommend that the SPD should include a requirement for all new residential development to meet the tighter water efficiency measures of 110 litres</p>	Noted. This would be considered within the Local Plan review.	

Respondent	Comment Summary	Council Response	Action
	per person per day as found in Part G of Schedule 1 to the Building Regulations 2010.		
Severn Trent	Supportive of the approach to de-culvert the watercourse running along the southern boundary of the site.	Noted.	
Severn Trent	Note that part of the site is detailed to be at risk from flooding and recommend that any critical sewerage infrastructure is designed to be flood resilient and, where possible, located outside of flood risk.	Noted.	
Severn Trent	Supportive of the approach to progress towards Net-Zero carbon.	Noted.	
Office of Rail and Road	Has no comments.	N/A	
Erewash Riders Association	Request that the public rights of way (both footpaths and bridleways) currently within and	Noted.	Plans within the document have been amended to show bridleways.

Respondent	Comment Summary	Council Response	Action
	<p>abutting the site are retained as well as additional bridleways. Also request additional features including a Pegasus crossing and an off-road link.</p>		
DB Cargo (First Plan)	<p>Welcome the amendments and clarifications that have been made as a result of representations made and follow up discussions.</p>	Noted.	
DB Cargo (First Plan)	<p>Note that it is the intention of DB Cargo to remain at the site for the foreseeable future.</p>	Noted.	
The Toton & Chilwell Neighbourhood Forum	<p>References throughout the need to review sections and elements following the IRP.</p>	<p>The SPD has been reviewed as a result of the IRP.</p>	<p>Additional text included in response to the IRP, the rationale for the development and the potential for a railway station at Toton.</p>
The Toton & Chilwell Neighbourhood Forum	<p><u>Relationship to Other Plans section</u> Suggest that the SPD be</p>	<p>Work is ongoing on a separate design code by the East Midlands Development Corporation.</p>	

Respondent	Comment Summary	Council Response	Action
	expanded to become a Design Code.		
The Toton & Chilwell Neighbourhood Forum	<p><u>Relationship to Other Plans section</u></p> <p>Community hub could be better placed at the heart of Chetwynd Barracks.</p>	Noted.	
The Toton & Chilwell Neighbourhood Forum	<p><u>Relationship to Other Plans section</u></p> <p>States that the 'Relationship to Other Plans' section 'needs now to acknowledge that the Local Plan's proposals for the Toton Strategic Location for Growth are now outdated.'</p>	Disagree. The Local Plan policy remains in force until reviewed or withdrawn by the Council.	
The Toton & Chilwell Neighbourhood Forum	<p><u>Relationship to Other Plans section</u></p> <p>States that revisions are required to reflect national funding and it should be noted how the SPD responds to Local and National policy.</p>	The Council considers that the SPD does respond to Local and National Policy. National funding is continually evolving.	

Respondent	Comment Summary	Council Response	Action
The Toton & Chilwell Neighbourhood Forum	<p><u>Relationship to Other Plans section</u></p> <p>Regards that 'language used undermines the authority of the CTTCNF's Neighbourhood Plan'.</p>	Noted.	Paragraph 1.41 amended to set out the relationship between the Neighbourhood Plan and the SPD.
The Toton & Chilwell Neighbourhood Forum	<p><u>Relationship to Other Plans section</u></p> <p>Notes that the 'lack of reference' to the community-led masterplan created for the Chetwynd Barracks 'undermines the claim that this masterplan is grounded in local aspirations for the sites'.</p>	Disagree. Consider that the SPD reflects local aspirations and provides the framework for future development proposals on the sites.	
The Toton & Chilwell Neighbourhood Forum	<p><u>Relationship to Other Plans section</u></p> <p>States that the picture of the site 'could show neighbourhood masterplan instead'.</p>	Noted. Consider that the pictures used are appropriate for providing context in this section.	
The Toton & Chilwell Neighbourhood Forum	<p><u>Community and Stakeholder Engagement section</u></p>	This is included in the Consultation Statement.	

Respondent	Comment Summary	Council Response	Action
	<p>Holds that 'it would strengthen this section to have a summary of issues specifically from the stakeholders.'</p>		
<p>The Toton &amp; Chilwell Neighbourhood Forum</p>	<p><u>Community and Stakeholder Engagement section</u></p> <p>States that it would be beneficial to reference other masterplans set forward by the DIO and CTCNF.</p>	<p>Noted. The Borough Council's Planning Policy Team has not had sight of the Neighbourhood Forum's masterplan.</p>	
<p>The Toton &amp; Chilwell Neighbourhood Forum</p>	<p><u>Community and Stakeholder Engagement section</u></p> <p>Notes that there is 'good overall numbers of engagement'.</p>	<p>Agree.</p>	
<p>The Toton &amp; Chilwell Neighbourhood Forum</p>	<p><u>Summary of Constraints section</u></p> <p>States that the 'chapter is well crafted' but regards that 'the topic of land contamination is introduced and presented as a constraint without mentioning the</p>	<p>This would be considered at the planning application stage.</p>	

Respondent	Comment Summary	Council Response	Action
	implications of such site conditions on future development proposals’.		
The Toton & Chilwell Neighbourhood Forum	<p><u>Summary of Constraints section</u></p> <p>Holds that ‘constraints and opportunities are described clearly with the support of good graphics’.</p>	Agree.	
The Toton & Chilwell Neighbourhood Forum	<p><u>Summary of Constraints section</u></p> <p>Notes that ‘existing heritage assets are not identified as a constraint but are key’. In addition to this the response indicates that Green Infrastructure should be recorded as a constraint.</p>	The Council considers both heritage and green infrastructure assets to be an opportunity rather than a constraint.	
The Toton & Chilwell Neighbourhood Forum	<p><u>Vision and Principles section</u></p> <p>Notes that the vision in 3.2 ‘needs to be reviewed and adjusted to new rail plans’ and a ‘different set of opportunities and constraints will need to be</p>	Disagree. The aspirations for the site are that it should be very well-connected irrespective of HS2.	

Respondent	Comment Summary	Council Response	Action
	considered for the development' of both Toton and Chetwynd Barracks.		
The Toton & Chilwell Neighbourhood Forum	<p><u>Vision and Principles section</u></p> <p>States that paragraph 3.5 'could state the intended architectural character and styles to be delivered' and states the importance of Design Codes.</p>	The Council shares the view in relation to Design Codes which is why the East Midlands Development Corporation is working on a draft Design Code document for the site.	
The Toton & Chilwell Neighbourhood Forum	<p><u>Vision and Principles section</u></p> <p>States that 'development will no longer provide connections' mentioned in paragraph 3.7.</p>	Noted. Minor amendment to paragraph made.	'Unparalleled' has been amended to 'excellent'.
The Toton & Chilwell Neighbourhood Forum	<p><u>Creating a Net-zero Community section</u></p> <p>Notes that there is opportunity for additional details to be included in a number of paragraphs in this section.</p>	Noted. The text has been expanded.	Wording of Net Zero Carbon section has been reviewed and expanded.



Respondent	Comment Summary	Council Response	Action
The Toton & Chilwell Neighbourhood Forum	<p><u>Creating a Net-zero Community section</u></p> <p>Regards that ‘advantages and disadvantages need to be made clear throughout the document to give a transparent and unbiased review of the masterplan ambitions’.</p>	Noted. The text has been expanded.	Wording of Net Zero Carbon section has been reviewed and expanded.
The Toton & Chilwell Neighbourhood Forum	<p><u>Creating a Net-zero Community section</u></p> <p>States that the diagrams are clear but ‘carbon emissions needs to consider Embodied Carbon in scope 1&amp;3’.</p>	Noted.	Wording of Net Zero Carbon section has been reviewed and expanded.
The Toton & Chilwell Neighbourhood Forum	<p><u>Creating a Net-zero Community section</u></p> <p>Holds that the ‘document should demonstrate realistic strategic not generic objectives’.</p>	The Council is of the view that the document does include realistic strategic objectives.	
The Toton & Chilwell Neighbourhood Forum	<p><u>Development Principles for Toton and Chetwynd Barracks section</u></p>	Agree.	

Respondent	Comment Summary	Council Response	Action
	<p>States that 'these ambition pages work well to summarise and present the 8 principles in a concise and general way'.</p>		
<p>The Toton &amp; Chilwell Neighbourhood Forum</p>	<p><u>Development Principles for Toton and Chetwynd Barracks section</u></p> <p>Regards that 'a detailed definition of net-zero is crucial'.</p>	<p>Agree. The implementation of net-zero continues to evolve.</p>	
<p>The Toton &amp; Chilwell Neighbourhood Forum</p>	<p><u>Development Principles for Toton and Chetwynd Barracks section</u></p> <p>'Suggest a diagram should be used to show the pros and cons of delivering the net-zero community goals highlighted in the SPD'.</p>	<p>Noted.</p>	
<p>The Toton &amp; Chilwell Neighbourhood Forum</p>	<p><u>Development Principles for Toton and Chetwynd Barracks section</u></p>	<p>Noted.</p>	

Respondent	Comment Summary	Council Response	Action
	<p>Regards that the 'architecture and urban environment should be mentioned as key factors'.</p>		
<p>The Toton &amp; Chilwell Neighbourhood Forum</p>	<p><u>Fixes &amp; Policies Plan</u></p> <p>States that 'the document does not present the lack of a neighbourhood centre as an essential fix' and goes on to note the importance of providing a 'new heart for the area'.</p>	<p>Noted.</p>	
<p>The Toton &amp; Chilwell Neighbourhood Forum</p>	<p><u>Fixes &amp; Policies Plan</u></p> <p>Regards that it 'would be important to state factors such as the poor street environment'.</p>	<p>The Council is unsure what is meant by 'poor street environment' in this context.</p>	
<p>The Toton &amp; Chilwell Neighbourhood Forum</p>	<p><u>Fixes &amp; Policies Plan</u></p> <p>Notes that the site's topography 'may cause future concerns in the design of new development' and infers that this therefore should be included as a 'key fix'.</p>	<p>Noted. The topography of the site is considered within a number of parts of the SPD.</p>	

Respondent	Comment Summary	Council Response	Action
The Toton & Chilwell Neighbourhood Forum	<p><u>Fixes &amp; Policies Plan</u></p> <p>States that 'the heritage buildings identified on the map will require strategies for retention and refurbishment'.</p>	This would be a matter to be considered at planning application stage.	
The Toton & Chilwell Neighbourhood Forum	<p><u>Fixes &amp; Policies Plan</u></p> <p>States that 'the provision of new homes is presented as a policy requirement but this needs further constraint to starter and downsizer homes to balance the prevalence of large properties in the area'.</p>	The exact type of homes will be considered at the planning application stage.	
The Toton & Chilwell Neighbourhood Forum	<p><u>Layer: Green Infrastructure Section</u></p> <p>Considers that this section 'presents a clear and appropriate approach'.</p>	Agree.	
The Toton & Chilwell Neighbourhood Forum	<p><u>Layer: Green Infrastructure Section</u></p>	Noted. The SPD provides a clear approach in respect of	Additional text added in respect of green corridors.

Respondent	Comment Summary	Council Response	Action
	<p>Notes that 'Green corridors need clear designation of purpose' and 'currently no green corridors in the barracks are designated wildlife corridors' which 'limits each green space's value for wildlife'.</p>	<p>green infrastructure including the functions of the infrastructure and how they should integrate with development.</p>	
<p>The Toton &amp; Chilwell Neighbourhood Forum</p>	<p><u>Layer: Green Infrastructure Section</u></p> <p>Suggest 'the addition of walking distances' on the map and 'making clear the widths &amp; other requirements of the different types of green corridor'.</p>	<p>Detailed considerations will take place at the planning application stage.</p>	
<p>The Toton &amp; Chilwell Neighbourhood Forum</p>	<p><u>Layer: Movement section</u></p> <p>'Do not consider the additional in-line junction with A52 proposed to be sufficient to meet the principles of reduced congestion'.</p>	<p>Technical work is ongoing.</p>	
<p>The Toton &amp; Chilwell Neighbourhood Forum</p>	<p><u>Layer: Movement section</u></p>	<p>Technical work is ongoing.</p>	

Respondent	Comment Summary	Council Response	Action
	States that 'the implementation of this policy seems to disproportionately reduce Chilwell's access to the A52'.		
The Toton & Chilwell Neighbourhood Forum	<p><u>Layer: Movement section</u></p> <p>Considers that 'little regard has been given to topography of pedestrian routes'.</p>	Disagree. Topography was considered as part of the movement framework plan.	
The Toton & Chilwell Neighbourhood Forum	<p><u>Layer: Movement section</u></p> <p>Notes that 'the proposed in-line roundabout paired with significant development is likely to increase congestion on and getting onto the A52'. Puts forward that 'a single raised route over the A52 with slip lane access could accommodate the greater demand'.</p>	Technical work is ongoing.	
The Toton & Chilwell Neighbourhood Forum	<p><u>Layer: Movement section</u></p> <p>Regards that the key could be simplified 'by excluding unused</p>	The plans have been reviewed although the 'pedestrian crossing arrow' is in use.	

Respondent	Comment Summary	Council Response	Action
	items such as pedestrian crossing arrow.'		
The Toton & Chilwell Neighbourhood Forum	<p><u>Layer: Movement section</u></p> <p>On the diagram, the response holds that 'vehicle access at this point would further congest Stapleford Lane and damage the safety of a primary potential walking and cycling link'.</p>	Noted. Technical work is ongoing.	
The Toton & Chilwell Neighbourhood Forum	<p><u>Layer: Movement section</u></p> <p>States that if a station is provided on the sidings site, 'it would make sense to co-locate park and ride services for NET'.</p>	Noted.	
The Toton & Chilwell Neighbourhood Forum	<p><u>Layer: Movement section</u></p> <p>States that the 'East Midlands hub station needs re-labelling and redesigning to be appropriate for local services only. A primary road should also be provided linking directly to the A52'.</p>	Agree.	The plans have been updated accordingly.

Respondent	Comment Summary	Council Response	Action
The Toton & Chilwell Neighbourhood Forum	<p><u>Layer: Movement section</u></p> <p>Considers that 'opportunities to create active transport links into office park and housing to South and East of Chetwynd Barracks are missed'.</p>	Noted.	Additional text added to refer to a proposal for a southern access point for the Chetwynd South character area.
The Toton & Chilwell Neighbourhood Forum	<p><u>Layer: Movement section</u></p> <p>States that 'proposed secondary roads perpendicular to slope are not ideal for active transport'.</p>	Noted. Technical work is ongoing.	
The Toton & Chilwell Neighbourhood Forum	<p><u>Layer: Movement section</u></p> <p>States that 'few tertiary roads proposed for Chetwynd South implying large format development inappropriate for the suburban- urban setting'.</p>	Noted.	
The Toton & Chilwell Neighbourhood Forum	<p><u>Layer: Movement section</u></p> <p>Regards that 'new roads adjacent to and link road through</p>	Technical work is ongoing.	



Respondent	Comment Summary	Council Response	Action
	the woods at the end of Welbeck gardens will damage habitats there’.		
The Toton & Chilwell Neighbourhood Forum	<p><u>Layer: Movement section</u></p> <p>Regarding the text - ‘primary vehicular access to the East Midlands Hub station from new junctions from the A52’ – response states that ‘this would still be required with a smaller station in this location but is not shown in the Transport Layer map. ‘Only secondary connections are shown’.</p>	The SPD has been reviewed as a result of the IRP.	Additional text included in response to the IRP, the rationale for the development and the potential for a railway station at Toton.
The Toton & Chilwell Neighbourhood Forum	<p><u>Layer: Movement section</u></p> <p>States that ‘existing low-grade industrial facilities on Bessell Lane are not necessarily conducive to the proposed new development so protection of them should be carefully considered’.</p>	Noted.	
	<u>Layer: Movement section</u>	Noted.	

Respondent	Comment Summary	Council Response	Action
The Toton & Chilwell Neighbourhood Forum	Regards that 'opportunity to upgrade Bessell Lane as primary link for the station to the A52 is missed'.		
The Toton & Chilwell Neighbourhood Forum	<p><u>Layer: Movement section</u></p> <p>Holds that the SPD document does not 'successfully incorporate' a number of connectivity elements into its design and layout.</p>	Disagree. Consider that the SPD adequately considers connectivity elements into its design and layout.	
The Toton & Chilwell Neighbourhood Forum	<p><u>Layer: Movement section</u></p> <p>Notes that 'care must be taken that active transport infrastructure does not unduly compromise habitats &amp; biodiversity'.</p>	Agree.	
The Toton & Chilwell Neighbourhood Forum	<p><u>Layer: Movement section</u></p> <p>Notes that 'creation of new roads should be considered' as some roads would need substantial</p>	Technical work is ongoing.	

Respondent	Comment Summary	Council Response	Action
	upgrades.		
The Toton & Chilwell Neighbourhood Forum	<u>Layer: Movement section</u> States that 'hot-spots need identifying and addressing specifically'.	This would be a matter for Nottinghamshire County Council as part of the planning application process.	
The Toton & Chilwell Neighbourhood Forum	<u>Layer: Movement section</u> 'Consider proposed upgrades insufficient to handle proposed development'.	This would be a matter for Nottinghamshire County Council as part of the planning application process.	
The Toton & Chilwell Neighbourhood Forum	<u>Layer: Movement section</u> Put forward that 'a single new separated junction and overpass at the existing Bardills Island would be a stronger option'.	Technical work is ongoing.	
The Toton & Chilwell Neighbourhood Forum	<u>Layer: Movement section</u> States that 'utilising the site of the existing George Spencer academy which is subtended by the A52 the existing topography	Noted.	

Respondent	Comment Summary	Council Response	Action
	would make an overpass simpler to deliver'		
The Toton & Chilwell Neighbourhood Forum	<p><u>Layer: Movement section</u></p> <p>Opposes link road from Stapleford Lane to potentially opposite Woodstock Road. Holds that 'a connecting Road from Northfield Close to Stapleford Lane should be considered as an alternative'.</p>	Technical work is ongoing.	
The Toton & Chilwell Neighbourhood Forum	<p><u>Street Typologies section</u></p> <p>States that 'definition of roads through green belt areas with no development required'. The response indicates that the link road should be considered differently to the Boulevards.</p>	Noted. Technical work is ongoing.	
The Toton & Chilwell Neighbourhood Forum	<p><u>Street Typologies section</u></p> <p>Holds that 'maximum gradients for each type of street should be added to their descriptions'.</p>	Disagree. The SPD needs to be a flexible framework.	

Respondent	Comment Summary	Council Response	Action
The Toton & Chilwell Neighbourhood Forum	<p><u>Street Typologies section</u></p> <p>States that 'care should be taken to ensure neighbourhood streets are safe for the visually impaired'.</p>	Agree.	
The Toton & Chilwell Neighbourhood Forum	<p><u>Street Typologies section</u></p> <p>Regards that 'alternative options to on street parking may be worth mentioning'.</p>	A parking strategy will be considered as part of the planning application process. The Council will include this to the previous paragraph.	
The Toton & Chilwell Neighbourhood Forum	<p><u>Street Typologies section</u></p> <p>Suggest moving reference to Bus Gates to previous paragraph (3.72).</p>	Agree.	The reference to Bus Gates has been moved to previous paragraph.
The Toton & Chilwell Neighbourhood Forum	<p><u>Street Typologies section</u></p> <p>States that 'developers will require clarity as to the appropriate numbers of car, bicycle and electric car parking places and bus stops'.</p>	Specific issues would be considered at the planning application stage. A parking strategy will be part of the planning application process.	

Respondent	Comment Summary	Council Response	Action
The Toton & Chilwell Neighbourhood Forum	<p><u>Spatial Framework section</u></p> <p>Notes that 'proposals could retain more green space'.</p>	The Council feels that the SPD has sufficient provision for green space.	
The Toton & Chilwell Neighbourhood Forum	<p><u>Spatial Framework section</u></p> <p>States 'up and over junction with A52 on George Spencer site needs considering'.</p>	Noted.	
The Toton & Chilwell Neighbourhood Forum	<p><u>Spatial Framework section</u></p> <p>States 'no Primary road provided to access new station'.</p>	Technical work is ongoing.	
The Toton & Chilwell Neighbourhood Forum	<p><u>Spatial Framework section</u></p> <p>Considers that 'not enough attention has been paid to topography when designing the transport infrastructure'.</p>	Technical work is ongoing.	
	<u>Spatial Framework section</u>	Noted. Technical work is	

Respondent	Comment Summary	Council Response	Action
The Toton & Chilwell Neighbourhood Forum	Holds that 'current plans segregate existing communities in Chilwell by providing limited vehicle access into Chetwynd through to Toton and onto the A52'.	ongoing.	
The Toton & Chilwell Neighbourhood Forum	<p><u>Spatial Framework section</u></p> <p>States that 'the integrated approach of green and transport infrastructure needs to be considered to protect habitats and biodiversity'</p>	Agree.	
The Toton & Chilwell Neighbourhood Forum	<p><u>Spatial Framework section</u></p> <p>State that 'opportunity to introduce additional SUDS and blue infrastructure on the barracks have not been shown on the masterplan'.</p>	Provision of SUDS would be a matter for consideration at the planning application stage.	
The Toton & Chilwell Neighbourhood Forum	<p><u>Spatial Framework section</u></p> <p>States that there are 'insufficient quantitative requirements for the</p>	The Council considers that greater amount of flexibility is required.	

Respondent	Comment Summary	Council Response	Action
	green infrastructure typologies’.		
The Toton & Chilwell Neighbourhood Forum	<p><u>Toton North section</u></p> <p>Holds that the ‘Innovation Campus will positively impact the character of the area’.</p>	Agree.	
The Toton & Chilwell Neighbourhood Forum	<p><u>Toton North section</u></p> <p>Regards that design considerations need updating.</p>	Work is ongoing on a separate design code by the East Midlands Development Corporation.	
The Toton & Chilwell Neighbourhood Forum	<p><u>Toton North section</u></p> <p>Are in favour ‘of the proposed medium-high density for the neighbourhood’ and also ‘encourage the use of any design considerations which integrate the provision of open spaces accessible to all’.</p>	The Council aspires that the provision of open space is accessible to all.	
The Toton & Chilwell Neighbourhood Forum	<p><u>Toton North section</u></p> <p>States that ‘the harsh environment adjacent to A52 needs to be</p>	The Council agrees that walking and cycling routes are key aspects to be delivered.	



Respondent	Comment Summary	Council Response	Action
	<p>converted into pedestrian friendly spaces and routes. To be successful, it should be made clear that walking and cycling routes are key aspects to be delivered’.</p>		
<p>The Toton &amp; Chilwell Neighbourhood Forum</p>	<p><u>Toton North section</u></p> <p>Holds that ‘it is essential to mention specific physical attributes and strategies such as the integration of urban amenities’.</p>	<p>Noted.</p>	
<p>The Toton &amp; Chilwell Neighbourhood Forum</p>	<p><u>Toton South section</u></p> <p>States that ‘references on ways to enhance the character of development could be more specific’.</p>	<p>The SPD is a flexible framework and its role is not to be too specific.</p>	
<p>The Toton &amp; Chilwell Neighbourhood Forum</p>	<p><u>Toton South section</u></p> <p>Holds that ‘residential development of higher densities must be encouraged to ensure that a greater area is preserved</p>	<p>The Council agrees that the provision of green space is important.</p>	

Respondent	Comment Summary	Council Response	Action
	for green space.'		
The Toton & Chilwell Neighbourhood Forum	<p><u>Toton South section</u></p> <p>Considers that the name 'Toton South' is 'confusing' and would encourage instead using the term 'New Toton South' as well as the terms 'New Toton North' and 'New Toton East'.</p>	Disagree. Consider that the existing naming, in conjunction with the plans, is sufficiently clear.	
The Toton & Chilwell Neighbourhood Forum	<p><u>Toton East section</u></p> <p>Holds that 'more mention should be made on the character of physical spaces'.</p>	The SPD is a flexible framework and its role is not to be too specific.	
The Toton & Chilwell Neighbourhood Forum	<p><u>Toton East section</u></p> <p>Regards that 'the proposed housing for the area should also include low-rise flats and potentially bungalows'.</p>	Noted.	
The Toton & Chilwell Neighbourhood Forum	<p><u>Toton East section</u></p> <p>States that there is 'incentive to</p>	Agree.	

Respondent	Comment Summary	Council Response	Action
	retain and maintain local hedgerows’.		
The Toton & Chilwell Neighbourhood Forum	<p><u>Toton East section</u></p> <p>States that ‘when it is mentioned there should be more accessible routes...it must be noted that this will affect the existing green spaces, so it must be mentioned that it will aim not to damage existing green infrastructure on site’</p>	Noted. The SPD includes references to retention and enhancement of existing green spaces.	
The Toton & Chilwell Neighbourhood Forum	<p><u>Toton East section</u></p> <p>Envisages ‘a benefit from creating a link between the road at the end of Chilwell (Field Lane) to the A52’.</p>	Noted. Technical work is ongoing.	
The Toton & Chilwell Neighbourhood Forum	<p><u>Toton East section</u></p> <p>Considers that ‘emphasis should be made on the retention of existing homes on the site’.</p>	Noted. The SPD provides flexibility in respect of existing homes.	

Respondent	Comment Summary	Council Response	Action
The Toton & Chilwell Neighbourhood Forum	<p><u>Chetwynd West section</u></p> <p>States that the diversity of housing types should be increased to protect green space and create a medium level of density.</p>	Noted.	
The Toton & Chilwell Neighbourhood Forum	<p><u>Chetwynd West section</u></p> <p>States that 'new through-road should be designed considering the topography of the site; care should be applied to the positioning of routes'.</p>	Agree. Technical work is ongoing.	
The Toton & Chilwell Neighbourhood Forum	<p><u>Chetwynd West section</u></p> <p>'Would contest that this isn't the most suitable place for a new primary school'.</p>	Noted. The Infrastructure section states: Based on the technical work undertaken in support of this Masterplan, the first primary school could be located in the Chetwynd East or Chetwynd West character areas. As part of any planning application, an assessment should be undertaken of the suitability and deliverability of locating	

Respondent	Comment Summary	Council Response	Action
		the school in both character areas.	
The Toton & Chilwell Neighbourhood Forum	<p><u>Chetwynd West section</u></p> <p>Notes that 'the health centre should be co- located with commercial facilities in Chetwynd East'.</p>	Noted.	
The Toton & Chilwell Neighbourhood Forum	<p><u>Chetwynd West section</u></p> <p>Considers that 'the quantum of development proposed in Chetwynd West will not create a need' for certain new facilities to be added to the area.</p>	Noted.	
The Toton & Chilwell Neighbourhood Forum	<p><u>Chetwynd East section</u></p> <p>Holds that the SPD 'could name some of the heritage buildings to be refurbished and integrated into new developments.'</p>	This would be a matter to be considered at the planning application stage. This would also be appropriate for inclusion within the Neighbourhood Plan.	
	<u>Chetwynd East section</u>	Noted.	

Respondent	Comment Summary	Council Response	Action
The Toton & Chilwell Neighbourhood Forum	'Agree with the proposed residential densities and the conversion of some military buildings to other uses'.		
The Toton & Chilwell Neighbourhood Forum	<p><u>Chetwynd East section</u></p> <p>States that 'amongst the design considerations there should be a referral to the refurbishment of existing homes to current standards of living'.</p>	Noted.	
The Toton & Chilwell Neighbourhood Forum	<p><u>Chetwynd East section</u></p> <p>Holds that provision of new nursery schools is important.</p>	Agree.	
The Toton & Chilwell Neighbourhood Forum	<p><u>Chetwynd East section</u></p> <p>States that 'there is great emphasis on the retention of existing green infrastructure, including the Hobgoblin Wood and Memorial Gardens. The process to achieve successful results, require equal emphasis on exemplary</p>	Noted.	

Respondent	Comment Summary	Council Response	Action
	strategies for the enhancement of adjacent spaces. Such spaces are key to the provision of new accessible routes and the integration of military heritage spaces.'		
The Toton & Chilwell Neighbourhood Forum	<p><u>Chetwynd South section</u></p> <p>States that 'this is an ideal location to put the retirement and elderly residential' typologies of housing.</p>	Noted.	
The Toton & Chilwell Neighbourhood Forum	<p><u>Chetwynd South section</u></p> <p>Suggest 'that density reduces towards the south of the area'.</p>	Noted.	
The Toton & Chilwell Neighbourhood Forum	<p><u>Chetwynd South section</u></p> <p>States that green links and pedestrian routes 'should connect well to the existing green space in Mountbatten Estate and the memorial garden'.</p>	Noted.	

Respondent	Comment Summary	Council Response	Action
The Toton & Chilwell Neighbourhood Forum	<p><u>Chetwynd South section</u></p> <p>Holds that 'the area needs to be better connected with South-East and West and there are good opportunities to add cycle routes and pathways'.</p>	Noted.	
The Toton & Chilwell Neighbourhood Forum	<p><u>Chetwynd South section</u></p> <p>States that 'the site needs better connections with the rest of the area to reduce its isolated positioning'.</p>	Technical work is ongoing.	
The Toton & Chilwell Neighbourhood Forum	<p><u>Toton West section</u></p> <p>States that 'the river Erewash should be included in the map of Toton West'.</p>	Disagree. Consider that the current mapping is consistent with maps for other character areas. More detailed mapping is provided elsewhere.	
The Toton & Chilwell Neighbourhood Forum	<p><u>Toton West section</u></p> <p>Holds that 'the density suggestion is appropriate for this site given its low lying</p>	Agree.	



Respondent	Comment Summary	Council Response	Action
	level'.		
The Toton & Chilwell Neighbourhood Forum	<p><u>Toton West section</u></p> <p>States that 'the siting of the Innovation campus will need to be reconsidered'.</p>	Noted.	
The Toton & Chilwell Neighbourhood Forum	<p><u>Toton West section</u></p> <p>There should be reference to the importance of enhancing and preserving key habitats.</p>	The Borough Council agrees that it would be desirable to retain and enhance key habitats.	
The Toton & Chilwell Neighbourhood Forum	<p><u>Railway Corridor &amp; Toton Fields section</u></p> <p>States that 'enhancements to the nature reserve should not be limited to developer contributions'.</p>	Noted. There is reference to protecting and enhancing natural assets, as well as creating new habitats to ensure biodiversity net gain, as well as supporting local nature recovery and the sequestering of carbon'.	
The Toton & Chilwell Neighbourhood Forum	<p><u>Development Phasing section</u></p> <p>Holds that housing should be provided more quickly.</p>	Noted. The Council would aspire to see housing developed on site as promptly as possible.	

Respondent	Comment Summary	Council Response	Action
The Toton & Chilwell Neighbourhood Forum	<p><u>Development Phasing section</u></p> <p>States that the 'masterplan represents low density development which directly contrasts the wishes of local people'.</p>	Noted.	
The Toton & Chilwell Neighbourhood Forum	<p><u>Development Phasing section</u></p> <p>Advocates modular construction.</p>	Noted.	
The Toton & Chilwell Neighbourhood Forum	<p><u>Development Phasing section</u></p> <p>Emphasizes that 'landscaping and infrastructure should be built first'.</p>	Noted.	
The Toton & Chilwell Neighbourhood Forum	<p><u>Infrastructure Delivery section</u></p> <p>Holds that it is essential to establish green infrastructure links from Toton Field Nature Reserve to Hobgoblin Wood early on.</p>	Noted.	

Respondent	Comment Summary	Council Response	Action
The Toton & Chilwell Neighbourhood Forum	<p><u>Infrastructure Delivery section</u></p> <p>Holds that the 'maximum number of cycle and pedestrian points should be provided prior to build out of the site'.</p>	The Council aspires to provide good cycle and pedestrian connectivity.	
The Toton & Chilwell Neighbourhood Forum	<p><u>Infrastructure Delivery section</u></p> <p>Regards that 'the NET extension is a priority that needs to happen as soon as possible'.</p>	Agree.	
The Toton & Chilwell Neighbourhood Forum	<p><u>Infrastructure Delivery section</u></p> <p>Holds that the relocation of the TMD and active rail use at Toton Sidings 'may need to be brought forward to meet housing supply needs as the barracks sale has been delayed'.</p>	Noted.	
The Toton & Chilwell Neighbourhood Forum	<p><u>Infrastructure Delivery section</u></p> <p>Considers that 'the feasibility for</p>	Technical work is ongoing.	

Respondent	Comment Summary	Council Response	Action
	<p>an over-road separated junction should be considered.</p>		
<p>The Toton &amp; Chilwell Neighbourhood Forum</p>	<p><u>Schools &amp; Healthcare Delivery section</u></p> <p>States that the 'primary school is not at capacity, so this needs to be checked and updated'.</p>	<p>Noted.</p>	
<p>The Toton &amp; Chilwell Neighbourhood Forum</p>	<p><u>Schools &amp; Healthcare Delivery section</u></p> <p>Notes that 'it is more important to site these two schools in the right place later in the development plan to ensure long term efficacy and use.</p>	<p>The exact siting of the schools will be considered at the planning application stage.</p>	
<p>The Toton &amp; Chilwell Neighbourhood Forum</p>	<p><u>Schools &amp; Healthcare Delivery section</u></p> <p>Considers that 'the suggested site in Chetwynd for a new school is far too close to the existing primary school to the existing Chetwynd Primary Academy'.</p>	<p>Noted. As part of any planning application, an assessment should be undertaken of the suitability and deliverability of locating the school in both character areas. The assessment should consider which</p>	

Respondent	Comment Summary	Council Response	Action
		location will result in the best place-making outcomes, ensuring that the facilities can be accessed safely by residents of new properties and the existing surrounding communities.	
The Toton & Chilwell Neighbourhood Forum	<p><u>Schools &amp; Healthcare Delivery section</u></p> <p>Notes that 'it makes sense for the primary school (in Toton South) to be developed in tandem with development'.</p>	Noted.	
The Toton & Chilwell Neighbourhood Forum	<p><u>Schools &amp; Healthcare Delivery section</u></p> <p>Suggests 'the George Spencer Academy moves, and in the process of moving, it should be situated on a site where it has space to expand.'</p>	Noted. A range of options will need to be considered, including the potential expansion of existing secondary schools or new provision.	
The Toton & Chilwell Neighbourhood Forum	<p><u>Schools &amp; Healthcare Delivery section</u></p>	Noted.	

Respondent	Comment Summary	Council Response	Action
	Suggests that the 'Health Centre should co- locate with the new local centre in Chetwynd East.		
The Toton & Chilwell Neighbourhood Forum	<p><u>Schools &amp; Healthcare Delivery section</u></p> <p>Holds that there 'is potential for a (temporary) community facility in Toton South to provide for the first phase of development'.</p>	Noted.	
The Toton & Chilwell Neighbourhood Forum	<p><u>Community Facilities, Stewardship &amp; Meanwhile Uses section</u></p> <p>Regards that the local centre for Chetwynd 'should be in Chetwynd East, not South in order to connect the area to Chilwell'.</p>	Irrespective of where the local centre is located, the development will be well-connected to Chilwell.	
The Toton & Chilwell Neighbourhood Forum	<p><u>Community Facilities, Stewardship &amp; Meanwhile Uses section</u></p> <p>States that there is community support for the first part of</p>	Noted.	

Respondent	Comment Summary	Council Response	Action
	paragraph 5.18.		
The Toton & Chilwell Neighbourhood Forum	<p data-bbox="667 347 1120 454"><u>Community Facilities, Stewardship &amp; Meanwhile Uses section</u></p> <p data-bbox="667 496 1111 603">States that the Nature Centre should be 'located in Chetwynd East not South'.</p>	Noted.	
The Toton & Chilwell Neighbourhood Forum	<p data-bbox="667 683 1120 790"><u>Community Facilities, Stewardship &amp; Meanwhile Uses section</u></p> <p data-bbox="667 831 1066 970">Notes that 'Meanwhile uses should not have detrimental impact on wildlife and green space'.</p>	Agree.	
The Toton & Chilwell Neighbourhood Forum	<p data-bbox="667 1053 1048 1125"><u>Planning for a New Region section</u></p> <p data-bbox="667 1166 1155 1305">States that 'these final pages are good and set a positive conclusion for the aspirations of the masterplan'.</p>	Agree.	

Respondent	Comment Summary	Council Response	Action
The Toton & Chilwell Neighbourhood Forum	<p><u>Planning for a New Region section</u></p> <p>Suggests that the term 'wheeling' is defined.</p>	Agree.	The term 'wheeling' has been defined within the SPD.
The Toton & Chilwell Neighbourhood Forum	<p><u>Appendix A</u></p> <p>Have used this section to highlight where the masterplan falls short of the requirements and to signpost the reader to comments elsewhere in the document.</p>	Noted.	
Barton Willmore	Suggests greater ambition for the area, and in particular the Railway Corridor Character Area should be identified within the Masterplan.	Noted.	
Peveiril	Considers that the Masterplan requires a review, in light of the IRP, with housing and employment aspirations for the site being significantly reduced.	Noted. The SPD has been reviewed as a result of the IRP.	Additional text included in response to the IRP, the rationale for the development and the potential for a railway station at Toton.



Respondent	Comment Summary	Council Response	Action
Peveril	Holds that land east of Toton Lane can come forward in the short term and will deliver houses, part of the Toton Lane - A52 link road and potential access to the Barracks site.	Noted.	
National Highways	Principle interest is safeguarding the operation of the A52 and M1.	Technical work is ongoing as a result of National Highways' representations.	
National Highways	Note that the SPD does not appear to have been updated to account for the HS2 East Midlands Hub station no longer being situated at Toton. Therefore expect that the development aspirations, and potentially transport infrastructure proposals, will change from that set out in this consultation.	Technical work is ongoing as a result of National Highways' representations.	
National Highways	The provision of an additional junction onto the A52 will accommodate increased traffic flows into a severely strained	Technical work is ongoing as a result of National Highways' representations.	

Respondent	Comment Summary	Council Response	Action
	strategic link.		
National Highways	Any proposal to deliver a new junction on the SRN requires a Strategic Business Case demonstrating the need, impacts, benefits, and evidencing that the growth aspirations cannot be accommodated via upgrade to the existing junctions on the network.	Technical work is ongoing as a result of National Highways' representations.	
National Highways	This proposed junction will be located in close proximity to the existing Bardills roundabout, which itself suffers from capacity constraints and would be expected to interact with the new junction, with queues from one reaching back to and interfering with the other. This proposal will require an application for Departures from Standards to be approved.	Technical work is ongoing as a result of National Highways' representations.	
National Highways	Is concerned that the delivery of this new connection to the A52 shall have a major detrimental impact on journey times, reliability of the SRN to serve	Technical work is ongoing as a result of National Highways' representations.	

Respondent	Comment Summary	Council Response	Action
	both local and long distance trips, as well as highway safety.		
Avison Young (on behalf of Homes England)	States that the SPD may be adopted before an outline planning application is submitted. Queries whether the SPD will be a material consideration of an application.	The SPD will be a material consideration.	
Avison Young (on behalf of Homes England)	Welcomes 'the clear explanation that the purpose of the SPD is not to establish a prescriptive masterplan'.	Noted.	
Avison Young (on behalf of Homes England)	Seeks clarity regarding the SPD's relationship with other plans and for the document to confirm that it is 'subordinate to the Local Plan Part 2' and 'that it would need to be consistent with the NP'.	A section of the SPD sets out the relationship between Part 2 Local Plan policies and the SPD.	
Avison Young (on behalf of Homes England)	Regards that the IRP 'would not appear to have any direct influence over the...development of the	Agree.	

Respondent	Comment Summary	Council Response	Action
	Barracks’.		
Avison Young (on behalf of Homes England)	Observes that the Environment Act 2021 became law. Notes the ‘emphasis that the draft SPD places on achieving sustainable outcomes and on protecting and enhancing biodiversity’.	Noted.	The text has been amended to reflect that the Environment Act is now law.
Avison Young (on behalf of Homes England)	<p><u>Existing Land Uses</u></p> <p>‘Welcomes the recognition that the Annington Homes land will not form part of the OPA [outline planning application]’.</p>	Noted.	
Avison Young (on behalf of Homes England)	<p><u>Existing Land Uses</u></p> <p>States that ‘there is no reference to the evidence base that informs or supports the contents of Figure 10’. Regards that as Homes England is commissioning ground investigation works, ‘it is premature for the SPD to incorporate a diagram purporting to show the location of contamination on the site’.</p>	Noted.	The detailed depiction of areas of contamination within Figure 10 has been deleted.

Respondent	Comment Summary	Council Response	Action
	Proposes the removal of Figure 10, or content relating to contamination to be deleted.		
Avison Young (on behalf of Homes England)	<p><u>Movement, Access and Connectivity</u></p> <p>‘Supports the statement in Paragraph 2.24 that there are “opportunities” to improve accessibility to public transport as part of the OPA for the site’ and expects that the masterplan will ‘demonstrate how the arrangement of uses, location of access points, and on-site infrastructure, will deliver enhanced accessibility to public transport.’</p>	Noted.	
Avison Young (on behalf of Homes England)	<p><u>Movement, Access and Connectivity</u></p> <p>Notes that an ‘existing’ access point to the Barracks on its southern boundary is not an access point and should be removed.</p>	Agree.	The plan has been revised accordingly.

Respondent	Comment Summary	Council Response	Action
Avison Young (on behalf of Homes England)	<p><u>Green and Blue Infrastructure</u></p> <p>Notes that there are discrepancies in paragraph 2.26.</p>	Noted.	Minor amendment made to text.
Avison Young (on behalf of Homes England)	<p><u>Green and Blue Infrastructure</u></p> <p>States that Figure 14 does not assist the interpretation of text within paragraph 2.26.</p>	Disagree. Consider it is sufficiently clear and provides a flexible framework.	
Avison Young (on behalf of Homes England)	<p><u>Green and Blue Infrastructure</u></p> <p>States that ‘a requirement to re-plant previously cleared woodland would go beyond the scope of policy 3.1’. Regards that reference to re-planting of cleared woodland should be removed.</p>	Disagree. Consider that the text is flexible in respect of re-planting cleared woodland.	
Avison Young (on behalf of Homes England)	<p><u>Green and Blue Infrastructure</u></p> <p>Observes that ‘the Field Close Open Space, annotated as number 3 on Figure 14, is</p>	Noted.	

Respondent	Comment Summary	Council Response	Action
	outside of the control of the DIO'.		
Avison Young (on behalf of Homes England)	<p><u>Green and Blue Infrastructure</u></p> <p>States that in paragraph 2.27 'any suggestion in relation to the approach to the culverts seems premature' and so suggests that 'the SPD ought to refer to de-culverting as an "opportunity" or "potential outcome"'. </p>	Disagree. Consider text provides sufficient flexibility.	
Avison Young (on behalf of Homes England)	<p><u>The Historic Environment</u></p> <p>Agrees with the general view presented in paragraphs 2.30 to 2.33.</p>	Noted.	
Avison Young (on behalf of Homes England)	<p><u>The Historic Environment</u></p> <p>Notes that Figure 16 'annotates Sergeant's Mess' as a heritage asset but 'this is not referred to in the associated text'. Assumes that the annotation is an error and asks for this to be removed.</p>	Noted.	The plan has been revised accordingly.

Respondent	Comment Summary	Council Response	Action
Avison Young (on behalf of Homes England)	<p><u>The Historic Environment</u></p> <p>States that the suggestion that the footprint of Building 157 should be retained is one option, but there may be others of equal or greater merit.' Regards that the text regarding retaining Building 157 goes beyond a 'flexible framework'.</p>	Disagree. This is a direct reference from the Part 2 Local Plan.	
Avison Young (on behalf of Homes England)	<p><u>Summary of Opportunities</u></p> <p>Agrees with an aspiration for development in the masterplan area to deliver 'net-zero carbon' outcomes.</p>	Noted.	
Avison Young (on behalf of Homes England)	<p><u>Summary of Opportunities</u></p> <p>Agrees that there is an opportunity to achieve net gains in biodiversity through redevelopment, and notes that the draft SPD is not prescriptive about the quantum of net gain that should be targeted.</p>	Noted.	



Respondent	Comment Summary	Council Response	Action
Avison Young (on behalf of Homes England)	<p><u>Summary of Opportunities</u></p> <p>Supports the general objective of ensuring new development is connected to its surroundings and promotes journeys by foot and by bicycle.</p>	Noted.	
Avison Young (on behalf of Homes England)	<p><u>Summary of Opportunities</u></p> <p>Agrees that the redevelopment can make a significant contribution to the delivery of new housing in the area.</p>	Noted.	
Avison Young (on behalf of Homes England)	<p><u>Summary of Opportunities</u></p> <p>Generally supports the opportunity to maximise existing assets and integrate them into development.</p>	Noted.	
Avison Young (on behalf of Homes England)	<p><u>Summary of Opportunities</u></p> <p>Agrees that there is an opportunity to accommodate new facilities within the development to contribute to the</p>	Noted.	

Respondent	Comment Summary	Council Response	Action
	<p>new and existing community and to support place- making objectives as prescribed by Policy 3.1.</p>		
<p>Avison Young (on behalf of Homes England)</p>	<p><u>Summary of Opportunities</u></p> <p>States ‘it should also be noted that employment opportunities will also arise from the neighbourhood centre.’</p>	<p>Agree.</p>	
<p>Avison Young (on behalf of Homes England)</p>	<p><u>Vision and Principles – Creating a Net-Zero Community</u></p> <p>Supports the text in the SPD that says that proposals should, “maximise their contribution to supporting the transition to net-zero”.</p>	<p>Noted.</p>	
<p>Avison Young (on behalf of Homes England)</p>	<p><u>Development Principles for Toton and Chetwynd Barracks</u></p> <p>The 8 principles are generally consistent with the principles that it is looking to adopt in the OPA masterplan.</p>	<p>Noted.</p>	

Respondent	Comment Summary	Council Response	Action
Avison Young (on behalf of Homes England)	<p><u>Key Fixes</u></p> <p>Regards that identifying 'fixes' seems incompatible with the stated aim of the SPD operating as a 'flexible framework'.</p>	Disagree. Even within a flexible framework, certain fixes will need to remain in certain places within the site.	
Avison Young (on behalf of Homes England)	<p><u>Key Fixes</u></p> <p>States that it is unclear whether heritage buildings on Figure 22 should be treated as Fixes. If this is the case, then Homes England would not support the identification of specific buildings to be retained. For clarity, proposes that these should be removed from Figure 22.</p>	Noted.	
Avison Young (on behalf of Homes England)	<p><u>Key Fixes</u></p> <p>Notes a similar point arises in relation to green infrastructure in regards to whether or not these are 'Fixes'.</p>	Noted.	

Respondent	Comment Summary	Council Response	Action
Avison Young (on behalf of Homes England)	<p><u>Key Fixes</u></p> <p>Holds that Figure 22 should be labelled as indicative.</p>	Disagree. It is considered that fixes and policy requirements are not indicative.	
Avison Young (on behalf of Homes England)	<p><u>Green Infrastructure</u></p> <p>It is important that the SPD makes clear that the contents of Figure 23 are indicative, and that it will be for planning application process to show how the green infrastructure proposals will be implemented.</p>	Disagree. Figure 23 in in accordance with the requirements set out in the Part 2 Local Plan.	
Avison Young (on behalf of Homes England)	<p><u>Green Infrastructure</u></p> <p>Notes that the north-south link is shown as a proposed green corridor and is denoted as an 'urban boulevard'. This should be reviewed, given Homes England's discussions with NCC (in its role as LHA) about the design and alignment of that link.</p>	Noted. Technical work is ongoing.	
Avison Young (on behalf of Homes England)	<p><u>Green Infrastructure</u></p>	Disagree. Figure 23 is in accordance with the	

Respondent	Comment Summary	Council Response	Action
	Regards that Figure 23 should be labelled as 'indicative' and not be 'fixed'.	requirements set out in the Part 2 Local Plan.	
Avison Young (on behalf of Homes England)	<p><u>Green Infrastructure</u></p> <p>Is supportive of the design principles within the 'Green Infrastructure Framework Plan'.</p>	Noted.	
Avison Young (on behalf of Homes England)	<p><u>Layer: Movement</u></p> <p>States that the 'accesses and alignments shown on Figure 25 are not underpinned by evidence.'</p>	Noted. Technical work is ongoing.	
Avison Young (on behalf of Homes England)	<p><u>Layer: Movement</u></p> <p>Regards that Figure 25 should be labelled as indicative.</p>	Disagree. Figure 25 is in accordance with the requirements set out in the Part 2 Local Plan. The supporting text outlines where flexibility may be applied.	
Avison Young (on behalf of Homes England)	<u>Layer: Movement</u>	Technical work is ongoing.	

Respondent	Comment Summary	Council Response	Action
	<p>Puts forward a number of observations in relation to the link road and 'suggests that Paragraph 3.65 ought to be reviewed accordingly.'</p>		
<p>Avison Young (on behalf of Homes England)</p>	<p><u>Layer: Movement</u></p> <p>Suggests that the commentary in the draft SPD could be amended to say the following:</p> <p><i>“The requirement to facilitate the link road applies to any planning application for development which is submitted and which relates to land that is required to deliver any part of the link road. It is, of course, recognised that applicants can only be expected to meet this requirement within land that is in their control”.</i></p>	<p>Disagree. Consider that existing wording in respect of the new route is sufficient.</p>	
<p>Avison Young (on behalf of Homes England)</p>	<p><u>Layer: Movement</u></p> <p>States that 'The existing levels on the site would preclude the outcome of the link road having</p>	<p>Noted. Flexible work is ongoing.</p>	

Respondent	Comment Summary	Council Response	Action
	a straight alignment, as suggested in Figure 25.'		
Avison Young (on behalf of Homes England)	<p><u>Layer: Movement</u></p> <p>States that 'if the link road were to be aligned as shown on the diagram in the SPD, it would be incompatible with its role within the new neighbourhood. Moreover, Homes England would have concerns about the safety of a route on a straight alignment and with a gradient of 1 in 8 and which would not meet standards in the Design Guide.'</p>	Technical work is ongoing.	
Avison Young (on behalf of Homes England)	<p><u>Layer: Movement</u></p> <p>Notes that 'no design or technical evidence has been produced to demonstrate that a 'boulevard' on a straight alignment is feasible or deliverable.'</p>	Technical work is ongoing.	
Avison Young (on behalf of Homes England)	<u>Layer: Movement</u>	Technical work is ongoing.	

Respondent	Comment Summary	Council Response	Action
	<p>Proposes that the content of the SPD relating to the link road should be reviewed and amended to confirm that the alignment of the section that passes through the Barracks will be designed having regard to the significant changes in levels through the site, and to ensure that it is compatible with, and fully supports, the delivery of the exemplar new residential development that the local authorities, CTTCNF and Homes England and DIO wish to see.</p>		
<p>Avison Young (on behalf of Homes England)</p>	<p><u>Layer: Movement</u></p> <p>Considers that an access from Stapleford Lane could comprise an appropriate element of the overall strategy for the Barracks.</p>	<p>Noted.</p>	
<p>Avison Young (on behalf of Homes England)</p>	<p><u>Layer: Movement</u></p> <p>States that there is no requirement in Policy 3.1 to apply a test of 'necessity' to an access in this location.</p>	<p>Noted.</p>	



Respondent	Comment Summary	Council Response	Action
Avison Young (on behalf of Homes England)	<p><u>Layer: Movement</u></p> <p>Proposes that the SPD should simply note that any access that the OPA proposes from Stapleford must be thoroughly tested and included only as part of the overall access strategy, alongside the primary access from Swiney Way.</p>	Noted. Consider that the current wording of the SPD is sufficient.	
Avison Young (on behalf of Homes England)	<p><u>Layer: Movement</u></p> <p>Notes that Figure 25 shows access points on land controlled by Annington Homes and which is outside the control of the DIO, and which will not form part of the OPA.</p>	Noted.	
Avison Young (on behalf of Homes England)	<p><u>Layer: Movement</u></p> <p>States that some of the content of the Movement later is said to have been informed by a Local Connectivity Study prepared by Mott Macdonald. Regards that this study should be published.</p>	Noted. The Council will explore whether the document can be put in the public domain.	

Respondent	Comment Summary	Council Response	Action
Avison Young (on behalf of Homes England)	<p><u>Spatial Framework</u></p> <p>Notes that Figure 27 provides a ‘Spatial Framework, which “aggregates the fixes and the layers” found in earlier sections of the draft SPD. Therefore, the points which have already been raised in relation to the fixes and layers (including the need for the figure to be labelled as ‘indicative’) also apply here.</p>	Disagree for the reasons referred to above.	
Avison Young (on behalf of Homes England)	<p><u>Character Areas</u></p> <p>Regards that an approach which seeks to ‘define’ the type of development that can come forward in particular areas is plainly inconsistent with the objective of establishing a flexible framework.</p>	Disagree. Consider that the SPD needs to provide clear guidance and objectives whilst being sufficiently flexible.	
Avison Young (on behalf of Homes England)	<p><u>Character Areas</u></p> <p>Welcomes the confirmation that</p>	Noted.	

Respondent	Comment Summary	Council Response	Action
	the SPD 'does not specify which land uses should be located next to one another'.		
Avison Young (on behalf of Homes England)	<p><u>Chetwynd West</u></p> <p>States that Chetwynd West is described as a “primarily residential area” but also a location where “some community facilities” may be delivered given that it is expected to be first part of the site to be delivered. States that this is a different position to that expressed in Policy 3.1 of the Local Plan Part 2, which states that both the school and medical facility should be located close to the retained playing pitches at the eastern end of the site. Therefore, the commentary on Chetwynd West is inconsistent with Policy 3.1.</p>	Disagree. Consider the SPD still provides sufficient flexibility which does not conflict with Policy 3.1.	
Avison Young (on behalf of Homes England)	<p><u>Chetwynd West</u></p> <p>States it is important to note that the test in Policy 3.1 is that development ‘positively facilitates’ the route, and this</p>	Noted. Consider that the current wording in the SPD is sufficient.	

Respondent	Comment Summary	Council Response	Action
	<p>should be reflected in the wording of the SPD.</p>		
<p>Avison Young (on behalf of Homes England)</p>	<p><u>Chetwynd West</u></p> <p>Reiterates that the extent of the DIO's ownership is such that a route can only be facilitated between Swiney Way and the boundary of DIO's land with Annington Homes land.</p>	<p>Noted.</p>	
<p>Avison Young (on behalf of Homes England)</p>	<p><u>Chetwynd West</u></p> <p>In relation to residential uses, the first design consideration says that development will be "lower densities, primarily comprising terraced, semi-detached and detached houses, with higher densities to the south near Chetwynd Road". Unsure on what basis the draft SPD promotes lower densities having regards to the expectation in the Local Plan that the site will deliver 1,500 dwellings, or how 'lower densities' is defined given the lack of</p>	<p>Noted. Consider that the density mix is appropriate in respect of neighbouring uses whilst still providing for the required number of dwellings.</p>	

Respondent	Comment Summary	Council Response	Action
	evidence to support such an approach.		
Avison Young (on behalf of Homes England)	<p><u>Chetwynd West</u></p> <p>States it is important that the SPD does not constrain unnecessarily the flexibility that is needed in relation to the housing typologies to be delivered in the Chetwynd West character area.</p>	The Council considers that the document does contain sufficient flexibility.	
Avison Young (on behalf of Homes England)	<p><u>Chetwynd East</u></p> <p>Notes that the draft SPD states that this character area will be “heavily influenced by retained military heritage”. Generally do not disagree with this view.</p>	Noted.	
Avison Young (on behalf of Homes England)	<p><u>Chetwynd East</u></p> <p>Considers that it should be noted that the retention and conversion of buildings will be informed by i) an assessment of their cultural and historical significance; ii) an assessment of their feasibility and</p>	The Council notes that this assessment will need to be carried out by the applicant at the planning application stage.	

Respondent	Comment Summary	Council Response	Action
	<p>readiness for conversion; and iii) market analysis on the likely suitable uses for retained/converted buildings, with all those issues to be thoroughly examined and evidenced via the OPA.</p>		
<p>Avison Young (on behalf of Homes England)</p>	<p><u>Chetwynd East</u></p> <p>The SPD should state that the OPA process will explore the potential for conversion and retention and should not be prescriptive about the types of uses that might be accommodated in any retained building.</p>	<p>Disagree. Consider that the SPD is sufficiently flexible regarding the issues in retained buildings.</p>	
<p>Avison Young (on behalf of Homes England)</p>	<p><u>Chetwynd East</u></p> <p>States that the way in which development responds to the heritage of the site is a matter that is appropriately dealt with through the preparation of the OPA. Would therefore prefer that reference to 'heritage trail' is removed from the SPD.</p>	<p>Disagree. Consider the heritage trail is an important element of the heritage-led approach to development.</p>	

Respondent	Comment Summary	Council Response	Action
Avison Young (on behalf of Homes England)	<p><u>Chetwynd East</u></p> <p>Generally supports the commentary of the section which confirms that this character area will accommodate residential development and a new centre comprising of retail and other community uses “catering for local needs”.</p>	Noted.	
Avison Young (on behalf of Homes England)	<p><u>Chetwynd East</u></p> <p>States that the commentary also confirms that the new primary school and medical facility may be in Chetwynd East. This raises three points for Homes England:</p> <ol style="list-style-type: none"> <li data-bbox="779 979 1167 1270">1. <i>The Toton SLG and Barracks sites are in different ownerships...Consequently the medical facilities on the Barracks should not be linked with or constrained by SLG delivery.</i></li> <li data-bbox="730 1310 1048 1375">2. <i>The phasing of development at the</i></li> </ol>	<p>Noted.</p> <p>Noted. The infrastructure for both sites need to be considered together.</p> <p>Noted.</p>	

Respondent	Comment Summary	Council Response	Action
	<p><i>Barracks will be carefully examined, having regard to viability, market demand, engagement, and place-making outcomes.</i></p> <p>3. <i>The school could also be located in Chetwynd South, having regard to the place-making objectives, and noting that doing so would comply with the requirement in Policy 3.1 for the school to be “in close proximity” to the existing pitches.</i></p> <p>Based on the above, the SPD should not be prescriptive about which uses are to be provided in which character area but should instead say that uses ‘could’ or ‘might’ be in one or more character areas, with the distribution of these and phases to be assessed through the OPA process.</p>	<p>Noted. The precise location will be a matter for the planning application process.</p> <p>Disagree. Consider that the SPD needs to provide clear guidance and objectives whilst being sufficiently flexible.</p>	



Respondent	Comment Summary	Council Response	Action
Avison Young (on behalf of Homes England)	<p><u>Chetwynd East</u></p> <p>The design considerations also refer to “lower densities”. Homes England repeats its above comments about how ‘lower densities’ are defined, and the apparent lack of evidence to support restrictions on density in this part of the site. Again, Homes England would encourage the SPD to take a flexible approach to the densities and typologies to be delivered in this character area.</p>	Noted. See comments above.	
Avison Young (on behalf of Homes England)	<p><u>Chetwynd South</u></p> <p>Supports that the SPD states that this will be “primarily residential”.</p>	Noted.	
Avison Young (on behalf of Homes England)	<p><u>Chetwynd South</u></p> <p>Proposes that the SPD acknowledges that the OPA will test the location, scale and type of employment use having regard to: the most up-to-date</p>	Up-to-date evidence will be considered at the planning application stage. The SPD will be one material consideration as part of the planning application determination.	

Respondent	Comment Summary	Council Response	Action
	evidence base; evidence of demand and market considerations; impact on housing capacity; the amount of commercial floorspace delivered in the neighbourhood centre; and on securing the best design and masterplanning outcomes.		
Avison Young (on behalf of Homes England)	<p><u>Chetwynd South</u></p> <p>Notes that a further design consideration is that development will 'integrate' the culverted watercourse south of Building 157 into a SuDS and green infrastructure network. Homes England is supportive of this aspiration.</p>	Noted.	
Avison Young (on behalf of Homes England)	<p><u>Chetwynd South</u></p> <p>Notes that the text goes on to say that the watercourse should be integrated with the "restoration of Moor Wood". State that Homes England are unsure which part of the site 'Mood Wood' refers to but</p>	Noted. See earlier response.	

Respondent	Comment Summary	Council Response	Action
	speculate that it is the 'historic woodland' shown on Figure 14. If this is the case, then repeat earlier point that a requirement to re-plant woodland would be inconsistent with Policy 3.1 and so this statement needs to be amended.		
Avison Young (on behalf of Homes England)	<p><u>Chetwynd South</u></p> <p>In relation to the residential element of this character area, states that it is important that the SPD is explicitly flexible around the types of housing that might be provided in this character area to ensure deliverability of development.</p>	The Council considers the SPD to be sufficiently flexible.	
Avison Young (on behalf of Homes England)	<p><u>Chetwynd South</u></p> <p>For the SPD to meet its objective of being a flexible framework, Homes England thinks it ought to refer to the possibility of the school being located in Chetwynd South whilst acknowledging that the OPA process will put forward</p>	Noted. The precise location will be a matter for the planning application process.	

Respondent	Comment Summary	Council Response	Action
	<p>an evidence-based approach for its eventual location.</p>		
<p>Avison Young (on behalf of Homes England)</p>	<p><u>Development Phasing</u></p> <p>States that no evidence has been made available to support the view that delivery of a school at Chetwynd should be linked to the delivery of development at Toton. Therefore repeat request that the references to linkages in the SPD are removed in favour of wording that says that phasing of facilities will be determined during the OPA process, having regard to the views of the LEA and to place-making outcomes.</p>	<p>The Council considers that infrastructure for both sites needs to be considered together.</p>	
<p>Avison Young (on behalf of Homes England)</p>	<p><u>Development Phasing</u></p> <p>Considers rather than the current wording of Paragraph 5.15, the SPD should instead say that delivery of the new facility at the Barracks should be informed by discussion with the CCG and having regard to place-making objectives.</p>	<p>The CCG would be consulted as a part of any relevant application.</p>	

Respondent	Comment Summary	Council Response	Action
<p>Avison Young (on behalf of Homes England)</p>	<p><u>Development Phasing</u></p> <p>States that paragraphs 5.16 and 5.17 address the delivery of 'other' community facilities. Homes England's only observation is that Paragraph 5.17 states that 'Chetwynd High Street' (i.e. the new centre) will be located in the Chetwynd South character area. That is inconsistent with the statement in Section 4 of the SPD that the centre will be provided in Chetwynd East. This reiterates the point that the SPD should not, and need not, be prescriptive about where the centre is located.</p>	<p>Agree. Text in paragraph 5.17 amended to refer to Chetwynd East.</p>	<p>Text in paragraph 5.17 amended to refer to Chetwynd East.</p>
<p>Avison Young (on behalf of Homes England)</p>	<p><u>Development Phasing</u></p> <p>Notes that the OPA process will test the appropriate locations for the centre, and may include locations across both character areas, or in one or the other. By being less prescriptive, the SPD would maintain its objective of being a 'flexible framework'.</p>	<p>The Council considers that the SPD is a flexible framework.</p>	

Respondent	Comment Summary	Council Response	Action
Avison Young (on behalf of Homes England)	<p><u>Development Phasing</u></p> <p>The SPD says that long-term stewardship “must be secured in perpetuity” as part of the OPA. Homes England acknowledges this and expects the OPA process to identify and secure outcomes in relation to stewardship.</p>	Noted.	
Avison Young (on behalf of Homes England)	<p><u>Development Phasing</u></p> <p>Agree that ‘meanwhile uses’ can make a positive contribution.</p>	Noted.	
Avison Young (on behalf of Homes England)	<p><u>Development Phasing</u></p> <p>Homes England is not convinced of the merits of obliging applicants to submit feasibility studies with planning applications. Homes England thinks that the SPD would be more effective by providing</p>	Disagree. Consider this is an appropriate requirement in respect of meanwhile uses to not prejudice the final use of the land.	

Respondent	Comment Summary	Council Response	Action
	support for meanwhile uses and advocating the submission of feasibility studies where promoters want to test potential temporary uses, rather than mandating their preparation.		