



3 January 2014

Dear Sir/Madam

You are hereby summoned to attend a meeting of the Broxtowe Borough Council to be held on Monday 13 January 2014 in the New Council Chamber, Town Hall, Beeston commencing at 7:00pm.

Yours faithfully

Chief Executive

To: Members of the Council

A G E N D A

1. APOLOGIES FOR ABSENCE

2. DECLARATIONS OF INTEREST

Members are requested to declare the existence and nature of any disclosable pecuniary interest and/or other interest in any item on the agenda.

3. MINUTES

PAGES 1 - 7

To take as read and approve as a correct record the minutes of the Council meeting held on 18 December 2013.

4. CORE STRATEGY

PAGES 8 - 63

To seek approval from Council to submit proposed modifications to the Broxtowe Aligned Core Strategy.

5. COMMON SEAL

The Council is asked to RESOLVE that the Common Seal be affixed to or the Proper Officer do sign on behalf of the Council, where appropriate, any orders, deeds or documents necessary to give effect to any resolutions of the Council or Cabinet or committee.

BROXTOWE BOROUGH COUNCIL

COUNCIL MEETING

18 DECEMBER 2013

Councillor I White, Mayor.

Councillors:	E H Atherton	M Y Hegyi
	D Bagshaw	S Heptinstall MBE
	S A Bagshaw	R I Jackson
	L A Ball	E Kerry
	S D Barber	P Lally
	J L Booth	G Marshall
	J S Briggs	J W McGrath
	T P Brindley	A J Oates
	M Brown	J M Owen
	D A Burnett	J C Patrick
	S J Carr	K E Rigby
	R A Charlesworth	R S Robinson
	A Cooper	J S Rowland
	R H Darby	P D Simpson
	A F M Ford	I L Tyler
	N Green	D K Watts
	D Grindell	J Williams
	G Harvey	

Also in
attendance: H Kinoucha, Youth Mayor and J Cox, Deputy Youth Mayor.

Apologies for absence were received from Councillors M Handley, H G Khaled, L A Lally, M E McGuckin, F Prince, M Radulovic MBE, C E Robb and B Wombwell.

The Mayor referred to the recent deaths of Alderman Hazel Braithwaite and the former President of South Africa, Nelson Mandela. Members and officers held a minute's silence as a mark of respect.

67. **DECLARATIONS OF INTEREST**

There were no declarations of interest.

68. **MINUTES**

The minutes of the meeting held on 30 October 2013 were confirmed and signed.

69. MAYOR'S ANNOUNCEMENTS

The Mayor gave a résumé of her engagements since her previous update and stated that highlights had included attending the Council's older persons' week, a charity cake sale and an open day at Beeston Scouts' headquarters.

Paulet Pennant-Lemard, who had completed 25 years' service with the Council, was presented with a long service award. The Mayor congratulated Paulet on her achievement.

70. PRESENTATION OF PETITIONS

Councillor J M Owen presented a petition which had been gathered by the student council at Kimberley School. The petition called for a walk-through on Yellow Brick Road Path to Chestnut Drive, Nuthall.

71. PUBLIC QUESTIONS

There were no questions from members of the public.

72. MEMBERS' QUESTIONS

There were no questions from members.

73. YOUTH MAYOR'S REPORT ON BROXTOWE YOUTH COUNCIL ACTIVITIES

The Youth Mayor, Harroun Kinoucha, presented a report on the activities of the Youth Council.

74. LEADER OF THE COUNCIL'S VIEWS ON CURRENT ISSUES

In the absence of the Leader the Deputy Leader presented the report.

75. REPRESENTATION ON OUTSIDE BODIES

RESOLVED that the appointment of representation on outside bodies be as follows:

BODY/ORGANISATION

REPRESENTATIVE

Nottinghamshire Health and Well
Being Board

Cllr P Lally

76. PORTFOLIO HOLDERS' REPORTS

The report of the Portfolio Holder for Housing was presented.

The Portfolio Holder for Economy and Regeneration presented his report. Responses to comments included:

- Planning – misleading statements with regard to the Core Strategy had not been helpful. Councillors had acted democratically during considerations and clandestine meetings had not been held. The Council needed a plan which would accommodate the growing population.

The Portfolio Holder for Resources presented his report. Responses to comments included:

- Member development – the latest member development programme would be of benefit to all councillors.
- Single fraud investigation service – the Department for Work and Pensions had demanded the service be brought in-house which would result in an increased resultant workload for aspects of the work remaining with the Council. Officers in the benefit fraud section were thanked for their work.

The Portfolio Holder for Environment presented his report. Responses to comments included:

- Car parking – Civil Parking Enforcement would be consistent across the borough and pay by phone payment options should be seen as a trial.
- Waste and recycling – the policy of ceasing refuse collection leaflets would be revisited.
- Cycle hire scheme – expansion of Nottingham City's cycle hire scheme across Greater Nottingham would be welcomed.
- Parks and Improvement – Persimmon Homes would be pursued with rigour with regard to footpath schemes at Smithurst Road Open Space, Giltbrook.

The Portfolio Holder for Arts, Culture and Leisure presented his report.

77. MEMBERS' SPEECHES ON WARD ISSUES

There were no members' speeches on ward issues.

78. MEMBERS' REPORTS ON OUTSIDE BODIES

Councillor A Cooper gave an overview of recent events at the Nottingham East Midlands Airport Consultative Committee and stated that the direct

effect on the environment of the borough as a result of the airport is not significant since the airport is within a neighbouring district.

Councillor P Lally updated members on the Nottingham Express Transit Development Board and progress with the tram.

79. NOTICE OF MOTION

79.1 The following notice of motion had been received under standing order 9 from Councillor A Oates and was seconded by Councillor G Marshall:

"This Council notes:

That Broxtowe Borough Council deplores the illegal practice of 'blacklisting' within the construction industry and will ensure that any company known to have been involved in blacklisting practices and not to have indemnified their victims, will not be invited to tender contracts by Broxtowe Borough Council until they have:

- a) identified the steps taken to remedy blacklisting for affected workers; and
- b) identified the steps taken to ensure blacklisting will not happen again."

The motion on being put to the meeting was carried.

79.2 The following notice of motion had been received under standing order 9 from Councillor S D Barber and was seconded by Councillor P Lally:

"This Council:

- Notes the 67% increase in passenger traffic at Beeston Station and the 169% increase at Attenborough over 10 years.
- Welcomes the £70m spend under way for improvements to the Midland Main Line and looks forward to completion of further enhancements together with full electrification.
- Urges procurement of rolling stock suitable for this line and not a cascade policy of whatever is available.
- Urges retention of Beeston Booking office with the current Monday to Saturday opening hours and the reinstatement of Sunday morning opening."

The motion on being put to the meeting was carried.

79.3 The following notice of motion had been received under standing order 9 from Councillor A Cooper and was seconded by Councillor S D Barber:

"This Council:

Calls upon National Government to take each rail franchise back in-house as it becomes due.”

The motion on being put to the meeting was lost.

80. LOCAL AUTHORITY MORTGAGE GUARANTEE SCHEME

Cabinet considered the item at its meeting on 3 September 2013 and the report presented to the meeting is included within this agenda. On 30 July 2013 Cabinet gave delegated approval to the Deputy Chief Executive, in consultation with the housing and resources portfolio holders, to move forward on discussions to establish a Local Authority Mortgage Guarantee Scheme (LAMS) in Broxtowe. Subsequently, officers met with the County Council and the basis of such a scheme was agreed.

This matter was due to be debated at the Council meeting on 18 September 2013 but then, at the last minute, Lloyds stopped setting up any new schemes due to the imminent commencement of the government's own Help to Buy scheme. The item was subsequently withdrawn from the Council agenda. Some three months later and Lloyds now offered the opportunity to those local authorities that were in the midst of the approval process to complete the LAMS for their respective areas if they do so within the next few weeks.

Members noted that, since the original report to cabinet, Lloyds TSB had been restructured and the scheme was now to take place with Lloyds Bank.

RESOLVED that:

1. **A LAMS in the Broxtowe area with a total indemnity value of £1 million be approved, subject to match funding from Nottinghamshire County Council of £0.5 million, through Lloyds Bank.**
2. **The eligibility for the scheme referred to will be limited to first time buyers looking to acquire other than new properties and with a maximum loan value of £142,500.**
3. **A capital scheme to the value of £1 million be added to the Council's 2013/14 capital programme funded in equal parts through a contribution from the County Council and borrowing.**
4. **The Minimum Revenue Provision (MRP) Policy within the Treasury Management Strategy and the Investment Strategy be amended to reflect the intention to make no MRP for the borrowing incurred and to reflect the circumstances leading up to a five year deposit as set out in this report.**
5. **The Deputy Chief Executive, in consultation with the Monitoring Officer, be authorised to determine the qualifying postcodes for the scheme and agree the detailed financial and contractual arrangements with Lloyds Bank.**

6. The additional premium interest earned on the five year deposit be retained in an earmarked reserve towards the cost of any defaults that may occur.
7. The Monitoring Officer be authorised to give an opinion letter as required to Lloyds Bank.
8. The Council enter a deed of indemnity with the Monitoring Officer in respect of any opinion letter he gives, the form of such letter to be approved by the Deputy Chief Executive.

81. LOCAL COUNCIL TAX SUPPORT SCHEME, CHANGES TO COUNCIL TAX, GRANT ASSISTANCE TO PARISH AND TOWN COUNCILS 2014/15

Council tax benefit had ceased at the end of 2012/13 and was replaced by a Local Council Tax Support Scheme (LCTSS) particular to this authority. Cabinet considered the LCTSS on 27 November 2012 and the new scheme was approved by Council on 19 December 2012. The new scheme was effectively the government's default scheme with due allowance being made to allow the continuation of the discretionary policy relating to the treatment of war pensions.

On 5 November 2013 Cabinet was informed that a recommendation included in the report presented at the meeting, which considered grant assistance to parish and town councils, would be deferred for further consideration following a central government funding announcement.

RESOLVED that the LCTSS and council tax exemptions and discounts that were introduced in 2013/14 remain in place for 2014/15.

Cabinet, at its meeting on 17 December 2013, considered a number of detailed changes within the Local Council Tax Support Scheme that have arisen as a result of forthcoming government legislation.

RESOLVED that references to the default scheme be removed from Broxtowe's LCTSS for 2014/15 and that allowances for working age claimants be uprated in line with equivalent changes within the housing benefit system.

82. CIVIC EVENT – FREEMAN/ALDERMAN OF THE BOROUGH 2014

RESOLVED that the official admittance to the office of Honorary Freeman of the Borough and Honorary Alderman will take place at a special meeting of the Council to be held on 19 November 2014.

83. SCRUTINY REVIEW OF GOVERNANCE ISSUES – COUNCIL MEETINGS

To present the recommendations of the Overview and Scrutiny Committee's review of Council meetings.

RESOLVED that:

- 1. Members representing the council on outside bodies are invited to, on a rolling programme, report in writing on their work on an annual basis to full Council. The report would be included in the full Council papers.**
- 2. An item be added into the full Council agenda to give an update on the progress of motions and petitions two meetings (excluding the annual meeting) after the meeting at which it was submitted.**
- 3. The Chair of the Overview and Scrutiny Committee report to full Council and answer questions, with deferment to Chairs of EIGs if necessary, on scrutiny matters.**
- 4. The necessary amendments are incorporated into the constitution.**

84. REVIEW OF POLLING DISTRICT BOUNDARIES

Cabinet, at its meeting on 17 December 2013, considered the recommendations put forward by the polling place review working group in respect of changes to polling district boundaries.

RESOLVED that the recommendations put forward by the Polling Place Review Working Group in respect of the designation of polling districts be approved.

85. COMMON SEAL

RESOLVED that the Common Seal be affixed to or the Proper Officer do sign on behalf of the Council, where appropriate, any orders, deeds or documents necessary to give effect to any resolutions of the Council or Cabinet or committee.

Report of the Chief Executive

REPORT ON PROPOSING MODIFICATIONS TO THE DRAFT BROXTOWE CORE STRATEGY**Purpose of report**

To seek approval from Council to submit proposed modifications to the Broxtowe Aligned Core Strategy. These modifications to the Core Strategy policies are shown in appendix 2. Most significantly they comprise amendments to Policy 2 confirming that the development proposed at the strategic location for growth on land in the vicinity of the proposed HS2 station at Toton will include a minimum of 500 dwellings, a reduction of new homes at Brinsley by 50 to 150, a reduction in new homes proposed at Eastwood by 150 to 1,250 and an increase of new homes proposed in the main built up area of Nottingham by 200 to 3,800. There is no proposed change to the overall Broxtowe housing provision figure of 6,150.

Background

Broxtowe Borough Council along with Gedling Borough Council and Nottingham City Council have been jointly preparing Aligned Core Strategies which cover their combined administrative areas and which set out a spatial strategy and key planning policies for sustainable development.

The Aligned Core Strategy was approved for submission at the Council Meeting on 20 May 2013 and included the resolution that Council-

‘Requests the Inspector to recommend any modifications which are necessary to make the Aligned Core Strategy sound under section 20 (c) of the Planning and compulsory purchase Act 2004 (as amended).’

The Core Strategy was submitted for examination on 7 June 2013 and hearing sessions were held in October and November 2013. Since then the Inspector has issued a note clarifying some additional work she wants the councils to undertake.

The Inspector’s note is included at appendix 3 to this report and should be seen in the context of Broxtowe’s request (above) that she makes recommendations to make the Core Strategy sound. The note in appendix 3 does not form part of a report making such recommendations, but without suggested modifications from ourselves there is a very serious risk that the Inspector will make recommendations in any event or issue a report finding the Broxtowe Core Strategy unsound. This is an opportunity for the Council to influence potential modifications.

For the avoidance of doubt, although Inspector’s reports are no longer ‘binding’ as they once were, councils cannot adopt a Core Strategy without incorporating the ‘main modifications’ the Inspector recommends to make it sound.

Recommendation

1. That Council **APPROVE** the modification to the Core Strategy as shown in appendix 2 to this report to be submitted to the Inspector along with all the supporting information contained in the appendices to this report and the Sustainability Appraisal.
2. The Chief Executive in consultation with the Leader and Portfolio holder for the economy and regeneration is given delegated authority to approve minor editing changes.

APPENDIX 1

Summary of the position following the Core Strategy Examination hearing sessions

The Core Strategy as submitted included the land in the vicinity of the proposed HS2 station at Toton as a strategic location for growth. The mix of uses and site boundaries were to be confirmed as part of the Broxtowe Site Allocations plan but the specified uses included housing, open space and employment development.

At the final day of the Core Strategy hearing sessions, in response to a steer from the Inspector regarding her request for additional detail as to the development proposed at Toton, Broxtowe tabled proposed amendments to the Core Strategy to specify a minimum housing provision figure of 500 homes. The Inspector did not give an indication as to the acceptability or otherwise of this proposal, but the background to her request for the councils to consider modifications is to explore ways of providing greater clarity and certainty regarding the development proposed at the Toton location with a view to improving the delivery of housing in particular in the five year housing land supply.

The Council is of the view that it is essential that the entire strategic location for growth is brought forward for development in a comprehensive and coordinated manner which will lead to the necessary work being undertaken rapidly and concluded as part of the Broxtowe Allocations Part 2 Local Plan, which is scheduled in the Local Development Scheme for adoption in the winter of 2015. This will facilitate the delivery of appropriate development, but will allow time for the proper consideration of all the necessary evidence as explained in summary below and in more detail in the further appendices that follow.

These proposed modifications are additional to those more minor changes that are proposed to be made as a result of the examination hearing sessions which are available to view on the examination website <http://goss.nottinghamcity.gov.uk/index.aspx?articleid=25733> under reference CD/EX/09. These previously proposed modifications are included for information and along with any further modifications these will be reported back to members for approval as part of any recommendation to adopt the Core Strategy.

The modifications proposed in this report have been subject to Sustainability Appraisal (SA). This confirms the findings of the earlier SA published in February 2013 when the initial change to the Core Strategy to incorporate land in the vicinity of the proposed HS2 station as a strategic location for growth was consulted upon. The amended SA reiterates the point that development in the vicinity of the HS2 station is the most sustainable option for growth when compared to reasonable alternatives. This is available at the following link to information on the Council website <http://www.broxtowe.gov.uk/index.aspx?articleid=12891>. It is acknowledged in the amended SA that Erewash Borough Council has undertaken a Conservation Area Character Area at Sandiacre Lock near the borough boundary. This results in a 'minor negative' on heritage as part of the amended SA for the strategic location as modified, but this is an update reflecting more recent information not available in February 2013 when the earlier SA was published. This amendment on the heritage score would have been done as an update in relation to new information for the plan as submitted and is not specific to the modifications now proposed. The content of the email from Erewash in appendix 16 confirms their lack of objection.

Gedling are proposing separate changes to the Core Strategy. The Broxtowe changes should be read in conjunction with these which are available to view on the examination website <http://goss.nottinghamcity.gov.uk/index.aspx?articleid=25733> under reference CD/EX/35.

Summary of the merits of retaining the area at Toton as a Strategic Location for Growth in the green belt

The proposed approach will allow the more complete consideration of the optimum amount and distribution of development in the Strategic Location for Growth with a more comprehensive approach to the whole area.

Although this will not make the same contribution to improving the five year housing land supply as would be the case with the site as an allocation, it will result in a real benefit and, given the evidence from GL Hearn considered in appendix 14, this approach will be very unlikely to result in any delay to the delivery of housing overall. Given that the Broxtowe Site Allocations Local Plan is scheduled for adoption in 2015, this will remove the site with confirmed boundaries from the green belt then for a minimum of 500 dwellings, of which 100 could be built by 2018, and a further 135 a year thereafter.

As well as ensuring that the Council's vision for this area will be met (see appendix 4), certain problems relating to allocating the site would be reduced. Any allocation will need a clear decision on the specific type and amount of development proposed (not just housing) together with evidence of its delivery in the first five years of the Core Strategy time period. In relation to the housing element, this could in theory be done (see appendix 4 of this report) but in relation to other uses it could be more problematic. For example, the issue of employment development of the scale promoted across the whole strategic location will need to be the subject of additional work both in terms of how this element could be planned to best integrate with the proposed station as part of a mixed use scheme (including housing) and additional evidence on delivery when final decisions over scale and location are taken. It is problematic to undertake this detailed analysis at a time when there remain uncertainties regarding both land take and access arrangements for the HS2 station itself and to attempt to do so could pre-empt the role of the Working Group whose remit is to prepare a planning brief to bring forward development on the site with the full involvement of all interested parties including HS2 Ltd.

The allocation of part of the Strategic Location in the Core Strategy, together with its removal from the green belt, would bring forward the likely delivery of housing by two years on this part of the strategic location. However, evidence from GL Hearn in their economic prospects report is clear (see appendix 14) when looking at the delivery of housing as a whole and a lack of availability of sites is not a reason for the recent housing slowdown. Their analysis is that it seems reasonable to assume that house building trends will recover to reach nearer long-term averages between 2016 -18. It seems likely that they will however recover to more normal levels – rather than those seen at the peak of the market.

The proposals in the Core Strategy as amended (Policy 2) will include a housing provision requirement in the first five years of the Core Strategy (without including Toton as a specific allocation to be removed from the green belt) for 1,800 homes to be

provided between 2013 and 2018. This is more than has been achieved in any five year period over the last 23 years in Broxtowe (appendix 14) and as such it could be argued that it is unnecessary to 'speed up' the delivery of housing in the Toton Strategic location by allocating part of the site, as it is questionable whether this will improve the rate of housing delivery overall in line with the conclusions of GL Hearn. The Broxtowe Site Allocations Part 2 Local Plan (following the consideration of this issue by the Working Group) will remove land from the green belt to accommodate a minimum of 500 homes from 2015, which is prior to the time when GL Hearn assess that the housing market will return to more normal levels of delivery.

A significant benefit of development in the vicinity of the proposed HS2 station is the potential for significant economic development. This will include housing, as Volterra recognise (see appendix 6 of this report), but it does require a comprehensive analysis of how employment development, housing, open space provision and transport connections both to/from the new station and beyond can be integrated to best enhance the immediate area and also provide the optimum mix of uses for the economic benefit of the housing market area as a whole.

This is of particular importance for land at both the eastern and western edges of the Strategic Location (that promoted by Oxalis Planning for the owners of Wheatgrass Farm and Barton Willmore for Tej Properties respectively). Whereas it can be concluded with some confidence that wherever the boundaries for the strategic location are set this will include land in its central position between Toton Sidings and Toton/Stapleford Lane, this will leave the issue of site boundaries on land to the east of Toton Lane and in the immediate vicinity of the Station at Toton Sidings to be resolved as part of the Broxtowe Part 2 allocations Local Plan.

The best way of undertaking this comprehensive approach is through the already established Working Group with final decisions as to precise mix and quantum of development and removal of land from the green belt to be taken as part of the Broxtowe Part 2 Allocations Local Plan.

The retention of the Toton Strategic Location as a location for growth, as amended with a minimum housing figure of 500 homes specified in Policy 2, in addition to the other proposed amendments to Policy 15 and the supporting text to Policies 3, 4 and 16 as shown in appendix 2, strikes the appropriate balance between providing additional clarity and certainty regarding proposed development and speeding up the delivery of housing, but also recognising that there are other significant matters to be addressed in the long term planning of this site which require further consideration. This can be done with the Working Group and concluded in the Broxtowe Site allocations Part 2 Local Plan. In essence the Council is seeking to implement a plan led approach to development in this area.

List of further appendices

Appendix 2 Proposed Modifications proposed in relation to the Toton Strategic location for growth and other changes as a result of this

Appendix 3 Note from the Inspector

Appendix 4 Supporting Information to be sent to the Inspector

Appendix 5- Toton-HS2 Working Group details

Appendix 6 – Summary of key points from the Volterra report in so far as it relates to development in the strategic location for growth in the vicinity of the station.

Appendix 7 – Chronology

Appendix 8 – Note to HA and County highways (and response if received)

Appendix 9 – Summary of evidence in relation to Field Farm

Appendix 10 – SHLAA summary broken down to key settlements

Appendix 11 – Summary of evidence in relation to Brinsley

Appendix 12 – Summary of evidence in relation to Eastwood

Appendix 13 – Summary of evidence in relation to Kimberley

Appendix 14 - Summary of evidence from GL Hearn in relation to the likely rate of housing delivery

Appendix 15 – Summary of recent Core Strategy Inspectors decisions relating to staggered housing trajectories

Appendix 16 – Email from Erewash Borough Council

Appendix 17 – Map of facilities in Stapleford (page 48)

Appendix 18 – Amended Toton Site Schedule (page 49)

Appendix 19 – Amended Field Farm Site Schedule (page 57)

Appendix 20 – Amended trajectory (page 63)

If the modifications in Appendix 2 are approved by Council an amended Site Schedule for Eastwood and Brinsley will also be submitted to the Inspector, but since the only alterations since the examination sessions relate to changes in housing numbers (if approved) these site schedules are not appended to this report.

APPENDIX 2

Proposed modifications

Spatial Vision

Amend paragraph 2.3.4 as follows:

2.3.4 Much of this growth is sustainably accommodated within the main built up area of Nottingham which has assisted in reducing the need to travel, made the most of existing infrastructure and has driven the regeneration of parts of the urban area. The main built up area of Nottingham has been expanded, **including successful neighbourhoods in their own right at Field Farm north of Stapleford and in the vicinity of the proposed HS2 station at Toton**, and new development is creating successful communities, well integrated into the urban area, and with excellent connectivity to the wider city, especially the City Centre and other job opportunities. Some established residential areas have been remodelled, with a new housing and population mix, and are now popular neighbourhoods with both old and new residents.

The disparities in the quality of life apparent in 2011 are being addressed and fear of crime has been reduced. As a result, people are more willing to get involved in decisions which affect their lives.

Broxtowe Spatial portrait

Amend paragraph 2.7.12 as follows:

2.7.12 Broxtowe is a relatively affluent borough being ranked 219 out of 326 English local authorities in the 2010 Index of Multiple Deprivation (with 1 being the most deprived). Unemployment in the borough was 3.8% in October 2011, which is a significant rise from the previous year. However, rates vary significantly between wards with pockets of unemployment concentrated in more deprived areas, in particular the three wards of Eastwood South, Chilwell West and Stapleford North which also have higher proportions of unskilled workers. **The proposed strategic location for growth in the vicinity of the proposed HS2 station is partly in the ward of Chilwell West and is in relatively close proximity to Stapleford North. The significant economic development planned in the vicinity of the station is therefore well placed geographically to assist in addressing unemployment in these wards.** In education, skills and training two Local Super Output Areas (LSOAs) in the same ward (Eastwood South) rank in the top 10% most deprived nationally. There is therefore a need to focus resources on providing opportunities to develop further training to enable residents to access skilled employment, particularly given manufacturing decline in these areas.

Policy 2**Main Policy**

Broxtowe, Gedling and Nottingham

A minimum of 30,550 new homes (2011 to 2028) will be provided for and distributed as follows:

Broxtowe	6,150
Gedling	7,250
Nottingham	17,150

- a) Approximately **23,790** homes in or adjoining the main built up area of Nottingham, in the following distribution:

Broxtowe Borough Council	3,800
Gedling Borough Council	2,840
Nottingham City Council	17,150

To include:

- i) Severn Trent and Boots site, in Broxtowe (550 homes):
- ii) A sustainable Urban Extension at Field Farm, north of Stapleford, in Broxtowe (450 homes)
- iii) **A sustainable location for growth on land east and west of Toton Lane including Toton Sidings in the vicinity of the proposed HS2 station in Broxtowe. This will include a minimum of 500 homes with the mix of this and other development to be determined in the Broxtowe Part 2 Allocations Local Plan.**
- iv) Remainder of Boots site, in Nottingham City (up to 650 homes)
- v) Stanton Tip, Hemphill Vale, in Nottingham City (3,000 homes).

- b) Gedling development

- c) Approximately **4,900** homes elsewhere including in or adjoining the key settlements of

Broxtowe

- i) **Awsworth (up to 350 homes)**
- ii) **Brinsley (up to 150 homes)**
- iii) **Eastwood (up to 1,250 homes)**
- iv) **Kimberley (up to 600 homes)**

Supporting text

Broxtowe Borough

3.2.19 The majority of Broxtowe's housing provision is to be provided within or adjoining the main built up area of Nottingham. This is fully in accordance with the strategy of urban concentration with regeneration and, **while this distribution will include new housing in the north of Broxtowe,** it will focus housing delivery in or adjacent to the main built up areas in the south of Broxtowe. This will include delivery of housing together with employment **uses with the overall quantum and distribution of** development subject to confirmation of land required for access and other arrangements associated with the proposed HS2 station and on the Boots/ Severn Trent site, which will be assisted by the infrastructure planned to be put in place to support the development of the Enterprise Zone. Areas in the urban south of Broxtowe benefit from being in the strongest housing

sub market, having the most comprehensive public transport links particularly to Nottingham and being in the greatest area of affordable housing need. The proposed HS2 station at Toton will add significantly to the transport and economic sustainability of this area for new development. This strategy therefore performs best in terms of deliverability, sustainability, maximising opportunities for economic development, job creation and contributing to local housing needs. This strategy also ensures that the opportunity for future development in the proposed Strategic Location for Growth on land in the vicinity of the proposed HS2 station assists with, and in no way compromises, the delivery of the station.

Policy 3

Supporting Text

Amend the Green Belt policy 3 text from:

3.3.3a In Broxtowe Borough the green belt will be amended to allow for the long term construction of the proposed HS2 station at Toton and a mixed use development in the vicinity of it including access arrangements, a NET extension and mixed use economic and housing development. Amendments to the green belt will be undertaken as part of the allocations DPD when issues associated with HS2 are clear.

Change this to:

3.3.3a In Broxtowe Borough the green belt will be amended to allow for the long term construction of the proposed HS2 station at Toton and a mixed use development in the vicinity of it including access arrangements to the station, a NET extension and mixed use economic and housing development which will include a minimum of 500 homes, 18,000 square metres of new employment development and enhancements to provide significant green infrastructure. Amendments to the green belt will be undertaken as part of the Broxtowe allocations Part 2 Local Plan.

Policy 4

Supporting text

Add to the end of paragraph 3.4.6:

Development in the vicinity of the proposed HS2 station at Toton will include a minimum provision of 18,000 square metres of B class employment floor space. There is evidence that this employment element of development in this location will prove more attractive to the market in the later years of the Core Strategy period and quite possibly beyond 2028 when the station is operational (add link to Volterra report for evidence). It is necessary to ensure that the land is available within the proposed strategic location as part of a comprehensive mixed-use development.

Policy 15

Main Policy

Policy 15.5 includes the local and national schemes which will impact on the plan area if implemented which includes

HS2 hub station at Toton to serve the East Midlands and, extension to NET to serve the new station.

Move these elements from Policy 15.5 and insert a new Policy 15.6 as follows:

6. Any development permitted in or adjacent to the proposed strategic location for growth at Toton shall allow for adequate provision for the construction of the HS2 route, the station, vehicle access to it and an extension of the NET route which as a minimum shall be to the station and which shall also allow for its potential future extension to Erewash Borough.

Add new supporting text at 3.15.2 as follows:

3.15.2 In the unlikely event of the government not proceeding with the HS2 station at Toton, then the development specified under policy 15.6 will not be required but the extension to the tram route into Erewash Borough will remain an ambition of the councils.

Policy 16

Supporting text

Add at the end of paragraph 3.16.9:

This will include a minimum of 16 hectares of Green Infrastructure on land at the Strategic Location for Growth in the vicinity of the proposed HS2 station in Broxtowe.

Proposed amendments to the site schedules for Toton and Field Farm and the proposed housing trajectory are attached as separate appendices.

APPENDIX 3

Inspector's Note**Inspector's Note to the Councils following October/November Hearings**

This note is intended to clarify what additional work I asked the councils to undertake at last week's hearings. It also reflects some further thoughts I have had based on the discussions at the hearings, and these too may require some additional work if suitable evidence is not already available.

Housing distribution in Gedling

After discussion of the proposed distribution of new housing and other development in the Borough, I questioned whether the identified locations and sites for growth were consistent with a strategy of urban concentration with regeneration. Only 2,840 new homes are planned in or adjoining the main built up area of Nottingham in Gedling out of 7,250 in total.

Ashfield District Council raised concerns about the impact of the proposed 1,600 new homes adjoining Hucknall plus up to 500 homes at Bestwood village on that town's infrastructure. I have requested that Gedling BC undertakes additional work to identify more precisely what the infrastructure requirements of these proposals will be, what impact they would have on Hucknall and how infrastructure works or mitigation measures could be funded. Gedling BC should discuss their findings with Ashfield DC and aim to secure a statement of common ground. Part of the solution to the two problems summarised above could be to bring forward development at the former Gedling Colliery site and at Teal Close and other locations in or adjoining Nottingham's main built up area. If this is possible, the Council should consider whether increases in capacity in these locations could reduce the proposed numbers for new housing and employment land around Hucknall, and at Calverton and Ravenshead. In respect of new development of up to 1,300 new homes at Calverton, I have noted concerns about the transport and travel implications, the ability of this rural settlement to absorb the proposed level of new development socially and physically, and the impact on the countryside including the Green Belt and prospective SPA.

Toton

Depending on the number of homes, which the Plan promotes here during the plan period, it will be necessary to consider the likely impact on other planned sites and locations. For example: In view of the distance of Brinsley from the main built up area of Nottingham, and the comparatively small scale of development proposed, should the figure of up to 200 new homes be re-considered? And/or is there a case for reducing the figure of up to 2,000 new homes at Kimberley and Eastwood if the Toton site is promoted? Concerning Field Farm, Appendix A suggests there is a good range of community services/facilities in Stapleford Town Centre. However, this would be a long walk from most parts of the Field Farm site. Stapleford is also expected to serve new residents at Toton [CD/REG/02, Page 79] and this raises the question - Could Stapleford cope with the combined impact from 2 new significant developments? This may require additional information about traffic impact. Appendix A refers to "Further dialogue on detailed proposals" for Field Farm over community services. Would this mean that community services could be provided on site, so that the proposed Field

Farm development would not be merely a housing estate and some of the car journeys to shop in Stapleford might be eliminated? On Field Farm, which is an Allocation designed to commence within the first 5 years of the plan period, can Appendix A be updated to clarify the currently very generalised references to “further dialogue on detailed proposals”?

General

Policy 2 – Depending on the outcome of the additional work by the Councils in respect of the Toton site and in Gedling, what changes are required to this policy, in particular to the housing numbers? How would amendments affect the 5 year housing land supply? How would the table in Policy 2 showing delivery over 5 year tranches be affected, and the housing trajectories in Appendix C? Monitoring and review - There have been calls for an early review of the Plan. Whether or not it is necessary for the ACS to seek this, there has to be some guarantee that the monitoring, which is promised in the monitoring arrangement boxes, will be carried out and will lead to action to secure change if the policies are not working. This is essential for positive planning and effectiveness. Section D, Making it Happen, with

Policies 18 and 19, could usefully be extended to reassure the reader that a process of plan, monitor and manage is envisaged; that the Councils will act if, for example, key development proposals do not come forward as intended. Some additional information on the triggers which would lead to a policy review or other action would assist. The Councils have helpfully proposed some changes to update the monitoring arrangements boxes and make clear which future DPDs will take forward specific proposals. A wider review of the text of the ACS is also needed to tighten up the references to future DPDs eg. Paragraph 3.2.5. Also, references to “Local Plans” as in 3.2.8 should be clarified – presumably this means the old Local Plans which are to be superseded?

Jill Kingaby (Inspector)
November 2013

APPENDIX 4

Main report explaining the proposed changes at Broxtowe**Inspector's issues****Introduction**

The purpose of this additional submission is to respond to comments made by the Inspector at hearing sessions on 7th and 13th November which are explained in her subsequent letter dated 22nd November 2013.

In essence, we understand the additional work required needs to:

1. Specify the number of homes the plan promotes at Toton during the plan period, with a view to providing greater clarity regarding the vision for the location and the amount of development proposed and looking for opportunities to improve the five year housing land supply by facilitating the earlier delivery of housing.
2. Consider the impact of this on other sites and locations including Brinsley, Eastwood, Kimberley, Field Farm and Stapleford Town Centre.
3. In relation to both Gedling and Broxtowe there is a need to undertake an assessment of the changes required to the overall distribution and timing of housing development in relation to Policy 2 and the five-year supply.

How much development does the plan propose at Toton?

A minimum of 500 homes to be inserted in Policy 2 for the reasons explained in more detail below. There is less certainty with regard to the timing of other development in the location but this is included in the amended Site Schedule in appendix 18. The Council believes strongly that it is important that the implications of HS2 are fully understood and assessed before any development is delivered in the area. The timetable for this is explained in the further details of the Toton Working Group in appendix 5 which will feed into the preparation of the Broxtowe Allocations part 2 Local Plan.

Vision

The ambitions of the ACS councils is to achieve the optimum mix and quantum of development around the station to maximise the unique opportunities that this will bring and that any decision taken in the Core Strategy will assist in the delivery of the station. This will include setting out more clearly the councils' ambitions, but also setting out in policy minimum requirements that development in the vicinity of the station will provide. The Core Strategy as amended seeks to ensure that these ambitions will be met.

The approach of Broxtowe to achieve this vision

1. Recognise that the development of land in the vicinity of the station cannot be seen as an isolated project without reference to its proximity to the station.

2. Work to define the character of the area around the station in terms of 'place' is essential to ensure coherence of design between the station and neighbouring development.
3. Ensure that there is sufficient land available to achieve the highly desirable degree of integration of different transport networks (train, tram, bus, cycle, pedestrian and car).
4. Seek to maximise the potential of the HS2 station and land in the vicinity of it to provide a gateway location to not just Broxtowe, but to Greater Nottingham as a whole, and to present itself as an economic link between the cities of Nottingham and Derby and indirectly between other cities on the HS2 route such as Birmingham and Manchester.

Since the start of the examination hearing sessions there has been further progress made in Broxtowe by establishing a Toton/ HS2 Working Group (see details in appendix 5) and the publication of the Volterra Report (see details in appendix 6).

The establishment of the Working Group and the publication of the Volterra report are the latest stages of rapid progress to bring this strategic location forward for development with full details included in the chronology in appendix 7.

Summary of sustainability issues

The amended Sustainability Appraisal undertaken for the proposed modifications to the Core Strategy confirms that development in this location is highly sustainable. The only changes from the SA undertaken in relation to the change to the Core Strategy to include Toton as a Strategic Location for Growth (CD/REG/10) is that Erewash has made a Conservation Area Appraisal of Sandiacre Lock which raises some concern that development at Toton would have a negative effect of views from the Conservation Area. Whilst this point is fully recognised in the amended SA, it does not give rise to any objection to the inclusion of Toton as a Strategic Location for Growth from Erewash. (see the separate email from Erewash which confirms this point in appendix 16).

The Statement of Common ground submitted on 19 September 2013 between Broxtowe Borough Council and Signet Planning (who represent the main landowner) confirms the agreed suitability of the proposed location for strategic development at paragraph 3.1.

Evidence of delivery

The following section on delivery relates to information in the SHLAA, Infrastructure Delivery Plan and relevant information processed as part of the planning application on land west of Toton Lane. It does not imply the acceptability of development proceeding on parts of the site prior to the comprehensive assessment already referred to.

The implications for delivery in the early years of the plan are in relation to the housing element of the proposals. There is evidence that the commercial elements of development in this location will prove more attractive to the market in the later years of the Core Strategy period and beyond, when the station is operational, as explained in the Volterra Report in their appendix 2 – and in particular sections 7.22 to 7.24. It is fully recognised that it is necessary to ensure that the land is available as part of a

comprehensive mixed-use development, but the employment provision is unlikely to be developed in the near or medium terms as referred to in paragraph 7.23 of the Volterra report. This has a bearing on the evidence required to support employment development as there is no realistic prospect of such development coming forward until several years after the Broxtowe Site Allocations plan is adopted in 2015. It is in this plan that the details of the amount, type and distribution of total development will be confirmed.

Evidence in the Infrastructure Delivery Plan (CD/KEY/01) and the highways information in appendix 8 is that there are no obstacles to delivery preventing housing coming forward earlier than the originally anticipated 2018/19. It is true that the IDP as published in May 2013 (as with other strategic locations) anticipates the delivery of development at the Toton location in years 6 to 10 of the Core Strategy, however a planning application was submitted in 2012 for development including 650 homes. There is no outstanding objection from any statutory consultee, which includes the County Council as Education Authority, the County Council as Highway Authority, the Environment Agency and the Highways Agency. Development in this location has been modelled with regard to highways impact as part of the planning application for 1,000 homes together with the other aspects of the planning application. These are a 380 sq m convenience store, 95 sq m retail, 2,800 sq m B1(a) and B1 (b) uses, 2,300 sq m of education floorspace, 450 sq m day nursery, pub restaurant and an 80 bed residential care facility.

In addition to having no objection to the planning application for this development, there is no objection to the approach taken with regard to evidence to support the Toton location in the Core Strategy as proposed to be modified. (appendix 8)

Summary relating to the quantum of development at Toton

The proposed amendments to the Core Strategy to propose a minimum of 500 homes at the Toton Strategic Location for Growth amounts to sustainable development and reinforces the strategy of urban concentration with regeneration. This amendment focusses housing development in a location which is deliverable, has the best links to proposed sustainable transport provision and is the area of greatest housing need in the south west of Broxtowe Borough, as explained in paragraph 3.2.19 of the Core Strategy.

The Council believes that there is significant potential that the implementation of housing (or other development) without the understanding of all the issues and opportunities linked to HS2 would create an extremely strong risk of compromising the benefits which could be obtained from HS2 for the local and wider area. For this main reason the Council does not propose that any part of the location is allocated for development in advance of the Site Allocations Part 2 Local Plan.

Impact of Toton on other locations

The plan as amended with the inclusion of Toton as a Strategic Location for Growth (CD/REG/02) did not propose any alteration to the overall distribution of housing or other development from that specified in Policy 2 in the plan as published in June 2012 (CD/REG/01). The new homes to be provided at Toton were to be confirmed in the Broxtowe site allocations plan – for reasons specified in the Transport Background paper addendum (CD/BACK/06) and Land in the vicinity of the Proposed HS2 station at

Toton Background Paper (CD/BACK/15). Although the extent of housing provision was to be confirmed in the Broxtowe part 2 allocations Local Plan, any housing provision was clearly specified in Policy 2a) as contributing to the 3,600 figure in the main built up area of Nottingham.

The following site/location specific comments provide an analysis as requested by the Inspector as to whether the proposed amendments to the Core Strategy in relation to Toton firstly give rise to any implications on delivery particularly on transport and the impact on Stapleford in conjunction with development at Field Farm. Secondly, whether the overall housing provision in or adjacent to the main built up area of Nottingham of 3,600 in Broxtowe should be revisited in view of the changes now proposed to provide increased certainty of the type and scale of development at Toton, and in particular the minimum housing figure of 500 homes.

Field Farm

The information in appendix 9 provides a summary of the relevant evidence to the decision to allocate Field Farm in the Core Strategy. The map in appendix 17 shows the facilities in Stapleford. The information below provides an assessment of the implications of both sites delivering housing (and other development where relevant) at the same time.

Appraisal

Based on the information summarised in appendices 9 and 17 it is considered that Field Farm is a highly sustainable and deliverable opportunity for early housing development that both on its own, and in combination with development at Toton, will help with the regeneration challenges facing Stapleford in addition to meeting the housing needs of the area.

There is evidence in the IDP, and the processing of planning applications on both sites, that Field Farm and Toton can both deliver housing (and other development at Toton) without leading to any undue problems in terms of pressure on existing infrastructure and in particular on the highway network. Please see the information in appendix 8 in addition to the Transport Background Paper addendum already referred to.

Stapleford has a town centre in need of enhancement (Policy 6) and is one of only two such centres in Broxtowe (the other is Eastwood). Apart from being unnecessary (see plan of local facilities in appendix 17) the provision of a 'local centre' on site would reduce the capacity for homes, potentially would compete with the centre of Stapleford which is within 1 mile of the site and which is walkable and has bus services to it, but would also compete with the numerous local facilities closer to the site than the centre of Stapleford. Furthermore Broxtowe has granted planning permission for three A1 retail units at the former Jaguar pub site, one of which is to be occupied by the Coop which will further add to the local shopping facilities in the area only a very short walking distance from the site. In addition to providing local services to new residents to cater for their shopping, eating out and leisure needs, these same facilities will provide employment opportunities for new residents in close proximity to the new housing proposed.

This in part is in contrast to development at the Toton strategic location, which although it would be expected to support services in Stapleford, is a much more difficult route

from Toton on foot or by bike to the centre of Stapleford, having to cross a major arterial road (the A52) as recognised in appendix G of the Sustainability Appraisal addendum (CD/REG/09). The significant sustainability advantages for development at Toton relate to its excellent transport connectivity and the greater opportunity for providing new mixed use development including employment provision. Residents at Toton are more likely to look to make use of the tram service on their doorstep (complete 2014) to access services in Beeston or Nottingham for more than local everyday shopping. For their local shopping there is proposed provision included in the site schedule for the strategic location with details to be confirmed as part of the Site Allocations Local Plan, which would not compete with facilities in the centre of Stapleford given the greater difficulty in walking to the centre of Stapleford when compared to Field Farm.

In summary there is no evidence that development at Toton in addition to the 450 homes at Field Farm would be undeliverable on transport or any other grounds. The evidence to inform the Core Strategy including the proposed modifications is sufficient and this will be supplemented by additional site specific work through the site allocation and planning application process. The template for what has happened at Field Farm is a good indication of the approach at other strategic locations. The distance from Field Farm to the centre of Stapleford is well within the 2 km, which is the distance specified in the now revoked PPG13 as the distance at which walking offers the greatest potential to replace short car trips (paragraph 74). There has not been any other distance given as a guide in the NPPF or the NPPG. The one mile walk to a large district centre in Stapleford is one that several new residents would be likely to undertake and in addition this centre is highly accessible and will be made more so by enhanced cycling and bus provision.

The amended site schedules for Toton and Field Farm are attached at appendices 18 and 19 respectively. The site schedule for Field Farm has been amended to provide more certainty in particular with information from the planning application and now signed S106 agreement. Some matters of detail will be resolved at the reserved matters stage, but it is not considered by the councils or by any of the providers of infrastructure including the Highways Agency, that there is any reason to question the early delivery of housing on this site, as specified in the trajectory as amended to reflect the expected build out as reported in the updated Broxtowe SHLAA (BD/HOU/49).

The site schedule at Toton has been amended to incorporate the latest available information from Volterra and to include reference regarding the HS2-Toton working group. There is no reason to question the delivery of housing at Toton promptly following the adoption of the Broxtowe Site Allocations part 2 Local Plan, which will have allowed the Working Group to fully feed into this allocation process.

Other settlements

The details in appendix 10 give the total number of available urban sites found in the Broxtowe SHLAA (BD/ HOU/49) split down by main built up area and key settlements as defined in the ACS. The tables are taken from the Broxtowe Site Allocations Local Plan Issues and Options consultation

Brinsley

The information in appendix 11 provides a summary of the relevant evidence to the decision to identify Brinsley as a key settlement in the Core Strategy. Below is an

assessment based on this as to whether the housing numbers should be revisited in view of the amendments proposed at Toton.

Appraisal

Based on the evidence summarised in appendix 11, it is considered that Brinsley is a sustainable location for a proportionate amount of development until 2028. Proportionate development can be accommodated in such a way as to not fundamentally conflict with the purposes of including land in the green belt and avoid an adverse impact on heritage assets and biodiversity. It is not accepted that Brinsley can reasonably be described as isolated. Decisions on site allocations will be taken in the Broxtowe Allocations part 2 Local Plan.

In terms of the borough as a whole in DEFRA's classification of local authorities, Broxtowe is classed as an urban rather than rural area. It is described as a 'large urban' authority, numerical class 2 (please see Councils statement on Matter two paragraph 18.2 for the full details). The distance from the south of Brinsley village to the closest part of the defined town centre of Eastwood (Broxtowe adopted Local Plan) is one mile, which is identified in Policy 6 of the Core Strategy as being in need of enhancement. It is acknowledged that the A608 is a busy road but there are public footpaths along this road and away from the road connecting Brinsley to Eastwood. There are bus services linking Brinsley to Eastwood (and beyond) and from Eastwood there is a high frequency service to Nottingham. The Rainbow 1 connects Nottingham with Eastwood and Brinsley with a half hourly service stopping at Broad Lane, Brinsley from Mondays to Fridays. At the weekends this service is hourly.

Taking account of all of these points, a reduction in 50 homes to a maximum of 150 homes would be appropriate to specify in Policy 2. To go lower than this would put at risk of closure existing facilities within the village over the 15 year plan period.

Eastwood

The information in appendix 12 provides a summary of the relevant evidence to the decision to identify Eastwood as a Key Settlement in the Core Strategy. Below is an assessment as to whether the housing numbers should be revisited in view of the amendments proposed at Toton.

Appraisal

Based on the evidence summarised in appendix 12 it is considered that Eastwood is a sustainable location for a proportionate amount of development until 2028. Development can be accommodated in such a way as to not fundamentally conflict with the purposes of including land in the green belt. As opposed to Kimberley (see below) there are much more limited opportunities for development inside the A610 at the south of the town but there are sites in the SHLAA to the north and north east of the town that could be developed without fundamentally conflicting with the purposes of including land in the green belt. These decisions will be taken in the Broxtowe Allocations part 2 Local Plan. There are significant regeneration challenges in the town with Eastwood South being one of the most deprived wards in Broxtowe Borough and a town centre in need of enhancement as recognised in Policy 6 of the Core Strategy. In addition there are five available allocated housing sites from the 2004 Local Plan that as yet are undeveloped.

Taking all of these points into account, Eastwood remains a highly sustainable location for development with good opportunities for sustainable growth within the existing urban area, a significant availability of sites both within and adjacent to the town and with choices to be made in the Broxtowe part 2 Local Plan. Nevertheless it is acknowledged that there may be delivery issues on some sites within the urban area and with Eastwood such as with other towns and villages in the north of Broxtowe, there is a greater strain on the capacity of existing schools than is the case in the south of the borough. This is already recognised in the significantly lower provision of development in the four key settlements when compared to the main built up area of Nottingham. Even allowing for this, a small reduction in provision at Eastwood of 150 dwellings to a total of 1,250 would still sufficiently support the regeneration ambitions for the town, but would also reduce the pressure on education provision and on the green belt.

Kimberley

The information in appendix 13 provides a summary of the relevant evidence to the decision to identify Kimberley as a Key Settlement in the Core Strategy. Below is an assessment as to whether the housing numbers should be revisited in view of the amendments proposed at Toton.

Appraisal

Based on the evidence summarised in appendix 13 it is considered that Kimberley is a sustainable location for a proportionate amount of development until 2028. Development can be accommodated in such a way as to not fundamentally conflict with the purposes of including land in the green belt, in particular with opportunities for growth to the south of the town inside the A610. These decisions will be taken in the Broxtowe Allocations part 2 Local Plan. In addition Kimberley has regeneration challenges with the Kimberley Brewery site near the centre of the town in need of re-development to bring this designated heritage asset (Grade 2 Listed Buildings) back into productive re-use and there are two available allocated housing sites from the 2004 Local Plan that as yet are undeveloped. A planning application has recently been submitted for 160 dwellings on the Kimberley Brewery site and one of the allocated sites has interest from a national house builder.

Taking all of these points, any reduction in homes below the 600 specified (as a maximum) in the Core Strategy would put at some risk the bringing forward of sustainable urban sites and would lead to additional pressure to develop less sustainable sites elsewhere.

Changes to the distribution and timing of housing delivery

The following section provides analysis of the effect of the proposed further amendments to the Core Strategy in relation to Toton, Eastwood and Brinsley in combination.

Distribution

The consistency of the distribution of development proposed in Policy 2 with the strategy of urban concentration with regeneration is given in response to the Inspector's Question 6 in relation to matter 2.

As discussed at the hearing sessions the strategy of urban concentration with regeneration and the distribution of development between council areas to meet this strategy was taken forward from the revoked East Midlands Regional Plan. In relation to Broxtowe the East Midlands Regional Plan required a housing provision figure of 6,800 new homes (2006-2026), of which 3,600 were to be in or adjacent to the Principal urban area of Nottingham (now defined as the Main built up area of Nottingham). The Core Strategy as submitted had 6,150 homes, of which a minimum 3,600 were to be in or adjacent to the main built up area of Nottingham, and with the amendments now proposed increases this figure to 3,800. This is shown together with percentages in the table below.

Plan	Total Housing Provision	Minimum housing provision in or adjacent to the main built up area of Nottingham	Percentage of housing provision in or adjacent to the main built up area of Nottingham
East Midlands Regional Plan (2006 to 2026)	6,800	3,600	53%
Core Strategy as submitted (2011 to 2018)	6,150	3,600	59%
Core Strategy as amended (2011 to 2028)	6,150	3,800	62%

As seen above the strategy of urban concentration with regeneration has been reinforced with the proposed Core Strategy amendments. The suitability of this strategy is explained in the Core Strategy at paragraphs 3.2.19 to 3.2.22 as amended and is assessed in several iterations of the Sustainability Appraisal as the most appropriate strategy when compared to the reasonable alternatives. There are numerous sites in the Broxtowe SHLAA that are now subject to consultation as part of the Allocations Issues and Options and the process of selecting sites (including what if any addition is appropriate at Toton above the 500 homes now proposed) will be undertaken as part of this process. However, increasing development in or adjacent to the main built up area and reducing it elsewhere beyond that in the CS as proposed to be amended, is highly likely to tip the balance towards a more unsustainable strategy in that the delivery may be adversely affected in or adjacent to the main built up area and the other towns and villages would have a housing figure below that which would meet their needs, including regeneration challenges in the case of Eastwood and Kimberley.

This is explained in paragraphs 9.11 to 9.18 of the Sustainability Appraisal (CD/REG/06) which identified that, as part of a strategy of urban concentration with regeneration, towns and villages do need an appropriate scale of development to maintain their role and support local services. The importance of not discounting large opportunity sites around Kimberley and Eastwood as part of the strategy of urban concentration with regeneration is identified in paragraph 9.12 of the SA (CD/REG/06).

Timing

The timing of development other than the amendments proposed at Toton was specified in the trajectory in the submitted Core Strategy and is updated in the Broxtowe

SHLAA of September 2013 (BD/HOU/49). The trajectory has now been amended to take into account the most recent information in the SHLAA and the 500 homes now proposed at Toton, with delivery able to commence in the 2016/17 monitoring year with the modifications as now proposed. The potential delivery figures for the housing element of development at Toton are given below for the minimum figure of 500 homes and are taken using the agreed formula in the Statement of Common Ground between Broxtowe Borough Council and Signet Planning. This relates to the delivery of housing and should be read in the context of the advantages referred to earlier of considering housing provision as part of a comprehensive assessment of development across the whole strategic location and in particular allowing the Working Group to conclude on the preparation of a comprehensive master plan involving all relevant stakeholders.

Strategic Location (minimum 500 homes)

2015 - Planning Permission (at or very soon after adoption of the Broxtowe Site Allocations Part 2 Local Plan timetabled for 2015 in the Local Development Scheme)

2016/17 = 25

2017/18 = 75

2018/19 = 135

2019/20 = 135

2020/21 = 130

The implications on overall housing delivery is shown in the table below. This includes Toton being retained as a Strategic Location for Growth to remain in the green belt until decisions on site boundaries are taken in the Broxtowe allocations Part 2 Local Plan and includes the policy amendment to specify the delivery of 500 homes as shown above.

Policy 2 amendments

	2011-2028	2011 to 2013	2013 to 2018	2018 to 2023	2023 to 2028
Broxtowe	6,150	250	1,800	2,100	2,000

This includes delivery of a total of 100 homes at Toton in the first five years of the Core Strategy and an increase in 100 homes taken from the up to date review of the Broxtowe SHLAA (BD/ HOU/49 – table 11), which was published in September 2013 and provides the most recent position on land supply since the submission of the Core Strategy in June 2013.

Although it is acknowledged that a Core Strategy proposal to allocate part of the Toton Strategic Location for development, including a minimum of 500 homes would make the site available for housing more quickly, this would only have a marginally beneficial impact on the overall delivery of housing in Broxtowe Borough. This is explained in more detail in the summary of evidence provided in appendix 14.

In circumstances such as these, the principle of both having a staggered trajectory instead of a flat one as well as rectifying any shortfall in housing supply over the full plan period are both well established and fully NPPF compliant. This is a similar

approach to that taken in three recently examined Core Strategies with the details in appendix 15.

Taking all of these points into account the housing provision figure of 1,800 in the 2013-18 five year time period is ambitious and deliverable and, in line with Paragraph 47 of the NPPF, represents a very significant boost to the supply of housing.

The principle of including Toton as Strategic Location to be retained in the green belt is very similar to that put forward by Oxalis planning in relation to a sound Core Strategy policy at St Helens (CD/EX/24) which retained a major development site in the green belt and delegated a subsequent development plan as the appropriate mechanism to remove the site from the green belt. The three post NPPF Inspectors reports referred to above, all make reference to the respective Councils Site Allocations Plans to follow the Core Strategy as being an important component of delivering a five-year housing land supply. The retention of Toton in the plan as a strategic location is no different to this. It is accepted that an allocation removing part of the location from the green belt in the Core Strategy would make that part of the site available more quickly (by two years), but this may also have unintended consequences by adversely affecting the comprehensive planning of the wider strategic location, which is progressing rapidly. See the previous comments regarding the Toton Working Group in appendix 5

Notwithstanding these points, if the site were to be allocated and removed from the green belt in the Core Strategy with a 2014 adoption date, then the table below shows the theoretical delivery of housing with a minimum of 500 homes to form part of the allocation at Toton (of which 370 could be built 2013-18).

Allocation – Policy 2 amendments

	2011-2028	2011 to 2013	2013 to 2018	2018 to 2023	2023 to 2028
Broxtowe	6,150	250	2,050	2,100	1,750

Conclusion

For these reasons it is considered that the proposed modifications to the plan meet the ambitions of providing greater clarity and certainty regarding the amount and timing of development at Toton and provides additional clarification regarding development at Field Farm. These modifications also include modest reductions in development at Eastwood and Brinsley, which allows these settlements to receive a proportionate amount of development to meet their needs over the plan period, but also to reinforce the strategy of urban concentration with regeneration with an additional 200 homes to be located in or adjacent to the main built up area of Nottingham.

APPENDIX 5**Details of the Toton working group**

This is a group made up of members and officers of Broxtowe and the purpose of the Working Group is to ensure that an appropriate planning brief is prepared for the Strategic Location for Growth identified in the Core Strategy and to prepare for the building of the High Speed 2 (HS2) rail link that is planned to have a station in Toton. The Working Group has met twice on 1st November and 2nd December and is making rapid progress in bringing together all partners involved in the project in order to manage an overall view of this strategic site for economic development within the borough.

The Working Group has already sent invitations to landowners, neighbouring councils, HS2, Volterra (see appendix 6 for the details of their report) and OPUN (who are a design/ architecture charity who offer a range of design support services to developers and local authorities) to attend meetings in the new year.

The timetable for the Working Group is to proceed rapidly by incorporating the views of stakeholders initially comprising other local authorities in the Housing Market Area, but then also HS2, landowners, infrastructure providers, OPUN and local groups including TEPS in preparing a comprehensive master plan regarding development in the Location. It is expected that this work can be completed within the first 6 months of 2014, which will allow good time for this to be incorporated into the Broxtowe Site Allocations Part 2 Local Plan.

APPENDIX 6

Summary of the Volterra Report relating to the potential for development in the vicinity of the proposed HS2 station

Volterra Partners are economic consultants who were commissioned by Nottingham City Council, Broxtowe Borough Council, Nottinghamshire County Council and Derbyshire County Council to assess the economic benefits of the proposed East Midlands HS2 station at Toton, and to consider how to maximise those benefits.

The main findings of the report are summarised in the site schedule for Toton (appendix 10 of this report) as amended in so far as it relates to development in the vicinity of the station.

The executive summary is at pages 3 to 9 of their report with paragraph 1.28 identifying the benefits of residential development to the overall economic benefits of development in the vicinity of the station.

The key benefits to the wider area are reported at section 10.1 of the report and quantify the economic, employment, connectivity and regeneration benefits.

The consultants were asked specifically to look at potential development in the vicinity of the HS2 station at Toton and their findings in this regard are at section 7 of their report.

They refer to the difficulties in establishing the likely demand for employment space in the future (especially 20 years into the future). They consider that residential development in the short term will bring economic benefits for Broxtowe and the wider region and that commercial development is unlikely in the short or medium terms given uncertainty around the HS2 station and viability issues.

They state that:

“10.20 We believe that the most appropriate way to maximise the benefits at Toton will be to promote housing uses initially but not to the detriment of future commercial uses. In order to enable this growth to occur and to quickly respond to market needs, this requires a collaborative approach where planners work closely with developers to discuss and agree their development approaches and visions for the area.”

APPENDIX 7

Chronology

The following details are given to demonstrate the speed at which the councils have responded to incorporate the proposals for the Strategic Location for Growth in the Core Strategy.

28th January 2013 – Announcement made that Toton is the proposed HS2 hub station to serve the East Midlands

29th January 2013 – Broxtowe's cabinet considers the issue with the following resolution-

RESOLVED that:

- 1. A six week public consultation be undertaken to consider amending the Core Strategy with the inclusion of an area in the vicinity of the Toton Sidings as a broad strategic location for growth.**
- 2. In undertaking the consultation the implications for the Core Strategy and residents in Broxtowe and the impact it would have on their lives be investigated**
- 3. Delegation be given to the Chief Executive in consultation with the Leader of the Council and the three Group Leaders to agree the exact wording of the consultation, which will subsequently be made available for other members.**

The Council undertook the necessary preparatory work to enable the consultation to commence on **18th February 2013** and run for slightly over six weeks given that the Easter weekend was at the end of March. The consultation closed on **3rd April**, the Council considered the responses immediately and prepared a report to full Council to submit the Core Strategy (please see the full details in the Councils regulation 22 Statement)

20th May 2013 – Broxtowe Council considers the report to submit the Core Strategy as amended with the Toton Strategic Location. Council resolved to submit as recommended.

7th June 2013 – Core Strategy submitted with a Transport Background paper (CD/BACK/06) addendum and Toton/ HS background paper (CD/BACK/15) which explain the approach to the Toton strategic location.

Summer 2013 – Volterra commissioned by Nottingham City Council, Broxtowe Borough Council, Nottinghamshire County Council and Derbyshire County Council to assess the economic benefits of the proposed East Midlands HS2 station at Toton, and to consider how to maximise those benefits.

November 2013 – Final Volterra report published

Autumn 2013 – Broxtowe Borough Council established a Toton/ HS2 Working Group whose purpose is to ensure that an appropriate planning brief was prepared for the

Strategic Location for Growth identified in the Core Strategy and to prepare for the building of the High Speed 2 (HS2) rail link that is planned to have a station in Toton. The working group has met twice on 1st November and 2nd December and is making rapid progress in bringing together all partners involved in the project together in order to manage an overall view of this strategic site for economic development within the borough.

Autumn-Winter 2013/14 – Broxtowe site allocations issues and options consultation is ongoing, with this to conclude on 10th January 2014.

APPENDIX 8

Note sent to the Highways Agency and NCC as the highway authority.**Background to the extra work**

At the hearing sessions, the Inspector requested Broxtowe consider providing more certainty in the Core Strategy regarding the scale of growth proposed at Toton. The Inspector's note, which is dated 22nd November, is on the examination website (CD/EX/27) and clarifies that, as a result of this work, it will be necessary to consider the likely impact on other planned sites and locations. This is to include consideration of reducing housing figures at Brinsley, and/or at Kimberley and Eastwood.

Clarification is also required as to whether Stapleford can cope with the combined impact from 2 new significant developments, including further information about traffic impact.

In addition, Broxtowe should consider whether appendix A should be updated with regard to community facilities to clarify the generalised references to "further dialogue on detailed proposals".

More generally, the Inspector also requested the councils to consider consequential changes required to Policy, in particular to the housing numbers, the table in Policy 2 showing delivery over 5 year tranches, the housing trajectories in appendix C and the 5 year housing land supply.

Broxtowe proposed amendments

Broxtowe potential alterations to overall housing numbers are as shown in the table below

	Core Strategy as submitted	Core Strategy as amended
Main built up area of Nottingham	3,600	3,800
Toton	Part of the 3,600 but numbers to be determined in the site specific DPD (part 2 Local Plan) programmed for adoption in 2015	Part of the 3,800 and clarification that this will be a minimum of 500. Any additional numbers to be determined as part of the site specific DPD (part 2 Local Plan) programmed for adoption in 2015
Awsworth	350	350
Brinsley	200	150
Eastwood	1,400	1,250
Kimberley	600	600
Total	6,150	6,150

The development proposed at Toton in the Core Strategy as amended is to include a minimum of 16 hectares open space, safeguarded land for the tram and access to the station. It is also envisaged that a total of 18,000 sq m employment floorspace will be

provided, although this will not come forward in the first five years of the plan and is likely to be provided in part outside of the whole Core Strategy period beyond 2028. Any implications of this or other development would be fully investigated in evidence to support the Broxtowe Site Allocations Part 2 Local Plan to be adopted in 2015.

Previous work

Detailed modelling has been undertaken and accepted by the Highways Agency in relation to planning applications at Field Farm for 450 dwellings (TA undertaken for 500 dwellings) and at Toton for 650 dwellings (TA for 1,000 dwellings) and other supporting uses including 380 sq m convenience store, 95 sq m retail, 2,800 sq m B1(a) and B1 (b) uses, 2,300 sq m of education floorspace, 450 sq m day nursery, pub restaurant and an 80 bed residential care facility.

Conclusion

It is considered that the minor changes to housing distribution set out above and the inclusion of a reference to a minimal figure for development at Toton do not require further changes to the existing transport modelling evidence base or approach to transport modelling, particularly as the scale of growth at the strategic sites has already been considered as part of planning applications (and the modelling for Toton was based on 1,000 dwellings).

The councils are of the view that Transport Background Paper agreed by the authorities and the Highways Agency continues to be appropriate and relevant but we would very much welcome your views and confirmation of the councils' approach.

Response from the Highway Authority

"Thank you for consulting us on this matter and sharing the note that you have attached to your email.

I can confirm that I agree with the council's approach to responding to the Inspector's further questions/ issues as set out in your accompanying note.

The Transport Background Paper Addendum May 2013 sets out the current formal position with respect to transport modelling for the ACS. This Paper is still current with respect to the consideration of the Toton site, which has been 'assessed' outside the ACS transport modelling process. Nevertheless the Transport Assessment work undertaken to date on the Toton Site (to support a planning application) gives the County Council as local highway authority sufficient detail to inform a decision on the acceptability in transport terms of allocating this site in the ACS (for up to 1000 dwellings). There will however be a need to consider in further detail, at the next stage in the LP process, the cumulative impacts of local clusters of development including the Toton and Stapleford developments.

I should add that a further transport background paper is to be prepared to support the revised Rushcliffe Local Plan and this will include an update to the revised traffic modelling which has taken place (since May 2013) to assess the impact of additional housing proposals at Clifton, Edwalton and Gamston. This further TBP will provide an update on the trunk road route strategy finalisation (A52 / A453) currently being worked up by the Highways Agency's transport consultants. I do not expect that this additional

transport modelling will undermine the previous ACS modelling work or lead to a different conclusion i.e. I still expect that the study will come to the conclusion that there should be no compelling reason to prevent the Nottingham HMA growth from being delivered in strategic transport terms. A package of strategic transport improvements will be needed (and these will be identified to support the Core Strategies) and further local junction improvements are likely to be required and these will be identified as part of Transport Assessments to support individual planning applications.

I trust these observations are of assistance. Happy to discuss this matter further with you as necessary.

Kind regards and a merry Christmas.”

APPENDIX 9

Summary of evidence relating to Field FarmTribal Appraisal of Sustainable Urban Extensions (CD/ KEY/08)

This concludes that site H2, which includes Field Farm as the southern part, appears suitable for mixed use development on a number of different criteria including sustainable transport, lack of significant landscape or environmental constraints and the good performance of the site on many green belt criteria.

Broxtowe SHLAA (BD/ HOU/ 49)

Identifies that delivery of housing on this site could commence promptly on adoption of the Core Strategy with 50 homes expected in the 2014/15 monitoring year and with 100 homes built each year thereafter. This rate of delivery is confirmed in the Statement of Common Ground between Broxtowe and DPDS, who are the agents for the planning application.

Sustainability Appraisal (CD/ REG/06)

The assessment of Field Farm is contained at sections 9.18 to 9.22 of the SA where it is reported that this site could provide a moderately positive strategically significant housing benefit, including in terms of early housing delivery; potentially more than other sites such as Toton and west of Woodhouse Way.

It would provide a minor positive mutual social effect due to a potential link to Stapleford town and these points relating to beneficial effects on Stapleford are amplified in Appendix G page 39 of the Sustainability Appraisal Addendum (CD/REG/09). As with any major built development proposal, there are negative environmental effects and limited opportunities to extend routes of green infrastructure. This could include mitigation by retaining footpaths and no sites of nature conservation importance are directly affected.

It is not a prominent landscape like some of the alternatives, it naturally sits in a 'bowl' and is very well contained, therefore a minor negative effect; which will be further mitigated by ensuring the Landscape Character Assessment actions are adhered to.

Some investigation is required for Boundary Brook potential flooding. The site has passed a sequential test and there is no objection from the Environment Agency. The transport objective would be achieved, in a moderately positive way, by reasonable bus links to Nottingham and quite close proximity to Stapleford.

Progress on the Planning Application

Since the SA was published in June 2012 the Council has resolved to support a planning application for 450 homes on the site. This, together with the signed S106 agreement (signed in November 2013), confirms a number of benefits including the reservation of a route within the site to provide a bus service to Stapleford in addition to a number of other highway mitigation proposals that the County Council as highway authority are satisfied with, a buffer of a minimum of 8m (up to 20m if required) to be retained adjacent to boundary brook to allow for the provision of a wildlife corridor, the

provision of 25% of affordable housing, which is the maximum assessed as being viable, and education contributions which the County Council as education authority are supportive of.

Infrastructure Delivery Plan (CD/ KEY/01)

No major constraints to development exist and this is now confirmed by the signing of the S106 agreement which meets the requirements of public agencies.

Additional Work

Map attached at appendix 9 detailing the extensive facilities within Stapleford town centre, with the boundary to the town centre within 1 mile of the southern part of the Field Farm site, and also facilities between the site and the town centre.

APPENDIX 10

SHLAA summary for Key settlements relating to the Core Strategy both before and after the modifications now proposed.

Awsorth SHLAA Summary

	Number of Dwellings
Core Strategy Awsorth Requirement	350
Less total number of dwellings complete 2011-2013	-1
Less existing known urban sites (already counted towards the total found)	-103
Total left to find in Awsorth	246

Brinsley SHLAA Summary

	Number of Dwellings
Core Strategy Brinsley Requirement (before proposed modifications)	200
Core Strategy Brinsley Requirement (after proposed modifications)	150
Less total number of dwellings complete 2011-2013	-2
Less existing known urban sites (already counted towards the total found)	-39
Total left to find in Brinsley (before proposed modifications)	159
Total left to find in Brinsley (after proposed modifications)	109

Eastwood SHLAA Summary

	Number of Dwellings
Core Strategy Eastwood Requirement (before proposed modifications)	1400
Core Strategy Eastwood Requirement (after proposed modifications)	1250
Less total number of dwellings complete 2011-2013	-116
Less existing known urban sites (already counted towards the total found)	-937
Windfall Allowance	-100
Total left to find in Eastwood (before proposed modifications)	247
Total left to find in Eastwood (after proposed modifications)	97

Kimberley SHLAA Summary

	Number of Dwellings
Core Strategy Kimberley Requirement	600
Less total number of dwellings complete 2011-2013	-27
Less existing known urban sites (already counted towards the total found)	-387
Total left to find in Kimberley	186

Main Built up Area SHLAA Summary

	Number of Dwellings
Core Strategy Main Built up Area Requirement (before proposed modifications)	3600
Core Strategy Main Built up Area Requirement (after proposed modifications)	3800
Less total number of dwellings complete 2011-2013	-61
Less known urban sites (already counted towards the total found)	-2055
Less windfall allowance	-200
Less Core Strategy Allocation at Field Farm	-450
Total left to find in Main Built up Area (before proposed modifications)	834
Total left to find in Main Built up Area (after proposed modifications)	534 (after deducting the 500 now confirmed at the Toton Strategic location for growth)

Other Rural & Adjacent Hucknall SHLAA Summary

	Number of Dwellings
Core Strategy Other Rural Requirement	0
Less total number of dwellings complete 2011-2013	0
Less existing known urban sites (already counted towards the total found)	-2
Total left to find in the rest of the borough	-2

APPENDIX 11**Summary of Evidence in relation to Brinsley****Tribal Sustainable Locations for growth report (CD/ KEY/07)**

This concludes that Brinsley has a medium suitability and medium potential for growth, with growth needing to be proportionate to the existing size of the settlement.

Potential directions for growth are given as west, south west and east.

Broxtowe SHLAA (BD/ HOU/ 49)

Including completions from 2011, there are sites within the existing village boundaries on which 41 dwellings can be delivered over the whole Core Strategy period, leaving site(s) on which 159 dwellings can be built to be found in the green belt.

Potentially suitable housing sites are available to the east of the settlement but not the west.

To the east of the settlement sites 198 and 376 east of Church Lane are assessed as could be suitable if (green belt) policy changes, whereas to the west of the village site 199 is assessed as not deliverable or developable for reasons including the environmental constraints at this side of the village, but also the difficulty in achieving acceptable access arrangements and a lack of evidence of landowners wishing to bring sites forward for development.

Sustainability Appraisal (CD/ REG/06)

9.25 and 9.26 reports the sustainability benefits of growth in smaller villages and concludes that Brinsley was slightly less sustainable than urban locations and at 9.30 that there would not be significant environmental effects of growth on the village, albeit that there are constraints in terms of landscape, nature conservation and heritage.

Infrastructure Delivery Plan (CD/ KEY/01)

The Brinsley indicative assessment concluded-

No major constraints to development. Areas to the west of Brinsley are visually prominent, including a Mature Landscape Area and several Sites of Importance for Nature Conservation. The amount of development proposed in the Core Strategy can be accommodated without adversely impacting on these areas.

Education requirements of several settlements are closely linked. Further review of how best to accommodate cumulative school places within all of the settlements of Awsworth, Brinsley, Eastwood and Kimberley will be required with close consultation with education colleagues at Nottinghamshire County Council.

Further dialogue with Environment Agency required as development proposals emerge.

APPENDIX 12

Summary of Evidence in relation to EastwoodTribal Sustainable Locations for Growth Report (CD/ KEY/07)

This concludes that Eastwood has a high suitability and high potential for growth, with a constraint to growth being the strong risk of coalescence to the east.

Potential directions for growth are given mainly as south with A610 as defensible boundary, north away from Brinsley, northeast. Avoid east, southeast, southwest, west and northwest due to coalescence risk.

Broxtowe SHLAA (BD/ HOU/ 49)

Including completions from 2011, there are sites within the existing settlement boundaries on which 1053 dwellings can be delivered over the whole Core Strategy period which with a windfall allowance of 100 dwellings, leaving site(s) on which 247 dwellings can be built to be found in the green belt.

Potentially suitable housing sites are available at several locations around the town, including options in directions for growth identified by the Tribal consultants.

Sustainability Appraisal (CD/ REG/06)

At 9.24 reports the sustainability benefits of growth outside of the Principal Urban area of Nottingham (now referred to as the Main Built up area) but around named settlements had no strategically significant negative sustainability effects. It is reported that urban concentration on Nottingham as being the generally more sustainable model for growth but importantly not discounting large opportunity sites on the periphery (of the PUA) especially around Eastwood/ Kimberley.

At 9.28 it is reported that Eastwood was a named and appraised settlement in the East Midlands Regional Plan but it is outside the main urban area. Significant new housing provision of 1,400 dwellings is proposed but a viability study predicts less potential affordable housing than the main urban area. There may be an effect on heritage because it is a heritage town and DH Lawrence country. Extension of this existing settlement will have a regenerative social benefit and has the positive effects of existing transport and employment provision. As an existing settlement, additional housing will have social benefits and the housing viability study shows potential for affordable housing gain. As a town, it has existing transport links. There are no significant environmental effects of its designation.

Infrastructure Delivery Plan (CD/ KEY/01)

No major constraints to development. Development expected to come forward in the middle of the plan period but opportunities for earlier delivery on several sites with planning permission or allocated for housing in the adopted Broxtowe Local Plan. Education requirements of several settlements are closely linked. Further review of how best to accommodate cumulative school places within all of the settlements of Awsworth, Brinsley, Eastwood and Kimberley will be required with close consultation with education colleagues at Nottinghamshire County Council. Further dialogue with Environment Agency required as development proposals emerge.

APPENDIX 13

Summary of Evidence in relation to Kimberley**Tribal Sustainable Locations for Growth Report (CD/ KEY/07)**

This concludes that Kimberley has a high suitability and medium potential for growth, with a constraint to growth being the strong risk of coalescence to the east.

Potential directions for growth are given mainly as the south with the A610 as a defensible boundary, with more limited opportunities to the north west and north east.

Broxtowe SHLAA (BD/ HOU/ 49)

Including completions from 2011, there are sites within the existing settlement boundaries on which 414 dwellings can be delivered over the whole Core Strategy period, leaving site(s) on which 186 dwellings can be built to be found in the green belt.

Potentially suitable housing sites are available at locations around the town, but a high concentration to the south inside the A610.

Sustainability Appraisal (CD/ REG/06)

At 9.24 reports the sustainability benefits of growth outside of the Principal Urban area of Nottingham (now referred to as the Main Built up area) but around named settlements had no strategically significant negative sustainability effects. It is reported that urban concentration on Nottingham as being the generally more sustainable model for growth but importantly not discounting large opportunity sites on the periphery (of the PUA) especially around Eastwood/ Kimberley.

At 9.29 it is reported that, as an existing settlement, additional housing will have social benefits and the housing viability study shows potential for affordable housing gain. As a town, it has existing transport links. There are no significant environmental effects of its designation.

Infrastructure Delivery Plan (CD/ KEY/01)

No major constraints to development. Development is expected to come forward in the middle of the plan period but opportunities for earlier delivery on several sites with planning permission or allocated for housing in the adopted Broxtowe Local Plan. Education requirements of several settlements are closely linked. Further review of how best to accommodate cumulative school places within all of the settlements of Awsworth, Brinsley, Eastwood and Kimberley will be required with close consultation with education colleagues at Nottinghamshire County Council. Further dialogue with Environment Agency required.

APPENDIX 14

Summary of evidence relating to the likely rate of housing delivery in Broxtowe**Expert opinion on the prospects of the Housing market**

GL Hearn in the Housing Market and Economic prospects report (CD/ KEY/ 02) have the following conclusion reported at paragraph 3.111-

‘A key issue for this report is the how this will play through into housing delivery. There is a strong correlation between the reduction in overall sales volumes and the reductions in house building. Given that in most areas new-build sales are less than 10% of overall sales in a given period, it is clear that **effective market demand for housing needs to improve to stimulate an increase in house building rather than an increase in land supply**. This is not to say that there is some potential benefit of improving land supply (looking regionally or nationally), but this alone is unlikely to result in a meaningful improvement in housing delivery’.

The realistic rate of housing delivery in Broxtowe

Pre-recession, there were 2,352 net completions in Broxtowe between 1998/9 and 2007/8 at an average of 235 a year (CD/ HOU/16 – table 7). This included a period of unbroken economic growth and the adoption of a Local Plan in 2004 which made available sites on which a total of 1,781 homes could be built with 1145 of these in the first phase.

When comparing amended Core Strategy required completions for this period alone, the delivery of 1,800 homes between 2013 and 2018 will amount to an increase of 53%.

When looking at the recessionary period from 2008/9 to 2012/13 the net completions during this five year period were 804 at an average of 160 a year (CD/ HOU/ 16 table 7 and CD/ HOU/ 49 Table 11). The figure of 1,800 homes between 2013 and 2018 would exceed twice this number and would amount to a percentage increase of 125%.

In terms of the scale of the ambition to achieve this increase, a useful context is provided by GL Hearn at paragraph 4.37 (CD/ KEY/ 02) with their view that:

‘It seems reasonable to assume that house building trends will recover to reach nearer long-term averages between 2016 -18. It seems likely that they will however recover to more normal levels – rather than those seen at the peak of the market.’

The specific conclusions of GL Hearn relating to Broxtowe Borough (when they were examining an expected housing provision figure of 1,600 between 2013 and 2018) are that-

5.44 Overall we conclude that the housing numbers proposed in the Aligned Core Strategy for Broxtowe over the plan period to 2028 look deliverable.

As mentioned above the ten year average of house building in the most recent period of unbroken economic growth is 235 dwellings a year in Broxtowe (BD/HOU/16 – Table 7). Even when taking the very highest continuous five year figure since 1991 this is 1,707 completions for the five years of 2004/5 to 2008/9 (BD/HOU/16 – Table 7) at an

average of 341 dwellings a year. It is these figures that represent those at 'the peak of the market' referred to by GL Hearn and therefore the figures in the Table in Policy 2 as amended amount to an ambitious housing delivery target in Broxtowe than has not been met in any five year period in the last 23 years.

Summary of recent Inspectors Core Strategy reports**Taunton Deane**

Inspector John R Mattocks issued his report on 3 July 2012.

At paragraphs 29 to 31 he considers the approach of the Council to splitting the Core Strategy into different tranches (or phasing) with lower delivery in early tranches increasing in later ones. At paragraphs 32 to 40 he considers five year housing supply issues based on this.

In terms of phasing he finds in circumstances similar to our Aligned Councils (relying in part of large urban extensions to achieve the necessary overall provision of housing) that the Taunton approach is not a policy of phasing in that it represents an intention to control development (identical to the ACS) but that the strategy has to be realistic having regard to the level of economic growth. His conclusion having regard to these points is given in paragraph 31 of his report as follows-

‘The sub-division of the plan is but a realistic estimate, based on current data, of how long it may be expected for development momentum to develop. It does not render the plan unsound in that regard.’

The Inspector then proceeded to assess the five year supply based on this lower estimate for housing completions in the early part of the plan. It is clear that he found the Council’s supply provision uncertain. Nevertheless at paragraph 37 he identified that the appropriate remedy for a shortfall in supply lied mainly in the Council’s Site Allocations DPD together with the annual review of the SHLAA.

Greater Norwich

Inspector David Vickery issued his report on 13 November 2013

The Inspector here was only examining part of the plan area given a previous court order that the broadland part of the adopted plan area containing provision for 9,000 dwellings and 25 hectares of employment land should be remitted for further consideration.

At paragraphs 54 to 69 of his report he considers the housing trajectory and additional Framework ‘buffer’, and at paragraphs 70 to 79 he considers the flexibility to adapt to rapid change based on this.

At paragraph 55 the Inspector comments as follows on the housing trajectory-

‘which, in summary, shows a slower rate of growth in the NEG (north east growth triangle) in the earlier part of the plan period and a faster rate in its latter part than that in the submitted version. I consider this to be a realistic trajectory both in terms of likely economic recovery times and in rates of delivery.’

At paragraph 66 the Inspector preferred the ‘Liverpool approach’ to applying the housing shortfall over the plan period, on the grounds that the ‘growth area’ he was

examining would form part of the Greater Norwich Core Strategy, which already used that same approach. In so concluding, he was satisfied that this approach was NPPF compliant.

At paragraph 69 he acknowledged that housing delivery was dependent on the various site allocations plans currently being prepared by three district councils coming forward as planned. For this main reason he went on to consider the issue of flexible trigger points for action to be taken if the housing supply is not being maintained.

South Gloucestershire

Inspector Paul Crysell issued his report on 15 November 2013.

At paragraphs 93 to 98 he considered five year housing land supply and concluded that the Council's approach to splitting the plan down into delivery tranches amounted to a 'significant boost' and that an annualised correction (i.e. Liverpool approach) is a justified correction of past deficiencies to be made over the course of the plan period.

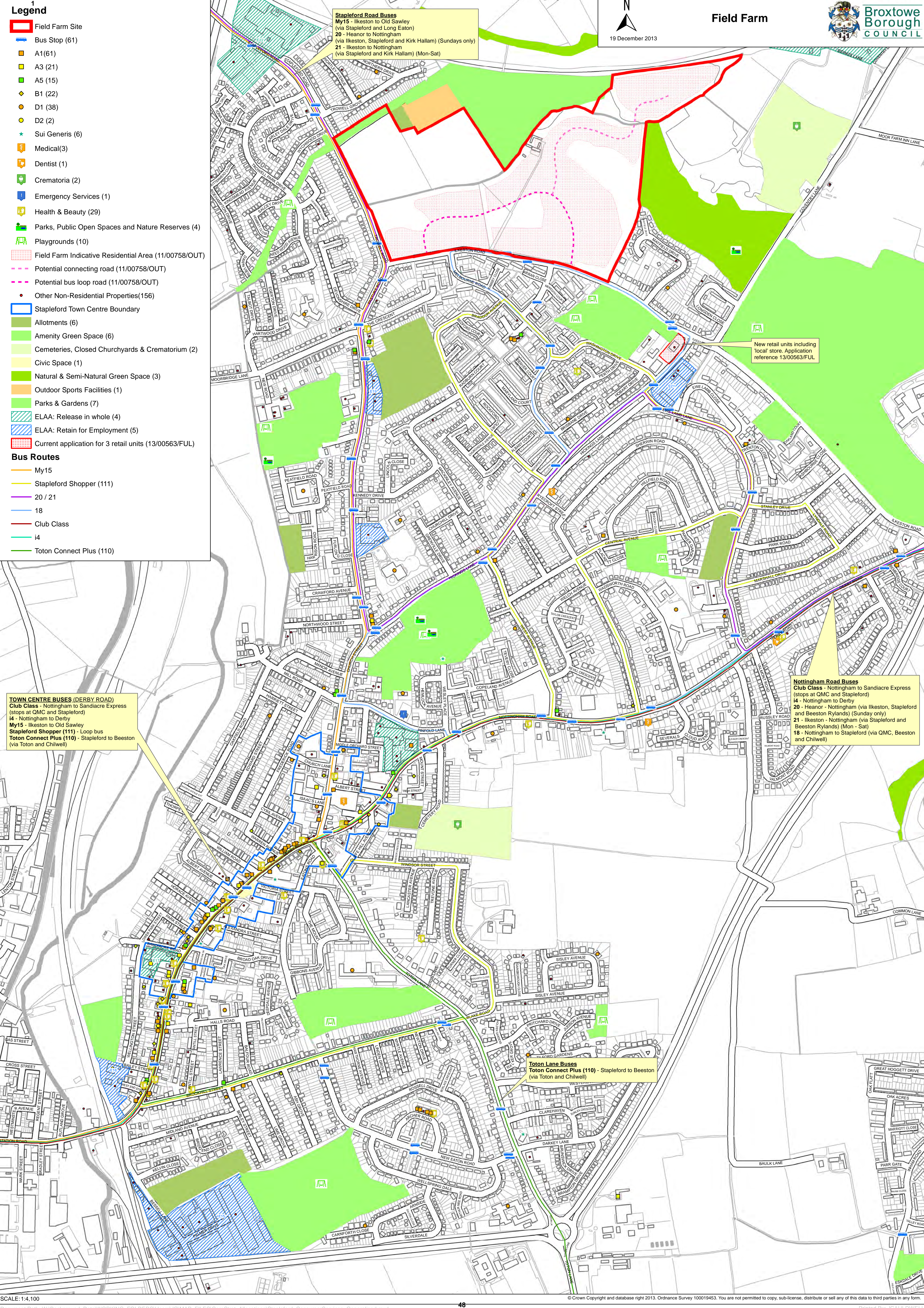
At paragraphs 99 to 108 he considered the delivery of housing and it is acknowledged that in paragraph 106 the Inspector applied an annualised requirement for their five year supply. However this is on the basis that, on the Council's own figures, 35% of the overall properties required over the whole plan period could be provided in the next five years (paragraph 98 of his report).

Response of Erewash

“Many thanks for keeping Erewash Borough Council updated on the progress of your Core Strategy through its current examination.

With regard to the Land East and West of Toton Lane site, I can confirm that the Borough Council continue to support in principle its inclusion within the Aligned Core Strategy as a strategic location for growth in Broxtowe. As you will be aware, Erewash Borough Council has previously identified some possible impacts that future development at Toton may have on the setting of Sandiacre Lock Conservation Area. However, continued and effective co-operation between the two Borough Council's should ensure that any highlighted adverse impacts are able to be adequately mitigated, either through the Broxtowe site specific DPD (Local Plan Part 2) or the more detailed planning application process (or both).

Please get back to me should you require any further information.”



Legend

Field Farm Site

Bus Stop (61)

A1(61)

A3 (21)

A5 (15)

B1 (22)

D1 (38)

D2 (2)

Sui Generis (6)

Medical(3)

Dentist (1)

Crematoria (2)

Emergency Services (1)

Health & Beauty (29)

Parks, Public Open Spaces and Nature Reserves (4)

Playgrounds (10)

Field Farm Indicative Residential Area (11/00758/OUT)

Potential connecting road (11/00758/OUT)

Potential bus loop road (11/00758/OUT)

Other Non-Residential Properties(156)

Stapleford Town Centre Boundary

Allotments (6)

Amenity Green Space (6)

Cemeteries, Closed Churchyards & Crematorium (2)

Civic Space (1)

Natural & Semi-Natural Green Space (3)

Outdoor Sports Facilities (1)

Parks & Gardens (7)

ELAA: Release in whole (4)

ELAA: Retain for Employment (5)

Current application for 3 retail units (13/00563/FUL)

Bus Routes

My15

Stapleford Shopper (111)

20 / 21

18

Club Class

i4

Toton Connect Plus (110)

Stapleford Road Buses
My15 - Ilkeston to Old Sawley
(via Stapleford and Long Eaton)
20 - Heanor to Nottingham
(via Ilkeston, Stapleford and Kirk Hallam) (Sundays only)
21 - Ilkeston to Nottingham
(via Stapleford and Kirk Hallam) (Mon-Sat)

N
19 December 2013

Field Farm



New retail units including 'local' store. Application reference 13/00563/FUL

TOWN CENTRE BUSES (DERBY ROAD)
Club Class - Nottingham to Sandiacre Express (stops at QMC and Stapleford)
i4 - Nottingham to Derby
My15 - Ilkeston to Old Sawley
Stapleford Shopper (111) - Loop bus
Toton Connect Plus (110) - Stapleford to Beeston (via Toton and Chilwell)

Nottingham Road Buses
Club Class - Nottingham to Sandiacre Express (stops at QMC and Stapleford)
i4 - Nottingham to Derby
20 - Heanor - Nottingham (via Ilkeston, Stapleford and Beeston Rylands) (Sunday only)
21 - Ilkeston - Nottingham (via Stapleford and Beeston Rylands) (Mon - Sat)
18 - Nottingham to Stapleford (via QMC, Beeston and Chilwell)

Toton Lane Buses
Toton Connect Plus (110) - Stapleford to Beeston (via Toton and Chilwell)

Land in the vicinity of the proposed HS2 station at Toton (Broxtowe)

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Site Summary

ACS Designation	Strategic Location
Timescale	36 -15 years <u>with employment uses potentially provided beyond the end of the plan period in 2028.</u>
Site Area	Minimum of <u>Approx</u> 73 ha
Housing Units	Minimum of 500 with any increase to <u>To</u> be determined through the Broxtowe <u>Site</u> Allocations <u>Part 2</u> LocalDevelopment Plan Document.
Employment Uses	Minimum of 18,000 square metres B class employment space with details to <u>To</u> be determined through the Broxtowe <u>Site</u> Allocations <u>Part 2</u> LocalDevelopment Plan Document.
Other Uses	Minimum of 16ha open space, safeguarded route for a Net extension and vehicle access arrangements for the HS2 station, Open space and additional land for community facilities including education and limited local retail provision.
Ownership/Developer	Planning Application submitted on part of the land. Willing owners positively engaged to meet the needs of HS2.

IDP Constraints/Requirements Summary

Infrastructure	Summary Assessment	Further Work <u>to be coordinated by the Toton HS2 Working Group</u>
Transport	<p>Integrated transport package required. Requirement for a subsidised bus service incorporating Banks Road estate, Stapleford, Beeston and the City Centre. Access improvements to the strategic road network to include new access points off Toton/ Stapleford Lane. Transport modelling undertaken for a location west of Toton/Stapleford Lane for up to 1000 homes has been carried out. This indicates that the following mitigation works may be required including:</p> <p>A52 (T)/B6003 junction (Bardills Roundabout):</p> <ul style="list-style-type: none"> • Third traffic lane on the A52 (T) east approach • A 3 lane circulatory carriageway connecting 	<p>Internal roads layout to be prepared.</p> <p>Ongoing<u>Further</u> discussions with NET to ensure no conflict with the park and ride facility.</p> <p>Ongoing<u>Commence</u> dialogue with HS2 to ensure no conflict with access arrangements including alternative access to the station and safeguarded extended tram to HS2 station.</p> <p>Ongoing dialogue with highway authorities and Highways Agency to confirm detailed requirements as set out in the Transport Background Paper Addendum May 2013.</p>

Infrastructure	Summary Assessment	Further Work <u>to be coordinated by the Toton HS2 Working Group</u>
	<p>the A52 (T) east approach to the A52(T) west exit</p> <ul style="list-style-type: none"> • A 3 lane exit of the A52 (T) west exit • Extension to the A52(T) west approach • M1 Junction 25 • Additional 60m lane on the A52(T) east off-slip to provide dedicated left turn along with extended 3 lane provision <p>Mitigation impacts to the following County Road junctions:</p> <ul style="list-style-type: none"> • Stapleford Lane / Darley Avenue • Stapleford Lane / Woodstock Road and • Stapleford Lane / Swiney Way. <p>Travel Planning with the following objectives:</p> <ul style="list-style-type: none"> • Achieve the minimum number of car movements to and from the development, • Reduce the need to travel to and from the site, • Address the access needs of site users, by supporting walking cycling and public transport, • Provide adequately for those with mobility difficulties. <p>Public Transport Support:</p> <ul style="list-style-type: none"> • Contribution to fund extension of existing bus services <p>Safeguarding NET extension:</p> <ul style="list-style-type: none"> • NET route safeguarded through the site <p>Road Safety Audit.</p>	

Infrastructure	Summary Assessment	Further Work <u>to be coordinated by the Toton HS2 Working Group</u>
Utilities	<p>Electricity – overhead power lines to be rerouted underground beneath the roads on site and a new terminal pylon located in the SW corner of the site. Western Power have been consulted and have no objection in principle to doing this. Further work required to confirm most appropriate WWTW.</p> <p>Water supply – no abnormal requirements subject to phasing. There is no objection in principle from Severn Trent to the planning application for 775 homes on the west of Toton Lane</p> <p>IT – No abnormal requirements.</p>	<p>Opportunities for extension to existing CHP facilities.</p> <p>Further dialogue with Western Power and Severn Trent as detailed proposals emerge</p>
Flooding and Flood Risk	<p>Site within Flood Zone 1. No significant flood risk. No significant risk for fluvial sources and therefore no specific mitigation required.</p> <p>Potential increase in surface water run off requiring mitigation from attenuation storage and on site SuDS provision.</p>	Ongoing dialogue with the Environment Agency to ensure suitable mitigation methods are adopted.
Health	Land set aside for health facilities if required	Planning application contains a site for a medical centre. Further dialogue with PCT/CCG. Contributions to be agreed as part of S106 discussions.
Education Provision	Detailed assessment of education requirement suggests development would generate a need for a new primary school and extended secondary school provision would be required. Land has been set aside for a nursery school if required.	Proceed with development of a Master plan for the education provision. Continued dialogue with the council, education authority, developers and the planning department regarding S106 contributions.
Emergency Services	No abnormal requirements	Further dialogue as plans are finalised.

Infrastructure	Summary Assessment	Further Work <u>to be coordinated by the Toton HS2 Working Group</u>
Waste Management	No known abnormal requirements.	Further dialogue as plans are finalised.
Community Services	Good range of town centre facilities available at Stapleford Town Centre. Excellent potential (NET) access to range of facilities at Beeston and Nottingham City Centre. Land set aside for a community building if required.	Further details to be developed as part of ongoing discussions. <u>Planning application proposals include a</u> Local centre to be created incorporating offices, pub, restaurant/pub, education space, medical plot, limited local retail provision and day nursery.
Green Infrastructure	Extensive Green Infrastructure to be provided. Potential loss of hedgerows, damage to retained trees during construction, loss of roosting opportunities and bird migration patterns, degradation of local nature reserve through increased public activity from development. Opportunities for creation of new green infrastructure and swales which could offset negative impacts. Increased long term opportunities for wildlife and biodiversity and habitat creation.	Strategy to protect/enhance and or relocate as part of ongoing studies. Opportunities to extend GI network.
Contamination	Potential contaminants from former agricultural uses on the site. Potential impact on the human receptors on the site from contaminants from Toton Sidings, the sewage works and the electricity substation.	Gas monitoring over a 3 month period and topsoil chemical tests should be carried out to further inform remediation strategy.
Heritage Assets	No significant heritage issues <u>on the site. Erewash have undertaken a Conservation Area character appraisal of Sandiacre Lock which identifies a vulnerability of the area to development at Toton.</u>	<u>Erewash have been invited to participate in the Working Group, and this in combination with the Sandiacre Lock Conservation Area management plan will enable development at Toton to be designed in such a way as to have full regard to maintaining the character and appearance of the Conservation Area.</u>

Infrastructure	Summary Assessment	Further Work <u>to be coordinated by the Toton HS2 Working Group</u>
Other	Following HS2 announcement strong potential for positive social-economic benefits for the wider area. No significant demolition issues associated with the development.	<p>Strategy and detailed assessment of HS2 requirements required to be incorporated into Masterplan. <u>Ongoing Commencement of discussions as detailed proposals of HS2 emerge. Joint-working with HS2 and NET. Volterra were commissioned by Nottingham City, Broxtowe Borough, Nottinghamshire County and Derbyshire County Councils to report on maximising the economic benefits of the East Midlands HS2 station at Toton. Their final report was published in November 2013 and their conclusions in relation to the economic benefits of development in the vicinity of the HS2 station at Toton is summarised in sections 7.22 to 7.24 of their report where they point out that-</u></p> <p><u>The main implications for the proposed development at Toton is that the commencement of residential development in the vicinity of the HS2 station does not mean that other mixed uses will not be built in the future. After all, NET phase 2 makes residential development viable in the near term, bringing the benefits forward. These economic benefits will be more valuable than those that will accrue in the medium to long term.</u></p> <p><u>Meanwhile, commercial development is unlikely in the near term within the vicinity of the HS2 station at Toton – as envisaged by HS2 Ltd in its regional factsheet. The absence of a market in the area, combined with uncertainty surrounding the HS2 station that will be developed in 20 years, means that there will be huge doubts over the viability of office type developments around the station in the near or medium terms.</u></p>
Indicative Assessment		

This strategic location is a green field site close to the existing urban area with existing links to Stapleford Town Centre and potential excellent future transport links to Nottingham City Centre and the rest of the UK/Europe. The site can be developed to reflect garden city principles and maintain the separate identities of Stapleford and Toton. Delivery is able to commence promptly following the adoption of the Broxtowe Site Allocations Part 2 Local Plan in 2015. From this point it is expected that the provision of housing can be built earlier in the plan period than employment development, which at the earliest is not expected to commence until the middle years of the Core Strategy time period given the conclusions of the Volterra consultants in paragraphs 7.22 to 7.24 of their report. Broxtowe have established a working group to look at all of the issues, benefits and challenges linked to development of HS2. The Council views the HS2 station as being a nationally significant location and is concerned to ensure that any development in the area is appropriate to support such a significant scheme. Part of the terms of reference for the Working Group includes the preparation of a master plan for the development of the area which will feed into the Broxtowe Site Allocations Part 2 Local Plan. Broxtowe views it as being essential that this work is allowed to conclude before development takes place and as a result it is not anticipated that development will come forward until after the adoption of the Broxtowe Part 2 Allocations Local Plan which is at Issues and Options stage now. This will allow full consideration of the requirements of HS2 and a better understanding of maximising the benefits of the station expected to be within 6-10 years of the plan period. A planning application has been submitted for land on the west side of Toton Lane and is under consideration and negotiations have reached an advanced stage. No irresolvable constraints have been identified. If built development takes place on the east of Toton Lane then the long term defensible Green Belt boundary in this location will be confirmed in the Broxtowe Site Allocations Part 2 Local Plan. Decisions on appropriate development to the west of the Strategic Location in the more immediate vicinity of the HS2 station will need to comply with the requirements of HS2 regarding land take and access arrangements for the station. ~~this should be to the South of the proposed NET route, with this route and park and ride used as a long term defensible Green Belt boundary.~~ The announcement from HS2 to locate their preferred station at Toton strongly contributes to the strategic importance of the site. Continued joint working with NET, the Highways Agency and the commencement of dialogue with HS2 will be essential.

The work described above will be coordinated by the Broxtowe's Toton/ HS2 Working Group.

Land in the Vicinity of the Proposed HS2 Station at Toton

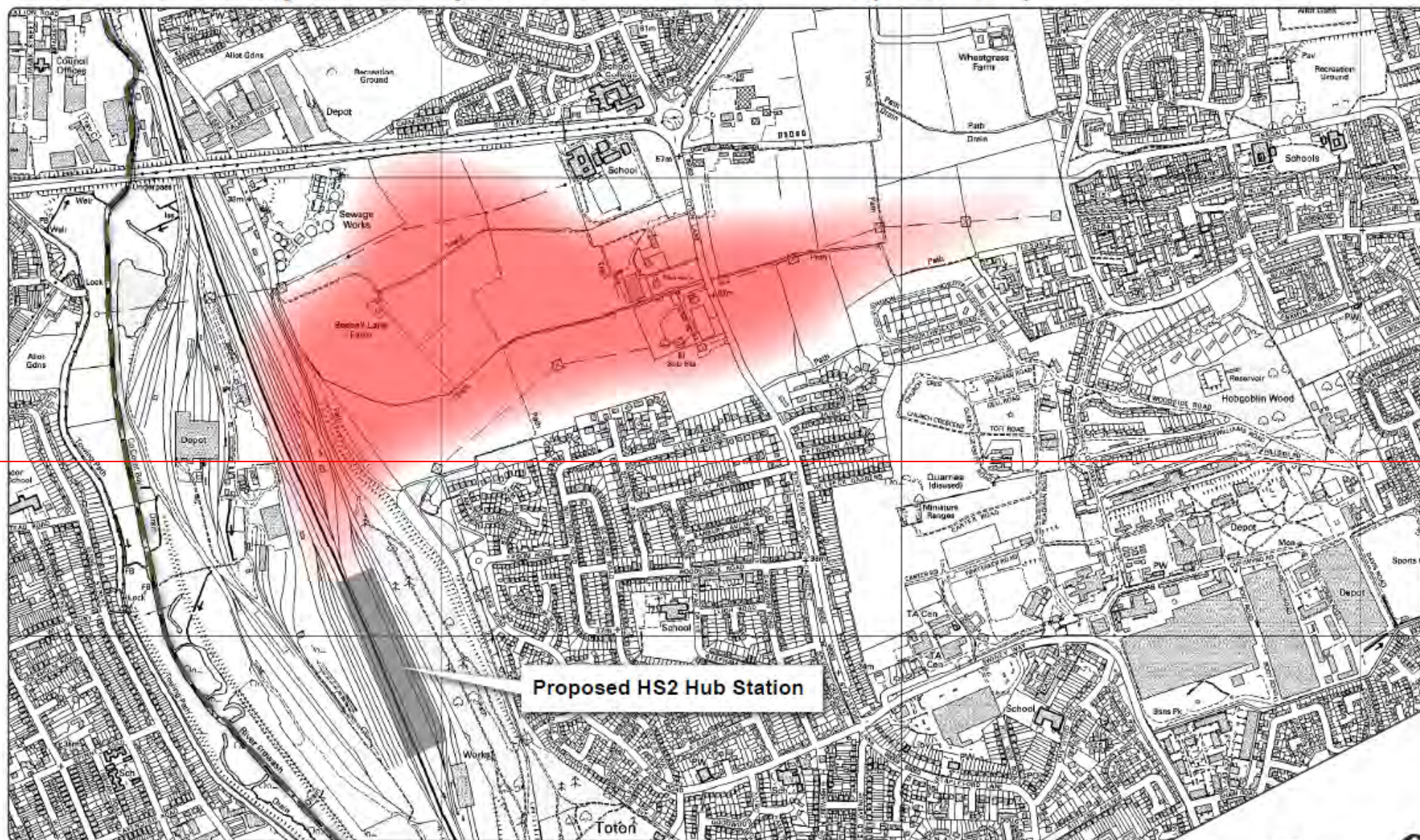
Proposed HS2 Hub Station

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Land in the Vicinity of the Proposed HS2 Station at Toton (Broxtowe)



Key

- Strategic Location
- Administrative Boundary

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Field Farm, North of Stapleford (Broxtowe)

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Site Summary

ACS Designation	Allocation
Timescale	To commence within first 5 years of plan period
Site Area	28 ha
Housing Units	450
Employment Uses	None
Other Uses	Education, Health, Green Infrastructure.
Ownership/Developer	Willing developer <u>in control of site</u> . Planning Application for 450 homes submitted Winter 2011, <u>considered by Development Control committee in April 2013 with a positive resolution to grant permission. Comprehensive Section 106 Agreement signed by all relevant parties.</u>

IDP Constraints/Requirements Summary

Infrastructure	Summary Assessment	Further Work
Transport	Integrated transport package required estimated at £30,000 per net developable hectare of site, est cost of £750,000 - £900,000. <u>No further highway improvements will be funded by the Highways Agency.</u>	TA submitted and further detailed work on transport impacts <u>carried out during the required as part of</u> planning application <u>process</u> . Contributions <u>have been to be</u> agreed as part of S106 <u>discussions. Further dialogue with Highways Agency required regarding access to A52 and A453. A travel plan, covering measures for reducing the number of single occupancy car journeys to and from the site and increasing the use of more sustainable modes of transport, was submitted with the application.</u>

Infrastructure	Summary Assessment	Further Work
Utilities	Electricity - Additional 33kV Circuits and new 33kV primary substation at Watnall required no abnormal requirements. Gas – no abnormal R requirements Waste water – existing service at/near capacity – see flooding info below. Water supply – no abnormal requirements IT – no abnormal requirements	Included in Western Power programme to be implemented by 2015. See flooding below.
Flooding and Flood Risk	Part of the site is within the functional floodplain (Zone 3b) of Boundary Brook and part is within the 1 in 100 year floodplain (Zone 3a). A Sequential Test was completed in Feb 2012. The site covers a complex drainage area with previous flooding occurrences due to interaction of local sewers and overland flows.	Site specific flood risk assessment and development of strategy to reduce, manage and mitigate flood risk and increase resilience (including appropriate location of dwellings and use of flood areas for GI) <u>was completed to the satisfaction of the EA as part of the outline planning application. Related conditions to be met which will include appropriate involvement from Severn Trent and the Environment Agency to secure mitigation measures.</u> Ongoing dialogue with Severn Trent and Environment Agency.
Health	Enhancements to local health infrastructure <u>assumed required</u> at an estimated cost of £427,500. <u>No contributions requested as part of the outline planning application process</u>	Contributions to be agreed as part of S106 discussions.
Education Provision	Contribution to provide capacity at infant and junior schools required - estimated cost £525,000. Capacity within existing secondary schools.	Contributions s to be agreed as part of S106 discussions.
Police Services	No abnormal requirements.	Further dialogue on opportunities to use local facilities for neighbourhood policing as detailed proposals <u>through the consideration of reserved matters planning application detail</u> emerge.

Infrastructure	Summary Assessment	Further Work
Ambulance Services	No abnormal requirements.	Further dialogue required on inclusion of standby locations as detailed proposals <u>through the consideration of reserved matters planning application details</u> emerge .
Fire and Rescue	No abnormal requirements.	Further dialogue required on layout and mix of units <u>through the consideration of reserved matters planning application details</u> .
Waste Management	No abnormal requirements.	Further dialogue on detailed proposals <u>through the consideration of reserved matters planning application details</u> .
Community Services	Good range of town centre facilities at Stapleford.	Further dialogue on detailed proposals <u>but no additional facilities required to be provided on site</u> .
Green Infrastructure	<u>Within the Greenwood Community Forest</u> . Opportunities for on site GI and open space including 2 full sized football pitches and pavilion and playgrounds. Maintenance contribution sought of £828,666.	<u>Indicative buffer of between 8 and 20 metres reserved next to boundary brook</u> . To be progressed via <u>reserved matters planning application details</u> .
Contamination	No abnormal requirements.	
<u>Heritage Assets</u>	<u>Site is not within a designated Conservation Area and has no impact upon a designated -Conservation Area or heritage assets.</u>	
<u>Other</u>	<u>Potential surface coal reserves and coal mining legacy issues</u>	<u>Further review and dialogue with Coal Authority Condition 14 (requiring further ground investigation works and implementation of any necessary mitigation measures) of the draft planning permission is recommended as a result of the comments from the Coal Authority who had no objection to the application subject to the imposition of this condition.</u>

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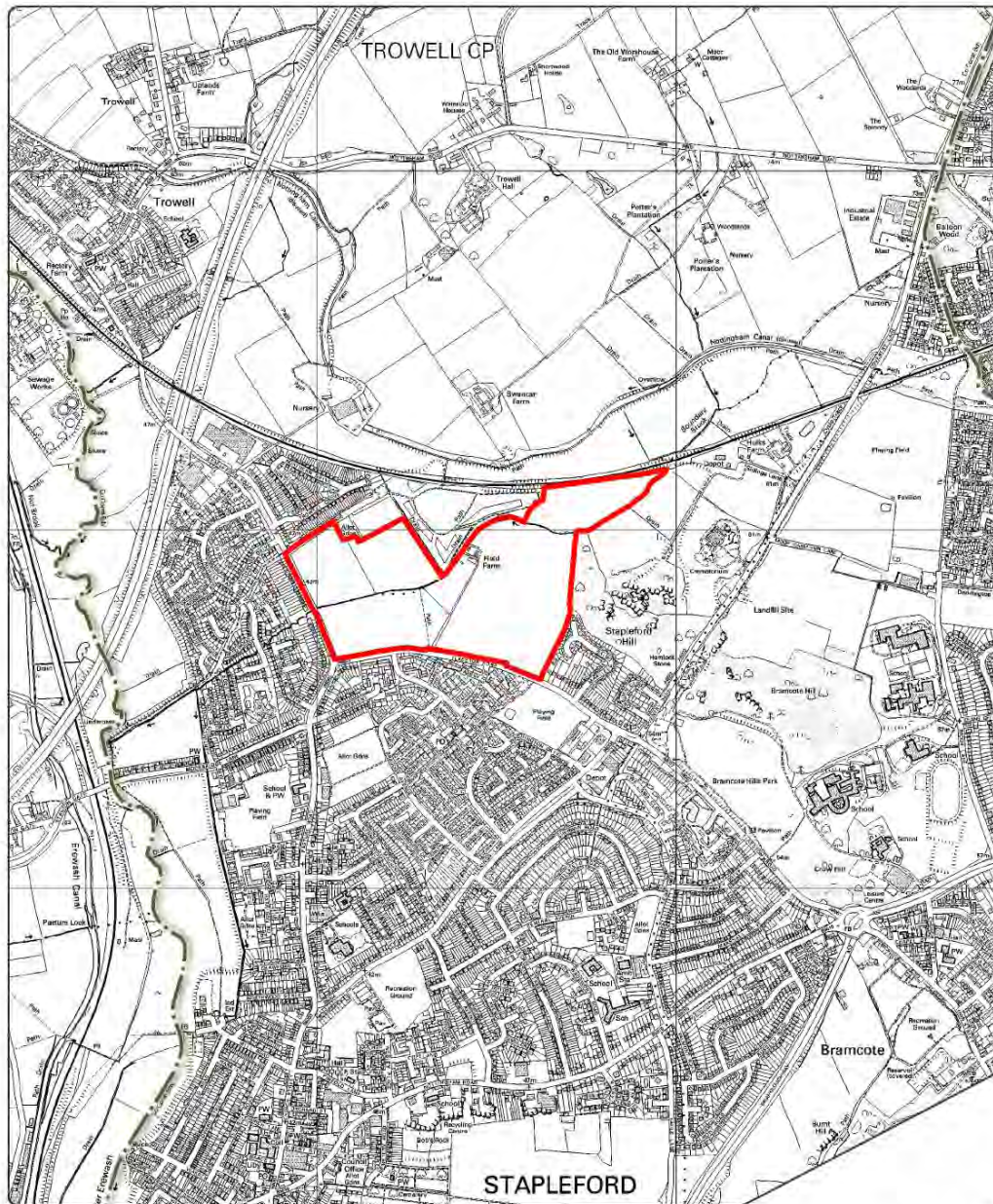
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Indicative Assessment

This is a green field site close to the existing urban area, Stapleford Town Centre and transport networks and is expected to commence within the first 5 years of the plan. A planning application has been submitted and positively considered by the Development Control committee (April 2013) and is ready for Broxtowe to determine subject to the Secretary of State withdrawing his call in direction and is under consideration. A section 106 agreement has been signed which provides a commitment to delivering a comprehensive package of measures designed to ensure the development is deliverable and responds positively to meeting the needs of the area.

No irresolvable major constraints to development have been identified _, however, joint meetings with the Environment Agency and Severn Trent have identified a need for an holistic approach to fluvial, surface water and waste water drainage including recommendations from the Pitt Review which have been are being to be addressed through the progression of the planning application. As part of the processing of the planning application it was has been identified that 6% of the site comprises Grade 2 Agricultural Land and 33% Grade 3a which amounts to 10.8 Hectares. There are two individual and woodland Tree Preservation Orders which were confirmed in 2012 and extensive open areas of the site are to be retained to allow recreational use and to allow some habitat to encourage barn owl feeding

Field Farm



Key

 Site Boundary

 Administrative Boundary

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OS location plans Field Farm OS base SI 17/01/2012



Field Farm



Key

- | | | | |
|--------------------------|-------------------------------|--------------|------------------------------|
| Indicative Site Boundary | Public Open Space | Play Area | Pedestrian/Cycle Access |
| Residential | Sustainable Urban Drainage | Estate Roads | Proposed Pedestrian Link |
| Undeveloped part of site | Existing Greenery/Landscaping | Site Access | Existing Public Right of Way |

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 Nottingham city strategy/consult map/field farm revised PLR 22/11/2012

	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
Boots/Severn Trent								80	80	80	105	105	25	25	25	25		550
Field Farm				50	100	100	100	100										450
Strategic Location for Growth (Toton)						25	75	135	135	130								500
Awsorth allocation													49	49	49	49	50	246
Awsorth SHLAA sites	1		6	15	32	25	10	10	5									104
Brinsley allocations													21	22	22	22	22	109
Brinsley SHLAA sites		2	7	3				4	3	1				5	5	5	6	41
Eastwood allocations													17	20	20	20	20	97
Eastwood SHLAA sites	98	18	13	91	137	125	141	78	103	102	49	23	15	15	15	15	15	1053
Kimberley allocations													37	37	37	37	38	186
Kimberley SHLAA sites	1	26	12	31	47	45	37	34	48	49	49	11	8	8	8			414
Nottingham Urban Area allocations													106	107	107	107	107	534
Nottingham Urban Area SHLAA sites	40	68	74	89	115	155	131	149	221	221	178	139	6	6	7	7	7	1613
Other sites deliverable by 2028 (taken from Strategic Housing Land Availability) - in urban area																		0
Other sites deliverable by 2028 (taken from Strategic Housing Land Availability) - other villages			1	1														2
Windfall allowance after 10 years													60	60	60	60	60	300
Demolitions	0	-47	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-47
Total Projected Completions (net)	140	67	113	280	431	475	494	590	595	583	381	278	344	354	355	347	325	6152
Cumulative Completions	140	67	180	460	891	1366	1860	2450	3045	3628	4009	4287	4631	4985	5340	5687	6152	6152
PLAN - Annual Housing Target	140	110	320	320	320	320	320	460	460	460	460	460	400	400	400	400	400	6150
PLAN - Housing Target (cumulative)	140	250	570	890	1210	1530	1850	2310	2770	3230	3690	4150	4550	4950	5350	5750	6150	
MONITOR - No. dwellings above or below cumulative housing target	0	-183	-390	-430	-319	-164	10	140	275	398	319	137	81	35	-10	-63	2	
MANAGE - Annual housing target taking account of past/projected completions	362	376	406	426	438	438	435	429	411	388	360	357	373	380	388	405	463	-2
Remaining Years	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	