

**Broxtowe Borough, Gedling Borough and
Nottingham City Sustainability Appraisal
Report of the Aligned Core Strategies
Publication Version
Addendum
and Habitats Regulations Assessment update
February 2013**

**Inclusion of the land in the vicinity of the
proposed HS2 Station**



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Introduction

1. This report is an addendum to the Greater Nottingham (Broxtowe Borough, Gedling Borough and Nottingham City) Sustainability Appraisal (SA) Publication Version June 2012 of the Aligned Core Strategies (ACS); in a direct response to the announcement on 28 January 2013 by the Secretary of State for Transport that Toton Sidings is the preferred location for a High Speed 2 (HS2) Hub station to serve the East Midlands and the implications for the Broxtowe Aligned Core Strategy.
2. Following the announcement, Broxtowe has reconsidered its approach to **land in the vicinity of the proposed HS2 Station**, given the potential economic and sustainable transport benefits that could result. This, along with the potential extension of the NET2 tram into the proposed growth area, could lead to plan led sustainable growth in the area.

Aligned Core Strategies Submission Draft

3. The Aligned Core Strategies Submission Draft document is to be submitted to the Secretary of State in 2013 for examination. In addition, the proposed change is to be submitted to be considered as part of the examination process. This addendum to the SA Report provides an appraisal of the strategic location for growth amendment that Broxtowe Borough Council is proposing. This change can be viewed in the separate policy addendum consultation document. Please see the appendix to the addendum for full changes and maps. This SA also takes into account changes to all text as shown in the Schedule of Changes as a direct result of the inclusion of the strategic location for growth proposed at Toton.
4. As the Core Strategies have already been the subject of SA throughout their preparation, this addendum does not reassess the whole of the Core Strategies. It should be, therefore, read in conjunction with the SA Publication Version Report (June 2012).

SA Screening Methodology

5. The process of appraising changes to the Core Strategies involves an initial screening phase to 'scope' for those changes to policy that would be likely to have sustainability implications. In cases where sustainability implications are likely, these policies would then be carried forward for full assessment against the SA objectives. The scoping and appraisal process reported below conformed to the methodology used in previous appraisals. A detailed Sustainability Appraisal Methodology is found in the [Sustainability Appraisal Publication Version Report](#) and should be referred to for further information. The results of the screening exercise are shown in Appendix 1. A copy of the Refined Sustainability Appraisal Framework is provided in Appendix 2.

Summary of the Appraisal

6. The Broxtowe SA team assessed the effect of the proposed change to the Core Strategies. A review of the scoping exercise was then conducted by the Broxtowe representative on the planning policy officers group, which confirmed the result. In summary, the process concluded that the change proposed to the original policies within the Core Strategies was substantive enough to require reassessment.

Appraisal of Additional Strategic Location for Growth – Policies 2 and 4

7. Part of the strategic location for growth at land in the vicinity of the proposed HS2 Station, to the west of Toton Lane Stapleford, was appraised at the Option for Consultation stage in 2010. The site was rejected because it was considered to be more prominent in the Green Belt than Field Farm. It was a prominent Green Belt site with significant local amenity value and there was concern that the road network around the site would not be able to cope with a significant increase in traffic movements. Although the Toton area is more prominent in the Green Belt than Field Farm, the introduction of HS2 and any associated infrastructure is likely to urbanise the area in sustainability objectives terms, potentially making any new local development less intrusive.
8. In addition, there was uncertainty over the potential release for development of one of the largest potential sites in the district at Chetwynd Barracks, Chilwell which is in the urban area and would have been in line with the strategic appraisal of regeneration, rather than release another Greenfield site. The Ministry of Defence site is still under national review and, therefore, the potential supporting impacts on sustainability objectives are not appraisable in advance of this appraisal of the land in the vicinity of the proposed HS2 Station.
9. Subsequent to the Aligned Core Strategies Publication Version, a strategic location for growth at land in the vicinity of the proposed HS2 Station in Broxtowe (Policies 2 and 4) is now proposed. It is being proposed in order to meet the development needs of the area in a sustainable way.
10. This strategic location for growth should help ensure that the Core Strategies as a whole deliver sustainable development at a strategic location within the plan area. For the sake of consistency and in order to maintain a comprehensive approach to SA process for the Core Strategies it was decided to undertake a full Sustainability Appraisal of the new site. Given that part of this strategic location for growth had been considered through sustainability appraisal but rejected (west of Toton Lane, Stapleford), it is considered necessary to re-appraise alternative scenarios and the new sustainability evidence, explicitly, the infrastructure of the high speed rail (HS2) and its station; although, this SA does not appraise the HS2 project in itself as that is being done by the Government (<https://www.gov.uk/government/publications/hs2-phase-two-initial-preferred-scheme-sustainability-summary>). In the case of the rejected proposal, the issue is whether the evidence that has emerged, including this SA, is so overwhelming that the Council might reconsider its proposals in the development plan document.

11. The SA schedule for the site can be viewed at Appendix 3. The result of the full appraisal can be viewed at Appendix 4. Within the appraisal, it was also noted that, when making assessment of the proposal, reference will need to be made to all relevant policies within the plan rather than this strategic location for growth alone. Therefore, although the strategic location for growth on its own is sustainable development, other policies will restrict or protect the impacts of this development.
12. Overall the process highlighted the strategic location for growth as being likely to have positive effects on most of the SA objectives, except the 'environmental' ones - environment, biodiversity and green infrastructure; landscape and, natural resources and flooding- but the only significant impact is considered to be on the landscape objective; whereas, the impacts on the housing, employment, innovation, and especially the transport, objectives are likely to be significantly positive.

Likely Significant Effects of the Change

13. It is considered that the change proposed to the Aligned Core Strategies will have a material effect on the SA objectives beyond those set out Table 23 ('likely significant effects') of the SA Publication Version June 2012. Table 23 details the anticipated short, medium, long, permanent, temporary, secondary and cumulative/synergistic effects of the plan against each Sustainability Objective. The material effect is that this strategic location for growth offers the optimum sustainable location based on the transport objective, given the proposed HS2 station and route, under construction NET2 line including park and ride; and enhancement that can be made to bus, cycling and walking routes.

Conclusion

14. The proposed change to the policies within the Core Strategies Publication Version were 'scoped' as having a substantive impact on the SA objectives in the cases of transport, employment and innovation. It is considered that the proposed change to the Core Strategies, as appraised in this addendum, materially alters the conclusions in the SA Publication Version Report (June 2012), in that a new strategic location for growth is appropriate for the sustainability of the plan area. With this significant change having necessarily been made to part of the appraisal within Broxtowe, the SA is robust and a credible report which has been prepared in accordance with the required legislation.

Habitats Regulations Assessment

15. No additional effects would arise as a result of the location of development in Broxtowe. Whilst the location of one or more Sustainable Urban Extensions(SUE) in Broxtowe remained undetermined at Option for Consultation stage, between five options, the location of the SUE(s) within Broxtowe would not make any difference to their effects, because there are no other links or pathways for effects between the any part of Broxtowe and European sites and there is no likelihood of any site-specific or local effects occurring which have not been addressed in the assessment of overall level of growth provision. The wider habitats impact of HS2 itself will be dealt with separately by the Government.

Appendix 1: Screening Exercise

Policy	Do changes to the policy significantly affect likely sustainability implications?	Further SA Required	Comments
1 Climate Change	Not relevant		
2 Spatial Strategy	Yes. New strategic location for growth.	Yes, partial review	New location gives greater certainty over the sustainability of the plan by specifically identifying the geographical impact of development, for example, where the planned housing numbers may go and its effects.
3 Green Belt	No, justification text amendment only	No, but partial review will be connected to proposed change to Policy 2 in subsequent local plan	Presently insignificant amendment to justification text but, in accordance with Policy 3.1, the inclusion of the strategic location for growth in Policy 2 will require a Green Belt boundary review and a sustainability appraisal
4 Employment Provision and Economic Development	Yes. New location for significant economic development	Yes, partial review	New location gives greater certainty over the sustainability of the plan by specifically identifying the geographical impact of development, for example, where the planned employment provision may go and its effects.
5 Nottingham City Centre	Not relevant		
6 The Role of Town and Local Centres	Not relevant		
7 Regeneration	Not relevant		
8 Housing Size, Mix and Choice	Not relevant		

Policy	Do changes to the policy significantly affect likely sustainability implications?	Further SA Required	Comments
9 Gypsies, Travellers and Travelling Showpeople	Not relevant		
10 Design, the Historic Environment and Enhancing Local Identity	Not relevant		
11 Historic Environment	Not relevant		
12 Local Services and Healthy Lifestyles	Not relevant		
13 Culture, Sport and Tourism	Not relevant		
14 Managing Travel Demand	Not relevant		

Policy	Do changes to the policy significantly affect likely sustainability implications?	Further SA Required	Comments
15 Transport Infrastructure Provision	Yes	No, sustainability appraisal and Strategic Environmental Assessment effects are considered in project programmes and transport plans, including the HS2 phase two initial preferred scheme	Reference the relevant transport scheme evidence, especially the HS2 phase two initial preferred scheme
16 Green Infrastructure, Parks and Open Space	Not relevant		
17 Biodiversity	Not relevant		
18 Infrastructure	Not relevant		
19 Developer Contributions	Not relevant		

Appendix 2: Refined Sustainability Appraisal Framework

SA Objectives	Decision Making Criteria	Indicators
<p>1. Housing</p> <p>To ensure that the housing stock meets the housing needs of the plan areas</p>	<ul style="list-style-type: none"> • Will it increase the range and affordability of housing for all social groups? • Will it reduce homelessness? • Will it reduce the number of unfit homes? 	<p>Affordable housing House prices; housing affordability Homelessness Housing completions (type and size) Housing tenure LA stock declared non decent Sheltered accommodation Vacant dwellings by tenure</p>
<p>2. Health</p> <p>To improve health and reduce health inequalities</p>	<ul style="list-style-type: none"> • Will it reduce health inequalities? • Will it improve access to health services? • Will it increase the opportunities for recreational physical activity? 	<p>Adults taking part in sport Health inequalities Life expectancy at birth New/enhanced health facilities People killed/seriously injured in road accidents Teenage conception rates</p>
<p>3. Heritage</p> <p>To provide better opportunities for people to value and enjoy the plan areas heritage including the preservation, enhancement and promotion of the cultural and built environment (including archaeological assets).</p>	<ul style="list-style-type: none"> • Will it protect historic sites • Will it help people to increase their participation in cultural heritage activities? • Will it protect/improve access to historic sites? • Will it protect and enhance the historical, geological and archaeological environment? 	<p>Open spaced managed to green flag award standard New and enhanced open space Satisfaction with open space Museums</p>
<p>4. Crime</p> <p>To improve community safety, reduce crime and the fear of crime in the plan areas</p>	<ul style="list-style-type: none"> • Will it reduce crime and the fear of crime? • Will it increase the prevalence of diversionary activities? • Will it contribute to a safe secure built environment through designing out crime? 	<p>Crimes – by category and total Fear of crime Noise complaints</p>
<p>5. Social</p> <p>To promote and support the development and growth of social capital across the plan areas</p>	<ul style="list-style-type: none"> • Will it protect and enhance existing cultural assets? • Will it improve access to; encourage engagement with and residents' satisfaction in community activities? • Will it improve ethnic and intergenerational relations? 	<p>Community centres Gains/losses of community facilities Leisure centres Libraries/mobile library stops Participation involuntary and community activities A place where people from different backgrounds get on well together Satisfaction with leisure facilities</p>

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SA Objectives	Decision Making Criteria	Indicators
<p>6. Environment, Biodiversity and Green Infrastructure</p> <p>To increase biodiversity levels and protect and enhance Green Infrastructure and the natural environment across the plan areas</p>	<ul style="list-style-type: none"> • Will it help protect and improve biodiversity and avoid harm to protected species? • Will it help protect and improve habitats? • Will it increase, maintain and enhance sites designated for their nature conservation interest? • Will it maintain and enhance woodland cover and management? • Will it provide new open space? • Will it improve the quality of existing open space? • Will it encourage and protect Green Infrastructure opportunities? 	<p>Local/National nature reserves Local wildlife sites (Biological SINC's) SSSIs</p>
<p>7. Landscape</p> <p>To protect and enhance the landscape character of the plan areas, including heritage and its setting</p>	<ul style="list-style-type: none"> • Does it respect identified landscape character? 	<p>Ancient woodland Conservation Areas Historic Parks and Gardens Listed Buildings/Buildings at risk/locally listed buildings Scheduled ancient monuments Woodland areas/new woodland</p>
<p>8. Natural Resources and Flooding</p> <p>To prudently manage the natural resources of the area including water, air quality, soils and minerals whilst also minimising the risk of flooding</p>	<ul style="list-style-type: none"> • Will it improve water quality? • Will it improve air quality? • Will it lead to reduced consumption of raw materials? • Will it promote the use of sustainable design, materials and construction techniques? • Will it minimise Flood Risk? • Will it prevent the loss of high quality soils to development? 	<p>Greenfield land lost Carbon dioxide emissions Contaminated land Flood risk Households in Air Quality Management Areas Number of days moderate/high air pollution Employment and housing developed on PDL Density of dwellings Developments incorporating SUDS Planning applications granted contrary to advice of EA Biological/chemistry levels in rivers, canals and freshwater bodies Production of primary and secondary/recycled aggregates</p>
<p>9. Waste</p> <p>To minimise waste and increase the re-use and recycling of waste materials</p>	<ul style="list-style-type: none"> • Will it reduce household and commercial waste per head? • Will it increase waste recovery and recycling per head? • Will it reduce hazardous waste? • Will it reduce waste in the construction industry? 	<p>Controlled waste produced Capacity of new waste management facilities by alternative to landfill Household waste arisings composted, land filled, recycled, used to recover energy</p>
<p>10. Energy and Climate Change</p> <p>To minimise energy usage and to develop the area's</p>	<ul style="list-style-type: none"> • Will it improve energy efficiency of new buildings? • Will it support the generation and use of renewable energy? • Will it support the development 	<p>Energy use – renewables and petroleum products Energy use (gas/electricity) by end user Renewable energy capacity</p>

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SA Objectives	Decision Making Criteria	Indicators
renewable energy resource, reducing dependency on non-renewable sources	<ul style="list-style-type: none"> of community energy systems? • Will it support the development of community energy systems? • Will it ensure that buildings are able to deal with future changes in climate 	installed by type
11. Transport To make efficient use of the existing transport infrastructure, help reduce the need to travel by car, improve accessibility to jobs and services for all and to ensure that all journeys are undertaken by the most sustainable mode available	<ul style="list-style-type: none"> • Will it use and enhance existing transport infrastructure? • Will it help to develop a transport network that minimises the impact on the environment? • Will it reduce journeys undertaken by car by encouraging alternative modes of transport? • Will it increase accessibility to services and facilities? 	Accessibility to education sites, employment sites, health care, leisure centres, open space, shopping centres Change in road traffic mileage Development of transport infrastructure that assists car use reduction Levels of bus and light rail patronage New major non-residential development with travel plans People using car and non-car modes of travel to work Railway station usage Road traffic levels
12. Employment To create high quality employment opportunities	<ul style="list-style-type: none"> • Will it improve the diversity and quality of jobs? • Will it reduce unemployment? • Will it increase average income levels? 	Average annual income Benefit claimants VAT business registration rate, registrations, deregistrations Businesses per 1000 population Employment rate Jobs New floor space Shops, vacant shops Unemployment rate
13. Innovation To develop a strong culture of enterprise and innovation	<ul style="list-style-type: none"> • Will it increase levels of qualification? • Will it create jobs in high knowledge sectors? • Will it encourage graduates to live and work within the plan areas? 	15 year olds achieving 5 or more GCSEs at Grade A* - C 19 year olds qualified to NVQ level 2 or equivalent 21 year olds qualified to NVQ level 3 or equivalent Working age population qualifications
14. Economic Structure To provide the physical conditions for a modern economic structure including infrastructure to support the use of new technologies	<ul style="list-style-type: none"> • Will it provide land and buildings of a type required by businesses? • Will it improve the diversity of jobs available? • Will it provide the required infrastructure? • Will it provide business/university clusters 	Completed business development floorspace Land developed for employment Employment land lost Employment land allocated Profile of employment by sector

Appendix 3

SA site schedule: Land in the vicinity of the proposed HS2 Station

Details		Location Map:
Site Name:	Land in the vicinity of the proposed HS2 Hub station	 <p>© Crown Copyright and database right 2013. Ordnance Survey 100019453</p>
ACS Reference:	Policy 2.2	
Location:	Area either side of Toton/Stapleford Lane	
Local Authority:	Broxtowe Borough Council	
Direction for Growth:	Sites G2 and G3 Appraisal of Sustainable Urban Extensions (June 2008)	
SA Map Site ref:		
Assumed Capacity:	73ha.	

Environmental Characteristics	
Flood Risk:	Site in Flood Zone 1; small amount of southern, northern and western area adjacent to the site in floodplain, Flood Zone 2
Formal Open Space network :	0% of area covered by existing formal open space
SSSI:	0% of area covered by SSSI
Bio SINCS :	0%
Local nature reserves :	0%
Ancient Woodland:	0% of area covered by Ancient woodland
Air quality:	0% of area in Air Quality Management Areas
Greenbelt:	100% of area covered by Green Belt
Greenwood Community Forest:	0% of area covered by Greenwood Community Forest
Historic Characteristics	
Listed Buildings:	0
Conservation areas:	none
Registered Parks & Gardens:	0 % of area covered by Registered Parks & Gardens

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Scheduled Ancient monuments:	0
Accessibility Characteristics	
Distance to nearest bus/NET stops:	Bus Route 110 (Toton Connect Plus) runs hourly. The NET Phase 2 extension to Bardills Island constitutes, as noted by the Planning Inspector for the 2004 Local Plan, a very strong argument for development that can be linked to sustainable transport.
Distance to nearest Schools (separated by primary & secondary):	Banks Road Primary and Toton Bispham Drive Junior School on estate to the south/south-west; Chetwynd Road Primary School 1 km to the south east; George Spencer Foundation School and Technology College adjacent to the area.
Distance to nearest GP surgeries:	Toton Surgery, 2 Banks Road, 1/2 km. to south.
Distance to nearest retail facilities (eg Post Offices / supermarket / shopping centres):	Toton Sub Post Office to south; local shopping centre at Woodstock Road on estate to south, Tesco Extra to south east; Chilwell Retail Park 1 km. to south; Stapleford District Centre 1.5km. to north.
Distance to nearest community facilities (eg community centres / leisure centres / libraries):	Greenwood Community Centre at Chester Green 1 km to south; Chilwell Olympia Sports Centre 2km to south east; Toton Library 1km to south east.

Appendix 4: Appraisal of new strategic location for growth at land in the vicinity of the proposed HS2 Station Broxtowe Borough Council – Land in the vicinity of the proposed HS2 Station

Policy appraisal of land in the vicinity of the proposed HS2 Station Policy 2 ⁽²⁾ The Spatial Strategy: Land in the vicinity of the proposed HS2 Station														
														Very major/important positive
														Major positive
														Moderate to major positive
														Moderate positive
								?						Minor positive
1. Housing	2. Health	3. Heritage	4. Crime	5. Social	6. Environment, Biodiversity & Green Infrastructure	7. Landscape	8. Natural Resources & flooding	9. Waste	10. Energy and Climate Change	11. Transport	12. Employment	13. Innovation	14. Economic Structure	? = unknown impact No fill = negligible impact or not relevant
								?						Minor negative
														Moderate negative
														Moderate to major negative
														Major negative
														Very major/important negative

SA Objectives	Appraisal : Policy appraisal of Land in the vicinity of the proposed HS2 Station Policy 2 ⁽²⁾ The Spatial Strategy: Land in the vicinity of the proposed HS2 Station	Ideas for mitigation
1. Housing	Potential to provide homes at Land in the vicinity of the proposed HS2 Station on previously rejected site. Associated affordable housing would be viable in this strong housing sub market. Overall the delivery may be affected by access, transport infrastructure to connect to the HS2 station.	Negotiation for affordable housing, at least of the policy minimum.
2. Health	Larger area than rejected proposals gives greater potential for additional health facilities. General health benefits of new housing but expected delivery of homes as mentioned above. Large areas of the location are private land, however publicly accessible areas are used for recreational purposes including dog walking	Health related planning obligations.
3. Heritage	Area without heritage assets.	
4. Crime	New possibilities for crime	Design out crime.
5. Social	Extends a relatively modern suburban area.	New cultural facilities.
6. Environment, Biodiversity and Green Infrastructure	Will affect a wildlife corridor. Large areas of the location are private land, however publicly accessible areas are used for recreational purposes including dog walking	Planned green infrastructure.
7. Landscape	Larger area than previous proposals will have increased landscape impact in an area of strong character according to the LCA for Greater Nottingham, 2009, although its condition is moderate.	Woodland planting.
8. Natural Resources and Flooding	Land take greater than previous similar options.	Use of Sustainable Drainage Systems (SuDS).
9. Waste	No abnormal requirements.	
10. Energy and Climate Change	Larger site than other options in Broxtowe presents possibilities for renewable energy generation and energy saving technologies on site. Proximity of HS2 access provides opportunities for mitigation of climate change impact from alternative longer journey modes of transport in the long term.	Maximise energy and climate change gains from planning obligations. Integrate development with HS2 provision.
11. Transport	Area has potential adjacent access to all sustainable transport modes- HS2 in the long term, NET2, bus services, cycling and pedestrian facilities, and a Greenway route	Implement Policy 14
12. Employment	A larger area than previous proposals offers opportunity for a mixed use development providing employment. In the long term, HS2 may attract development providing for ABC1-2 social grade occupational people. HS2's regional fact sheet refers to 1,500 jobs at Toton (http://www.hs2.org.uk/sites/default/files/inserts/e_midlands_rfs.pdf)	Master plan for mixed use, employment growth generating development

SA Objectives	Appraisal : Policy appraisal of Land in the vicinity of the proposed HS2 Station Policy 2⁽²⁾ The Spatial Strategy: Land in the vicinity of the proposed HS2 Station	Ideas for mitigation
13. Innovation	Development here may be significant to innovation within Greater Nottingham through HS2 attracting ABC1 social graded population and helping to retain graduates in the long term	Implement Policy 8
14. Economic Structure	In the long term, HS2 may attract similarly high tech infrastructure to support the local economy.	Implement Policy 4