

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

Site Summary

ACS Designation	Strategic Location
Timescale	3 -15 years with employment uses potentially provided beyond the end of the plan period in 2028.
Site Area	Minimum of 73 ha
Housing Units	Minimum of 500 with any increase to be determined through the Broxtowe's part 2 Local Plan.
Employment Uses	Minimum of 18,000 square metres B class employment space with details to be determined through Broxtowe's part 2 Local Plan.
Other Uses	Minimum of 16ha open space, safeguarded route for a Net extension and vehicle access arrangements for the HS2 station, 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 to be coordinated by the Toton HS2 Working Group
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 the A52 (T) east approach to the A52(T) west exit • A 3 lane exit of the A52 (T) west exit • Extension to the A52(T) west approach 	

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Transport	<ul style="list-style-type: none"> • 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>	<p>Internal roads layout to be prepared.</p> <p>Ongoing discussions with NET to ensure no conflict with the park and ride facility.</p> <p>Ongoing 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 including consideration of potential improvements to the A52 between M1 J25 and A6007.</p>

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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 Sustainable Urban Drainage Systems (SuDS) provision.</p>	<p>Ongoing dialogue with the Environment Agency to ensure suitable mitigation methods are adopted.</p>
Health	<p>Land set aside for health facilities if required.</p>	<p>Planning application contains a site for a medical centre. Further dialogue with PCT/CCG. Contributions to be agreed as part of S106 discussions.</p>
Education Provision	<p>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.</p>	<p>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.</p>
Emergency Services	<p>No abnormal requirements.</p>	<p>Further dialogue as plans are finalised.</p>

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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. Planning application proposals include a 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 Green Infrastructure 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 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.	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.

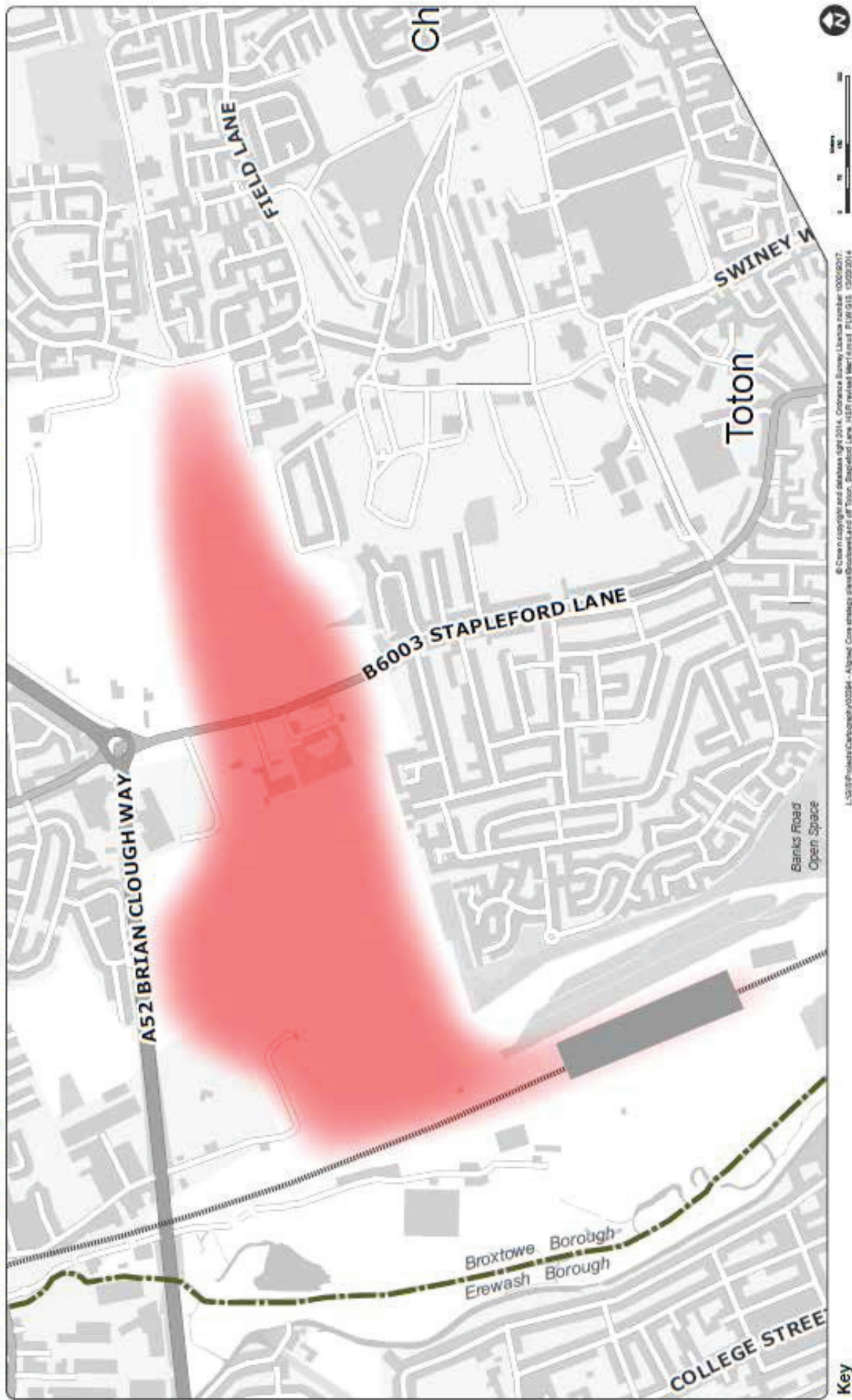
Infrastructure	Summary Assessment	Further Work to be coordinated by the Toton HS2 Working Group
Other	<p>Following HS2 announcement strong potential for positive social-economic benefits for the wider area. No significant demolition issues associated with the development.</p>	<p>Strategy and detailed assessment of HS2 requirements required to be incorporated into Master-plan. Ongoing 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 are summarised in sections 7.22 to 7.24 of their report where they point out that-</p> <p>The main implication 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.</p> <p>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.</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 Broxtowe's 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 Broxtowe's 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. 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's 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. 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 (Broxtowe) Indicative Plan



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 Local Project Cartography 102014 - Aligned Core strategy plan/BookendLand of Toton, Stapleford Lane, HS2 revised plan/land PLUG11. 13/03/2014

Key

- Strategic Location
- Proposed HS2 Hub Station
- Administrative Boundary

