



4 December 2015

Dear Sir/Madam

A meeting of the HS2/Toton Advisory Committee will be held on Monday 14 December 2015 in the New Council Chamber, Town Hall, Beeston at 7.00pm.

Should you require advice on declaring an interest in any item on the agenda, please contact the Monitoring Officer at your earliest convenience.

Yours faithfully

Chief Executive

To:	S J Carr	H G Khaled MBE
	T A Cullen	P Lally
	N E Harvey	P J Owen (Vice Chair)
	R I Jackson (Chair)	A W G A Stockwell
	M R Kee	

Other members of the Council (for information)

AGENDA

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 - 3

The Advisory Committee is asked to confirm as a correct record the minutes of the meeting held on 6 July 2015.

4. SUMMARY OF THE POTENTIAL
OPTIONS TO DELIVER THE
APPROPRIATE DEVELOPMENT
AMBITIONS AND ENVIRONMENTAL
PROTECTIONS AT THE HS2/TOTON
STRATEGIC LOCATION FOR GROWTH PAGES 4 - 75

To consider a report to Cabinet which is due to be considered on 15 December 2015 and to recommend to Cabinet the appropriate development ambitions and environmental protections.

5. WORK PROGRAMME PAGE 76

To consider items for inclusion into the Work Programme for future meetings.

HS2/TOTON ADVISORY COMMITTEE

6 JULY 2015

Present: R I Jackson, Chair

Councillors:	N E Harvey	P Lally
	M R Kee	P J Owen
	H G Khaled MBE	A W G A Stockwell

5. DECLARATIONS OF INTEREST

There were no declarations of interests.

6. MINUTES

The minutes of the meeting held on 16 June 2015 were confirmed as a correct record.

7. SUMMARY OF THE RESPONSE TO THE PREFERRED APPROACH TO SITE ALLOCATIONS: GREEN BELT REVIEW CONSULTATION IN RELATION TO PLANNING THE AREA AROUND THE PROPOSED HS2 STATION AT TOTON

Members reviewed the maps and plans attached to the report as an appendix.

Heritage Assets

Historic England made comments on existing heritage assets and how development may affect these. In response to these comments listed buildings would be included on the map.

Flood Risk

In response to comments from the Environment Agency the plan highlights the flood zones surrounding the potential development. The potential development situated to west falls within the flood zone 2 and flood zone 3 and could be excluded from development.

Local Wildlife sites and Protected Trees

The protected trees and Local Wildlife Site were highlighted within the Plan. A proposed Wildlife corridor may be established west of the proposed development.

Village Green and Public Rights of Way

The Village Green application would be decided by Nottinghamshire County Council. If granted then any development within the Green would be excluded and the HS2 Station would need to be built away from the Village Green. Access to the HS2 Station would require revising should the development take place.

Borough Council Master Plan

The Plan was used throughout the Council's consultation process. This Plan highlighted the large space dedicated to employment development. The Plan promotes a housing development of 500 homes, with a proposed mix of high and low density development.

Developer Master Plan

The Plan shows the developers alternative to Borough's Master Plan. The Plan has similar density development to the Council's masterplan, however a narrower area of green space is shown towards the south.

School and Land Mark Area from Broxtowe's Masterplan

The Plan highlighted that the new primary School would be adjacent to George Spencer School with a greater area to allow for expansion.

School and Landmark Area from Developer's Masterplan

The plan shows that the primary school site would be separate to George Spencer School.

A Concern was raised regarding the potential proximity of the primary school to the proposed tram line extension.

North/South Wildlife Corridor to the East of the Stations if Village Green Application Approved and North/South Wildlife Corridor to the West of the Station if Village Green Application not Approved

It was established that if the Village Green application was successful then an area connecting north and south Toton would be free from development and subsequently could be established as north/south wildlife corridor. If the Village Green was not successful then there was an option for greater green space and a wildlife corridor to the west of the proposed station.

Employment Around the Station Excluding Flood Risk Area

It was noted that the plan included an area of 10 hectares of flood free employment development. It was established that there was an option to have

single or two storey employment development and that the minimum development is a viable option. Concern was raised that this option would remove the wildlife corridor. Members noted that the plans scale would be included for public consultation.

High Density Housing Focus In The Central Portion Of The Site With Low Density Housing Separated From Existing Housing By Buffer

It was established that the Council's masterplan focused on greater areas of low density housing as is a characteristic of Toton. It was established that the developers masterplan also included higher density housing centrally separated by a green corridor from the areas of lower density with a narrower green buffer at the south.

A general discussion took place regarding the current proposals for development within Toton.

Concern was raised as to the issue of parking and the inclusion of parking permits for residents only. It was noted that resident parking permits should be included as a mandatory element with any development within Toton. However, further concern was raised as to how many permits would be issued to families and to what extent would visitors be issued passes.

Members noted that the Core Strategy was a legally binding document and required a minimum of 500 houses to be built at Toton. It was noted that the new administration was exploring legal advice relating to the existing Core Strategy. Concern was raised on Green Belt issues at Toton and the whole Borough. Further concern was raised as to the health and wellbeing of Toton residents in regards to air pollution. However, it was noted that studies into air pollution had been carried out.

RESOLVED that further public consultation be acquired from residents of Toton and Stapleford.

Report of the Director of Legal and Planning Services

SUMMARY OF THE POTENTIAL OPTIONS TO DELIVER THE APPROPRIATE DEVELOPMENT AMBITIONS AND ENVIRONMENTAL PROTECTIONS AT THE HS2/TOTON STRATEGIC LOCATION FOR GROWTH1. Purpose of the report

To consider a report to Cabinet which is due to be considered on 15 December 2015 and to recommend to Cabinet the appropriate development ambitions and environmental protections. This Cabinet report is appended in full to this agenda to enable members of this Advisory Committee to consider the matter with the same information in front of them as Cabinet will have on 15 December 2015.

2. Background

The background detail and financial implications are as explained in the Cabinet report.

A colour version of the Cabinet appendix 7 is circulated separately to the report for members.

Recommendation

The Advisory Committee **RESOLVES** that:

1. The amount, location mix, and site boundaries of development as described in appendix 6 and shown in appendix 7 are put forward as a site specific allocation to be progressed as part of the Broxtowe Part 2 Local Plan.
2. The content of this report together with relevant background information previously reported to the June and July 2015 HS2/Toton Advisory Committees is published as an interim policy framework to aid decision takers for this strategic location prior to the adoption of the Broxtowe Part 2 Local Plan.
3. Minor editing and presentational changes prior to publication are delegated to the Chief Executive in consultation with the Leader.

Background papers

Nil

Report of the Director of Legal and Planning Services**SUMMARY OF THE POTENTIAL OPTIONS TO DELIVER THE APPROPRIATE DEVELOPMENT AMBITIONS AND ENVIRONMENTAL PROTECTIONS AT THE HS2/TOTON STRATEGIC LOCATION FOR GROWTH****1. Purpose of the report**

To seek a timely resolution on the appropriate amount, location and distribution of development in this strategically significant location. The necessity of taking a decision at this time is to feed into a site allocation in Broxtowe's Part 2 Local Plan, to enable a clear dialogue with HS2 and government regarding the Broxtowe expectations for this area in time to influence final government decisions, and to provide a framework to steer planning decisions to be progressed in line with the ambitions that the Council and its partners have for this location. A delay in taking a decision now will lead to a non-determination application for a major planning application for 500 homes and other development within this location.

2. Background

The Councils amended plan for this strategic location is described in Appendix 6 and shown in Appendix 7 and contains the following key development parameters: A total area of a similar scale to Solihull's plans for their own HS2 station environment (154 Hectares). A total area for economic development in close proximity to the station (mainly immediately adjacent to it) of 43 hectares which is very similar to the economic development proposed at Solihull and is a significant increase to the Councils earlier plans. This is largely due to the inclusion of previously developed land at Toton Sidings, which following this consultation including with the site owners, will be a deliverable development opportunity by the time the station is operational. Connectivity aspirations clearly set out in a joined up and deliverable strategy for rail, road, tram, cycles and pedestrians. Substantial areas of green infrastructure set out along key routes to and through the proposed strategic location. A deliverable and sustainable portion of residential development in the central area of the site without impinging on the economic aspirations for the area and amounting to a land take of under 10% of the strategic location taken as a whole. Community aspirations addressed in terms of buffer zones, green routes, a neighbourhood centre, medical centre, community centre and school expansion. Further work set out and a programme in place with partners to undertake this. Confirmation that development in the manner proposed amounts to sustainable development.

3. Detail

Content of further appendices and financial implications are included overleaf.

Recommendation**Cabinet RESOLVES that:**

- 1. The amount, location mix and site boundaries of development as described in appendix 6 and shown in appendix 7 are put forward as a site specific allocation to be progressed as part of the Broxtowe Part 2 Local Plan.**
- 2. The content of this report, together with relevant background information previously reported to the June and July 2015 HS2 Toton Advisory Committees, is published as an interim policy framework to aid decision takers for this strategic location prior to the adoption of the Broxtowe Part 2 Local Plan.**
- 3. Minor editing and presentational changes prior to publication are delegated to the Chief Executive in consultation with the Leader.**

Background papers: Nil

APPENDIX 1**Detail**

The consultation mentioned in appendix 2 has now been completed and is summarised, together with a note of earlier consultations, in appendix 3. In appendix 4 is a summary of further work undertaken by Broxtowe and its partners across the East Midlands which was not available in July 2015. This includes appendix 4b which is a concept plan as part of the Farrells work referred to in the main appendix 4. In appendix 5 is a description of other large scale employment parks in the UK. In appendix 6 is an appraisal of the key issues in relation to the strategic location for growth at Toton and how these are proposed to be addressed. In appendix 7 are area plans showing the proposed development parameters. In summary, it is considered by officers that the details in appendices 6 and 7 represent an ambitious and sustainable strategy for this location. The approach is in accordance with the adopted Core Strategy and is considered to provide a coherent framework to ensure that the development ambitions put forward by various contributors can be met, including providing transport connections, economic and housing development and new community and education facilities, at the same time as securing necessary environmental protections and public open space enhancements.

Financial Implications

There are adequate funds in existing budgets to cover the cost of progressing the plan for this area, and the wider Part 2 Local Plan of which it will form an important part, to pre-examination stage. There is no current budget for defending planning appeals which will be submitted if progress is not made. 2016/17 is the final year of the first tranche of New Homes Bonus which the Council receives for every new home built or brought back into use. For 2017/18 the Council will need to secure £191,000 in new Homes Bonus to replace the lost income relating to the first tranche of the scheme.

An appeal against either non-determination or refusal for the housing application already with the Council will result in significant costs in defending any appeal which are estimated by officers to amount to between £100,000 and £200,000.

APPENDIX 2

Core Strategy Development Requirements

Policy 2 of the Core Strategy sets out the spatial strategy and development requirements for Broxtowe. This includes a minimum of 6,150 new homes between 2011 and 2028 to include:

- A strategic location for growth on land east and west of Toton Lane including Toton Sidings in the vicinity of the proposed HS2 station at Toton in Broxtowe. This will include a minimum of 500 homes with the appropriate mix of this and other development to be recommended by the Broxtowe HS2 Working Group and determined in Broxtowe's Part 2 Local Plan.

Significant new employment development will take place in the following areas:

- Land in the vicinity of the proposed HS2 station at Toton in Broxtowe.

For development in the vicinity of the proposed HS2 Station, the Core Strategy includes the following minimum development requirements in different parts of the Plan:

- 500 homes.
- 18,000 square metres of employment development.
- 16 hectares of green infrastructure.
- Not prejudicing the road access to the HS2 station.
- Not prejudicing the tram access to the HS2 station.

In addition Cabinet, at its meeting in December 2014, specified that the following points should be included in the consultation in February 2015:

- Adequate land for a school expansion.
- Only local (not strategic) scale retail in any new local centre.
- Footpath maps updating.
- A north/south wildlife corridor.

Both the Highways Agency (now Highways England) and the County Highway Authority were satisfied that this quantum of development was acceptable. See in particular appendix 8 to the Full Council Report of January 2014 when the modifications in relation to Toton were approved. This is available in the link below.

<http://www.broxtowe.gov.uk/CHttpHandler.ashx?id=29217&p=0>

In June and July 2015 separate reports were taken to the Broxtowe HS2 Toton Advisory Committee which outlined the background to the Core Strategy and then presented work undertaken, including the consultation in February and March 2015, to progress development in this location. In October 2015 Cabinet endorsed an approach to preparing the Broxtowe Part 2 Local Plan (site allocations and development management policies). This included a clear priority to keep Green Belt boundary change to a minimum while seeking to progress previously developed sites

for development. These three reports are available in the link below. <http://www.broxtowe.gov.uk/index.aspx?articleid=5349>

It is not the purpose of this report to repeat the extensive summary of background information, including work with Broxtowe's East Midlands partners, and evidence which was included in these three reports to enable the Council to reach this stage. The position, following the 6 July 2015 HS2/Toton Advisory Committee, is that the Committee endorsed further consultation to be undertaken on this issue and this is summarised in appendix 3.

Report of Consultation**Previous consultations:**

Date	Consultation	Purpose
15 June to 31 July 2009	Core Strategy Issues & Options	The broad area north of Toton was option 1 of 5 specific sites (with Toton Sidings forming another 1 of the same 5).
15 February to 12 April 2010	Core Strategy Options for Consultation	The broad area north of Toton was option 1 of 5 specific sites (with Toton Sidings now forming part of the same option).
25 July to 19 September 2011	Core Strategy Housing Position Paper	Toton was 1 of 2 identified strategic sites to be allocated in Core Strategy (alongside Field Farm in Stapleford). At the time the site was confined to land west of Toton Lane and did not include Toton Sidings.
11 June to 23 July 2012	Core Strategy Publication Version	Toton was removed as an identified site from the publication version of the Core Strategy. Field Farm was the only strategic site outside of existing settlement limits proposed in the Core Strategy at this time.
18 February to 3 April 2013	Core Strategy Proposed Changes in light of HS2 announcement	Toton proposed to be reinstated in the Core Strategy as a Strategic Location for Growth as a result of the HS2 announcement. This included a broad locations East and West of Toton Lane with site boundaries not specified.
June 2013 – Core Strategy Submitted to the Secretary of State for independent examination.		
7 November 2013 - Full day hearing session with an independent Planning Inspector	A full day Core Strategy Hearing Session to discuss specific Broxtowe sites and locations for development – including proposed development at Toton.	
4 November to 10 January 2014	Local Plan Part 2: Site Allocations Issues & Options	Included 3 specific questions on mix and type of development and how it could best be accommodated at Toton.
12 February 2014 - Full day hearing session with an independent Planning Inspector	Specific Core Strategy Hearing Sessions which included a specific session for objectors of Strategic Location for Growth at Toton. This was to debate the proposed Broxtowe changes at Toton which following a full Council resolution in January 2014 included the minimum development requirements specified in the now adopted Core Strategy. This was attended by representatives from TEPS and South Broxtowe 20/20.	

17 March to 30 April	Core Strategy: Main Modifications	Consultation on the minimum development requirements including at least 500 homes and 18,000 square metres of employment land included in the Core Strategy.
September 2014	Core Strategy Adopted - Notification + 6 week time period for legal challenge.	
9 February to 23 March 2015	Preferred Approach to Site Allocations: Green Belt Review	Sets out proposed boundary for Strategic Location for Growth and initial masterplan of the area.

This consultation:

The consultation took place between 12 October and 1 December 2015 and included:

- Initial meeting and separate discussions with ward councillors to discuss how the consultation should be undertaken.
- Website update (including home page promotion).
- 7,136 Letters and 215 emails sent out to advise of consultation. These went to: every address with a Toton Postcode; everyone who had responded to the Broxtowe consultations on Toton in the past and every address (residential and businesses) within 1/2km of the site (including those in Erewash); all relevant duty to cooperate bodies.
- Posters and leaflets which were distributed.
- Social media updates to advise on consultation and upcoming public drop-in sessions.
- A workshop session for key stakeholders.
- Presentations at both Stapleford Community Action Team (CAT) meeting and Stapleford Advisory Committee meeting.
- 3 Public drop-in sessions at Portland Road Toton, Greenwood Community Centre Toton and The Meeting Place Stapleford.
- A request by TEPS to allow an extension of the consultation to allow comments to be received by 1 December 2015 which was agreed to.

The workshop was held on 6 November 2015 and its purpose was to gather views from stakeholders with very divergent views about how the location should be developed in terms of the amount, location, mix and timing of development. The notes below are not intended as a verbatim record but are intended to capture the thrust of the points made. Participants were given the opportunity to comment on the notes before they were finalised and the version shown below takes into account the additional comments that were received.

Notes from workshop:

Participants:	Representing:
Paul Stone	Signet Planning
James Smith	Peveril Homes
Adrian Goose	UK PP
Stuart Natkus	Barton Wilmore
Ben Holmes	Oxalis
Matt Gregory	Nottingham City Council
Andrew Johnson	Erewash Borough Council
Tim Crawford	Broxtowe Borough Council
John Delaney	Broxtowe Borough Council
Justin Jones	HS2 Growth Partnership
Anne-Marie Barclay	NET
Karen Martin	D B Schenker
Tom Goshawk	D2N2
Jill Wilkinson	George Spencer Academy
Pete Scott	Stapleford Town Football Club
Bettina Lange	CPRE
Tom Harding	Anna Soubry MP Office
Christine Batham	TEPs
Dr Jitendra Patel	South Broxtowe 20/20
Norman Lewis	Friends of Toton Fields
Andrew Pritchard	East Midlands Councils
Councillors	
Councillor Phillip Owen	Broxtowe Borough Council
Councillor Mia Kee	Broxtowe Borough Council
Councillor Halimah Khaled	Broxtowe Borough Council
Councillor Richard MacRae	Broxtowe Borough Council
Planning Officers	
Steffan Saunders	Head of Neighbourhoods and Prosperity
David Lawson	Senior Planning Policy Officer
Martin Rich	Planning Policy Officer
Amanda Vernon	Planning Policy Officer

Notes of the discussions

- Economic Development

- A participant emphasised that the project is highly strategic and a potential ‘game changer’ (HS2, tram, highways, there are other industrial sites east of the M1, and Nottingham University.)
- There are transport benefits to the area; it is a ‘perfect’ connection/hub site. However, some considered that, notwithstanding the commitments in the Core Strategy, building homes may be an insurmountable hindrance in this location as an alternative to economic development and thus regional GDP generation. For example, look at successful economic development sites elsewhere: Warwick, the Advanced Manufacturing Park Sheffield and Granta Park Cambridge.

- Needs to be designed appropriately.
- Some considered that, notwithstanding the work that was done in connection with the Core Strategy, HS2 and the Employment Land Forecasting Study, there should be further investigation of 'the strategic economic generation position of the region' and 'a proper comparative land-use analysis'.
- Green corridors are needed - Cambridge has these, included for wildlife, recreation for site users, and out of hours for residents too.
- Should be sustainable in materials used and, to help the build rate issue in Broxtowe, modular construction with whole life development operating costs lower. PLCs may want to join a hub as in the examples above.
- Should be a centre for start-up businesses, offices, etc. for development work, as such premises are difficult to find here.
- Supplementary funding should be found (local, regional, UK and EU ERDF).
- The proposals should be for additional growth and should not compete with other local planning authority areas, particularly town and city centres. Some felt that this should involve a 'complementary economic offer', although others felt that 'conventional' office development would be appropriate.
- Should consider land availability east and west of the hub station (including Erewash Borough Council (EBC)). Distribution of land uses should result from the wider area around the hub station.
- Some suggested that the Volterra report rightly concludes that early investment in homes should precede medium to long term investment in other economic development but not hinder employment development. However, others considered that the Volterra report is patchy, outdated and inaccurate.
- This is an opportunity for the five universities in the area.
- There is unoccupied office floorspace in D2N2 area. But is it the right space for current needs? Offices should be 'designed' by business users. Complementary hotel and conference space would be welcome.
- There should be a comparative land use analysis.
- High quality development with a 'wow' factor is required.
- Possible extensions of the area to the north and east should also be considered.
- There is a revised planning application with the Council for land to the west of Toton Lane. Some felt that housing should be located to the east in order to retain 'flexibility' for economic development close to the HS2 station, although others disagreed.
- There are constraints to cooperating on development in Erewash including the water environment and the Sandiacre Lock Conservation Area, and land ownership issues.
- There is the potential for discussions between DB Schenker and EBC regarding a potential relocation of DB Schenker to the Stanton Ironworks site and making available their existing site for economic development.
- Some considered that business development should be architecturally designed without a 'one-cap-fits-all' approach.
- Some considered that there should be no warehouses or industrial units.
- Phasing of the development should be in accordance with a wider strategic vision.

- Residential Development

- The minimum of 500 homes figure should be kept close to, with some suggesting that this should be a maximum.
- However, some participants considered that, notwithstanding the commitments in the Core Strategy and the evidence of the Strategic Housing Land Availability Assessment, 'a significant portion' or 'the vast majority' of the local Toton residents are against building on the site altogether or are against 'mass' housing development and consider that brownfield sites should be looked at first.
- Some suggested that there should be no development with a higher density than that of the existing housing at Toton. However, others felt that development should be of a distinct quality and type compared with existing housing in the area, with a higher density and a more 'urban' (rather than 'suburban') character. Careful planning will be crucial.
- It was proposed that the questions of 'smart designing' and modern material use should be considered for housing and infrastructure, as should the opportunities to reduce operating costs in servicing the development.
- It was proposed that design should be original and varied and that an alternative to the 'cookie cutter' approach should be found, using modern techniques and materials to build quicker and cheaper.
- The Core Strategy must be delivered hence the need for this masterplan. Should not exclude sites in the diagrammatic area to the east. Need to include shops and pubs to serve this strategic development.
- There should be 'character areas' in terms of designs and densities.
- Many considered that housing should be part of a 'balanced' development to be sustainable: mix of uses, 30% green infrastructure, school site, etc. However some felt that a greater segregation between uses would be more appropriate.
- Homes should front Toton Lane and the central area.
- Have existing residents of Toton been considered?
- Notwithstanding opposition from some to the extent of the residential development and the development itself, there was some agreement that, if the development was to go ahead, the proposed residential blocks are broadly in the right places within the strategic location.
- However, some considered that housing at the south-east of the planning application site area should not be too close to current residents.
- Some considered that there may be potential for Broxtowe's Core Strategy housing requirement to be reduced as a result of agreement with Nottingham City Council, in which case the housing requirement at Toton should be reduced or removed.

- Green Routes and Wildlife Corridors

- Need to clearly define what are green infrastructure and/or wildlife corridors. Concern about development in the south east corner of the planning application site and conflict with the greenspace.
- Trees and hedgerows would be important.

- Many felt that an east/west route/corridor would be particularly important, around the existing 'ridge line'. This could complement Broxtowe's Green Infrastructure Strategy and there would be opportunities for enhancement.
 - Where possible routes/corridors should be multi-purpose. However, particularly at some times of day/year, it may not be easy to combine functional pedestrian/cycle access routes with a wholly 'green' character. There may also be potential conflicts in some cases between recreation and wildlife, which should be valued and protected for its own sake, with properly designed and thought-out ecological areas. Connectivity between existing and proposed open areas is crucial.
- Transport Connections
- There are traffic issues including access to the school.
 - Crossing/linking across Toton/Stapleford Lane is an issue.
 - There needs to be integration between all forms of transport (including walking, cycling, buses, tram, conventional rail and HS2), across all elements of the development and linking to other local destinations. Pedestrian and cycle links to the tram are particularly important. Connectivity between HS2 and the wider rail network also needs careful consideration.
 - There are major as-yet-unresolved issues regarding access to the A52.
 - It was proposed that, in order to benefit Long Eaton in accordance with EBC's intentions, there should be a link from Long Eaton to connect with Bessell Lane from the north and an extension of Midland Street in Long Eaton linking into the west of the location.
 - A route for Nottingham Express Transit to, and possibly beyond, the HS2 station should be 'future-proofed'.
 - Options for funding for transport infrastructure need to be explored, including D2N2 and perhaps tax increment financing.
- School Provision
- The George Spencer Academy catchment will be retained and admissions made from the school's existing primary school 'family'. Some considered that guarantees about these issues should be part of any plans.
 - The Academy considers that the proposed land allocation for their school is acceptable, subject to access arrangements, and that any new provision should be made at the existing site, although some others (not the school) felt that there might be benefits in considering options for local relocation.
 - The potential for shared use with the Academy of existing and new facilities should be fully explored.
- Community Uses
- New sports facilities are urgently needed, including for Stapleford Football Club. They should preferably be multi-use facilities for the whole community. Careful planning from the start would be very important.
 - New informal recreation facilities are also needed, with links to the wider area.

- Access to facilities - Health services; is the proposed health area in the planning application large enough? Shopping facilities should be readily accessible. Co-location of expanding schools should be considered.
 - School and community uses should be truly shared.
 - Need addition to Greenwood Community Centre and school community space. Should meet local need.
- Neighbourhood Centre
 - General agreement with the proposed location.
 - It was felt that a community building and enhanced medical facilities should be incorporated.
 - The design of the Neighbourhood Centre will need to be integrated with that of the development as a whole.
 - It was suggested by some that the retail element may need to be larger than is currently envisaged in order to be financially viable to a developer. Others suggested that it is correct to be of a small scale that does not compete with other nearby centres.
 - Asks from Local Community Groups or Others (Not Already Covered Above)
 - Options could be considered for the possible 'relocation' of Bramcote Leisure Centre, which is nearing the end of its life.
 - The overall development should have a local identity and a sense of place which can help to ensure that HS2 attracts people to the local area and to Greater Nottingham as a whole.
 - Timing/Phasing Issues
 - Some considered that decisions should be halted, or paused until closer to the time that HS2-related works start.
 - Some considered that business discussions should be started now.
 - Community facilities need to be provided not later than the same time as the housing.
 - Some felt that the housing is likely to be needed in the relatively short term, with demand for the economic development probably being on a longer time-scale. However some considered that the housing may negatively impact on the economic viability of the site and may preclude business development later on, because land availability is finite, and that there is little need for housing to be built at an early stage.
 - There is a danger of piecemeal, isolated developments which, amongst other things, could threaten the funding and delivery of community facilities. The question was raised as to whether developers are working sufficiently closely together. Masterplanning will be crucial in these regards.
 - However, any masterplan is unlikely to be incorporated in the statutory development plan for about two years, and some planning applications are likely to need determining before then.
 - Any phasing proposals should take account of the land-take needed for the construction of the HS2 station and lines.

○ Any Other Issues

- The question was raised as to what extent the masterplan should provide clarity and/or flexibility.
- It was suggested that it might be worth considering long-term options involving the garden centre site, although it is understood that there is no likelihood of the garden centre relocating in the foreseeable future.
- Campaign for the Protection of Rural England (CPRE) expressed concern about its level of involvement in the decision-making process.

Action Points

Action point: DB Schenker, Network Rail and EBC to meet and discuss relocation to the Stanton site, freeing up employment land near the hub station.

Action point: Councillor Kee, Dr Patel and developers to discuss homes design, construction methods and use of materials.

Action point: Natural England (not in attendance), Norman Lewis, developers and Councillor Kee to meet re: wildlife corridors.

Action point: George Spencer Academy to be involved in education strategy.

Action point: Councillors MacRae and Kee, George Spencer Academy and sports clubs to meet.

Action point: Broxtowe to respond to CPRE's point under 'Any Other Issues'.

Report of Consultation**Summary of Consultation Responses:****174 Responses**

	Number of Responses
No development	61
Support mix as per ACS minimum requirements	22
Support more housing	10
Support less housing	14
Support no housing	12
Support more employment development	31
Support less employment development	4
Support no employment development	3
Support housing to the East of Toton Lane and Employment to the West	36
Support no development to the East of Toton Lane	3
Support the tramline on the East of Toton Lane as the boundary	3
Support development of the sidings	1
Commented on the design of the site	80
No specific comment on the mix, type and location	15
Made other comments	103

Who	Comment	Broxtowe Borough Council Officer Comments
Developer		
Signet Planning – on behalf of Peveril Securities Limited and UKPP (Toton)	<ul style="list-style-type: none"> Minimum requirement for housing is the starting point – agreed as appropriate through ACS process and through Legal Challenge. Site is capable of accommodating wide range of uses and high level of development would help resist release of other Green Belt sites in less sustainable locations and should be encouraged. Disappointing that extent of Strategic Location for Growth still not determined. Plan provided by the Council for significant employment and economic development in excess of 18,000sqm identified in the Core Strategy. 	<p>General agreement with most of the points made. Disagree with the point on the time taken to define site boundaries. This has been necessary to adequately consider very divergent views on development in this location.</p> <p>Disagree regarding including the garden centre in the strategic location. This is a relatively small parcel of land that would not assist in any significant degree with the comprehensive planning of the area given the location of the tram park and ride</p>

	<ul style="list-style-type: none"> • There are employment opportunities to the West of the station on the DB Schenker site. • There are opportunities to the East of Toton/Stapleford Lane. • The 'economic zone' around HS2 station could accommodate very significant employment floor space. • Support the view that development could take place on the east of Toton/Stapleford Lane in addition to the west. • Recommend that land to the north of the NET Park and Ride site to include the garden centre and Japanese Water Gardens should be removed from the Green Belt as will provide opportunity for more comprehensive planning and both are previously developed. • Strategic Location for growth should be extended from 73Ha to circa 152 ha as per plan. • Tram route should be extended to Long Eaton • Road serving HS2 from A52 should be extended over the HS2 line to serve land to the West. • Zones should be identified but they should remain flexible in their use which is essential given the uncertainty. • Range of uses which could be included (but not limited to) include; B1,B2 & B8,D1,D2,C1,C2,C3,A1,A3,A4,A5 	<p>immediately to the south. Work already undertaken indicated that the tram line and park and ride are an appropriate and defensible long term Green Belt boundary.</p>
Oxalis Planning – on behalf of Bloor Homes	<ul style="list-style-type: none"> • Concern that emerging approach would not provide sufficient space for employment development in the right location. 	<p>Partly agree with some of the points. The employment minimum of 18,000 square metres should be</p>

	<ul style="list-style-type: none"> • Approach to the HS2 station would be through high density housing and employment land allotted would not deliver a scheme which would take account of unique opportunity. • Level of employment development proposed insignificant compared to other HS2 locations and standard city scale business parks. • Approach at Toton should be as ambitious as that at Solihull which proposes 45 hectares of commercial space. • Alternative approach could deliver more publically accessible open space particularly in most sensitive locations. • Could also help to address serious traffic congestion the affects immediate area. • Alternative plans to focus commercial development (including exhibition centre and hotels) to the West of Toton/Stapleford Lane more immediately adjacent to the HS2 station with provision of a Country Park to the East. 	<p>significantly increased as it has been with details in appendix 6 and 7. The Green infrastructure provision of 16 Hectares should be significantly increased as it has been with details in appendix 6 and 7. The country park proposal would be beneficial in principle but not at the expense of significant extensions of the built form of the strategic location significantly further to the north as they propose. Strongly disagree that plans should include large scale housing development on the Wheatgrass Farm site. This site is more prominent in the Green Belt, does not have defensible Green Belt boundaries currently, and is unnecessary based on all available evidence as to any likely land take to provide economic development.</p>
Barton Wilmore on behalf of Tej Properties	<ul style="list-style-type: none"> • Support the release of land at Toton with or without HS2. • Toton Sidings is previously developed land that is suitable and deliverable for development. • Minority view that minimum development requirements, particularly residential, are excessive. • Proposals in the area have been through significant scrutiny, serious commitment from the Council and have been demonstrated to be sound through the ACS and challenge process. • Future plans should be aiming 	<p>General agreement with most of the points made.</p> <p>The Sidings would be suitable for economic development but in the view of officers, not residential.</p>

	<p>to deliver level of development in ACS</p> <ul style="list-style-type: none"> • Development required now and once allocated should be allowed to come forward immediately without delay. • Toton sidings alongside the Peveril land should be included in the allocation. • If DB Shenker land is included this should be in expense to Greenfield land to the North of Stapleford/Toton Lane which should be released as a last resort. • Identification for locations for development should be planned as a whole and not led by an application lodged in advance of the process. • Whilst it is noted that a proportion of homes could be delivered on Peveril land it does not mean that all homes should be delivered there. • An element of residential could be delivered on Sidings land possibly to address some concerns from residents about density. • B1 offices light industry and retail area also suitable uses on sidings given proximity to the station. • Other retail and leisure including hotels could be developed on sidings as a result of the station. • Do not raise objection in principle to vehicular route along Bessell Lane to Long Eaton this would support development along the route. Client should be involved in discussions. • Multi story car park should be designed into the station given the change in levels due to the topography. • Design of the station should 	
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	<p>be considered and designed by the Council, working group and HS2 alongside client.</p> <ul style="list-style-type: none"> Land to the South should be included in plans as it could provide area for residential and access route from Long Eaton. 	
Local Interest Groups		
Friends of Archers Field - Longdon M	<ul style="list-style-type: none"> Roads already at peak capacity. North/South Wildlife corridor should be highest priority for amenity of the local population. Wildlife corridor anticipated to run adjacent to the A52 should be as densely populated with mixed trees as possible and should be as generous as possible. Recreation space for the people of Stapleford is already too limited. 	<p>Work available to the Core Strategy examination demonstrated that the minimum development parameters in the Strategic Location were achievable with no objections in principle from Highways England (HE) previously called the Highways Agency, or any of the County or City Local Highway Authorities. Further work is underway between HE and HS2 relating to the delivery of the station and associated development. The outcome of this work is not considered by officers to justify waiting to establish a framework for decision taking in the short, medium and long term.</p> <p>Wildlife corridors will need to be incorporated into the effective planning of the strategic location and additional recreation opportunities should be provided. This is illustrated on the amended plans in appendix 7</p>
Friends of Toton Fields - Morral G Lewis N	<ul style="list-style-type: none"> Green Belt should be kept to prevent urban sprawl of Bramcote/Stapleford/Toton. Parish Boundary not shown on Plans and sewage Treatment works and George 	<p>Open space provision is a key aspect of preventing urban sprawl and the merging of settlements, but the effective planning of the</p>

	<p>Spencer School are within Stapleford Parish and therefore there will be not separation between two settlements – no green space between the two – we need to show Parish boundary on maps.</p> <ul style="list-style-type: none"> • Rather than extending the tram it would be more convenient and quicker to have a shuttle bus with a bridge over Toton/Stapleford Lane. • Managed Green Space will not provide wildlife corridor for animals such as pheasants. • Exhibition centre/hotel/community area would be possible but would be next to sewage works? • Would there be a place for the heritage of the area – Toton Manor – a room/display boards in a corridor? • Provision for older people needed. • Wildlife Corridor needs to be as big as possible for larger mammals and feeding, breeding and flight passage for birds. • Ground activities and air movements have an impact • Small mammals, birds, amphibians and invertebrates respond badly to barriers. • More trees and shrubs needed. • Grassland important habitat and should be a mixture of heavily managed, semi-rough and rough. • Current landscape not outstanding but does have pleasant views which can be enhanced along ridgelines (east-west & north-south) with good architecture and landscape design. 	<p>area can only be done in relation to existing built settlements. These issues were considered as part of the Green Belt Review work which is available on the Councils website. This put forward the principle of incorporating long term Green Belt boundaries along the HS2 station and line to the west and the tram park and ride and line to the north/north east as the appropriate long term boundaries. This principle of removing land from the Green Belt was established in the Core Strategy with the approach found lawful following a High Court challenge. Tram routes over Toton Lane will be important aspect of achieving effective public transport links to the station, with NET undertaking a feasibility study to extend the tram beyond the HS2 station to Derby and East Midlands Airport.</p> <p>Wildlife corridors will need to be incorporated into the effective planning of the strategic location. This is illustrated on the amended plans in appendix 7</p>
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	<ul style="list-style-type: none"> • Water important to wildlife and this is opportunity to be creative – drainage and flooding pose risk to wildlife. 	
Pedals – Lally D	<ul style="list-style-type: none"> • Provision for cyclists needs to be a fundamental part of the scheme. • County Council has cycle strategy document. • Cycling is part of many wide government agendas to increase the health and wellbeing of the population. • Development should be compatible with future North-south and east-west segregated cycle routes. • Cycling should be made a viable option for accessing the hub from within a 5 mile radius. • NET extensions should incorporate a tram-side shared path (to extend to Derby if the tram is). • If Bessell Lane is to be incorporated in plans to access the station then improvements will need to be made to assure the quality of the cycling provision on the North-South route including extension of Midland Street Long Eaton. • The Erewash Canal footpath cannot be considered a viable volume cycle route as it is narrow, unlit, beset with barriers and will create a conflict of use (from cyclists with anglers and dog walkers). • Plan to open Bennerley Viaduct could be incorporated to create wider major leisure routes attracting visitors to use Toton Hub as a starting point for cycling tours. • Not prejudicing cycle routes to the station – should be incorporated into plans. 	Agree with the comments made.

<p>TEPs Bakewell S</p>	<ul style="list-style-type: none"> • Reasons for opposition include pollution, road congestion, flooding, loss of agricultural land and identity. • Would prefer housing to the East and business development to the West of Toton Lane –Wildlife corridor shown on plans is a path and not viable. • 600+ houses are proposed by Peveril – well over minimum requirement with no buffer between new and existing houses. • Insignificant area of land being left for commercial development immediately adjacent to the hub. • Oxalis proposals for offices with no industry or warehousing on the site are least offensive. • 16ha of open space should be predominantly located around existing housing – to provide a buffer. • East/west and north/south wildlife corridors need to be fit for purpose. • Concern over land allocated for George Spencer School – would this be accessible for the public and is it counted as green infrastructure? • Green Infrastructure land should be handed over to local residents group, the wildlife trust or the local authority to ensure no further development. • No access to the new site should be created from existing housing estates. • Substantial tree planting should be incorporated to help alleviate pollution. • Extending school next to main road should be a pollution concern. 	<p>The principle of development is established in the Core Strategy having been found both by the examining Inspector and the High Court judge to amount to sustainable development. The potential to maximise economic development in addition to providing publicly accessible open space, substantial tree planting, sporting provision and wildlife corridors is agreed. The width of wildlife corridors is a matter for the detailed planning of the site with the principles of the routes to be established as part of this consultation. The provision of buffers between new development and residents is an important principle. The use of sports provision for both the school and others is the subject of ongoing discussions and the management of any green infrastructure is a detailed matter that cannot be resolved at this stage. However, the principle that new public open space remains publicly accessible and properly managed is understood and accepted. There is no suggestion of including new pedestrian access to the existing community of Toton other than with the agreement of any properties directly affected. However the</p>
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	<ul style="list-style-type: none"> • Infrastructure should be completed prior to other development. • Landscape needs to be considered inc. ridgelines and views. • Wildlife corridor should be: as wide as possible, more trees and shrubs should be incorporated, mixed grassland to optimise habitat, water features important to wildlife. • Kerbs, buildings, walls and fences are barriers to wildlife. • Drainage gulley's and flooding is a threat to wildlife. • Power lines are threat to birds. • Residents not being included in decision making. 	<p>principle of shortened pedestrian trips both from the Toton as is now is (including to the school away from Toton Lane) and from any new development to Toton/ HS2 station is a principle that should not be dismissed as unachievable at this stage. If properties change hands over the coming years and new owners wish to engage in dialogue regarding creating through routes then this would amount to good planning.</p> <p>The undergrounding of electricity pylons would be a benefit both to residents amenity and to wildlife especially birds. Extensive consultation has been undertaken, and where possible every effort is made as shown on the plan in appendix 7 to incorporate local residents' requests regarding shaping new development.</p>
Trowell Football Club – Beaumont A	<ul style="list-style-type: none"> • Trowell FC currently have priority use of Archers field through the winter season • Development could have dramatic effect on the children at the football club. 	<p>These issues are intended to be addressed with significantly enhanced sports provision including football pitches.</p>
Vavan D (MegaVaux)	<ul style="list-style-type: none"> • Worried about the effect of construction work on business. • Disruption to access area for their vehicles? • Encroachment onto their land? • If HS2 takes land from them will they be compensated? 	<p>These issues are associated with HS2 itself, but the principle of ensuring the issues raised in relation to businesses on the Erewash side of HS2 is addressed in the Erewash work in the 'Toton HS2 Station Area Plan' described in Appendix 4 of this report.</p>

		These are very helpful and worthwhile suggestions from Erewash that amount to sound planning for the wider area, and it is intended to take full account of the Erewash ask in this document in the planning for this strategic location.
Ken Mafham Associates	<ul style="list-style-type: none"> • Favour an alteration to the Core Strategy. • Issues that have not been considered include; future of George Spencer School, Bus links to Chilwell and Stapleford via Tram Terminus, Future of Bardills Garden Centre, Future of the Sewage Works, proposals for areas around the tram terminus, future of the sidings. • Masterplan is required not confined to the Peveril application. • 18,000sqm of employment land will only equate to 1000 new jobs – possibly 18000 which is well below reasonable ambition for 3-4,000. • Reasonable assumptions should make provision for 40,000 sqm of employment land. • If sewage works & Bardill's garden centre could be redeveloped to provide minimum of 400,000 sq of business and 550 homes only 50% of the Green Belt on the West of Toton Lane and no land on the east would be needed. • Existing access to Bardills Garden Centre is dangerous and should be replaced – could create a gateway development. • If the Sewage works can't be 	<p>Response makes reference to 40,000 and 400,000 square metres of employment land. The principle of providing significantly more available land for economic development is accepted. The issues identified have been considered in detail and are analysed in appendix 6 and shown on the plan in appendix 7.</p> <p>The points regarding not discounting development opportunities are agreed, although whether this amount of land is required is questionable based on existing information. The merit of developing the garden centre is not agreed as summarised in response to the Peveril comments above. An alternative access to this area will be problematic wherever it goes given the close proximity to Bardills Island and difficulties in forming a new access to the A52.</p>

	<p>redeveloped then the housing numbers should be reduced to 450 to allow for the accommodation of the 40,000 square metres of employment.</p> <ul style="list-style-type: none"> • Minimum Core Strategy Requirement of 550 homes over the next 20 years should include redevelopment of sewage works as an option as it may come forward in this time. • Plans for Toton only need to be in broad conformity with the Core Strategy which itself allows for some flexibility. • Detailed boundary change should only be drawn up once above investigations have been completed. 	
Local Council		
Erewash Borough Council	<ul style="list-style-type: none"> • Erewash are supportive of Broxtowe in meeting development requirements of the ACS. • Support incorporation of recommendations into on-going work as set out in EBC's Toton HS2 Station Area Plan. • EBC strongly advocate establishment of north-south link road connecting A6005, B5010 and HS2 station. • Future development should not prejudice the ability to construct north-south route. • EBC urge caution regarding scale of retail floor space to be promoted – suggest the use of the word 'neighbourhood' rather than 'local'. • Encouraged that Broxtowe are committed to working with Erewash to ensure that development design takes into account the Sandiacre Lock Conservation Area. • 	Broadly agree with the comments made.

Nottingham City Council	<ul style="list-style-type: none"> Submitted two possible masterplans (not intended to be comprehensive – rather to stimulate debate). Masterplan should not prejudice development around the station. When developed this area will have a very different character to current and should be planned as a new place. Residential development should reflect the place once developed rather than as it is now. Low density suburban development may not be appropriate. Masterplanning should include former nursery to the west of Toton Lane and Garden Centre to the East of Toton Lane – options to acquire these sites may emerge as structures around the station are consolidated. Options to move existing uses within the location to achieve better disposition of land should be considered – e.g. George Spencer to relocate to the East of Toton Lane. Net Park and Ride site could also be relocated outside the location for growth or part of HS2 operational land. Local centre should be visible and accessible from Toton Lane to ensure vitality and viability. Planned housing at 30 dwgs/ha average (reflective of current development in the area) should be increased because of nature of future development in area. Lower end of the density range should be around 40 dwgs/ha which would free up more land for economic development. 	<p>It will be possible to include the broad amounts of economic development put forward by Nottingham City Council, although other ways are put forward of achieving this as shown on the amended plan in appendix 7. This will also allow for the delivery of housing in such a way that this is deliverable in the short to medium term, will function as a better connected development to the existing settlement of Toton in line with the principles established by the Design Review process (considered in appendix 4 of this report) prior to more comprehensive re-development of the location once HS2 is operational.</p> <p>Planning with a view to the density of the residential development as it will sit in a mixed use location is considered to be good planning, and this may include higher average density when compared to Toton. The points relating to inclusion of the nursery in the location, the local centre and the principle of increasing the economic potential are also agreed in principle.</p> <p>For Bardills, although the suggestion of not excluding this area from our thinking is sensible and good planning, it is considered too early at</p>
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	<ul style="list-style-type: none"> • Example of good quality high density housing = Green Street Development in the Meadows area of the City – both sustainable and attractive. • Developing all or some of the housing on the East of Toton Lane would allow more economic development to the West with a better relationship with the Toton hub. • It is considered that the amount of economic development to the West of Toton Lane should be increased more in-line with the Oxalis development approach. 	<p>this stage to take steps to include this within an area proposed to be removed from the Green Belt. The reason for this is that the long term Green Belt boundary is considered to be best located along the existing tram line and park and ride being a defensible long term boundary. In addition the area to the north of the strategic location including that in the vicinity of the garden centre is identified as a Green Infrastructure corridor.</p> <p>The re-location of the school is considered to be a disproportionate upheaval particularly as this is at the northern edge of the strategic location and can be successfully incorporated into planning for the wider area without compromising other ambitions. The tram park and ride may be relocated in the long term, but ambitions for the wider area can be incorporated with the Tram park and ride in its current location.</p>
Derbyshire County Council	<ul style="list-style-type: none"> • The ACS has been through a rigorous examination process in front of a Local Plan inspector and the scale of housing and employment development has been deemed appropriate. • Broad area of housing proposed for allocation would form logical sustainable urban extension to the existing area of Toton. • If the housing allocation were 	<p>Agree with almost all of their comments. The one exception is the 18,000 square metres of employment provision which is considered can be enhanced without competing with city centres, or impeding the delivery of other sites such as Stanton. An increase in economic potential to include the</p>

	<p>increased significantly above 500 dwellings there could be potential adverse effects on future housing delivery in Erewash (particularly Long Eaton, Sandiacre and possibly Stanton Ironworks).</p> <ul style="list-style-type: none"> • The level of employment land (18,000sqm) appears to be pitched at around the right level; any substantial increase could have potential consequences on the attraction of employment land to investors in Erewash (particularly Long Eaton and Stanton Ironworks). • Much of the area included in the allocation is Green Belt and it is important that any masterplanning incorporates significant areas of landscaping and open space to form separation between Toton, Stapleford, Long Eaton and Chilwell. • An increase in employment and housing development is likely to have an impact on the amount of open space and landscaping. • Connectivity proposals do not conflict with Derbyshire County Council plans and are broadly supported. • Concerned that there should be connectivity through the site and not just to the station. • Bus operators have indicated that they would wish to serve the station as part of a through service rather than at the end of a spur. • Mention of NET extending through the site but suggest that we would want to safeguard high-standard routes through the site for buses, walking and cycling and local connections from adjacent housing and 	<p>DB Schenker site has significant potential to assist in the delivery of Stanton to encourage the relocation of the existing rail connected uses to Stanton. In addition any economic development at this location should be complementary and not compete with that offered at other locations including Long Eaton, Stanton and the city centres.</p>
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	<p>employment areas.</p> <ul style="list-style-type: none"> • Much of our literature relates to S106 agreements but we might want to use the term 'developer contributions' to provide flexibility in the future should we wish to adopt CIL. • Support approach to allow the school to expand if required. • Concern that there could be an impact on Derbyshire schools due to proximity of the site to the boundary and would wish for assessment of impact to be undertaken, in addition to potential pupils of Derbyshire wishing to attend new primary school/ extended secondary. • Greater consideration should be given to the impact on waste management facilities. There is no mention of current provision and whether that needs to be improved. • Any development should take into account the potential impact on Erewash especially; Erewash Canal, Nutbrook Trail, local residents and the Sandiacre Lock Conservation Area. This part of Erewash is also part of the Erewash Green Belt. • Any development should take into account the effect on landscape character. • Opportunities are supported; to expand green infrastructure network around the site, to link the west with the Erewash Valley and Canal, and where development would be designed to have full regard to maintaining the landscape and character of the Riverside Meadows and the character and appearance of the Conservation Area. • EBC plan showing east-west access from existing cycle 	
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	<p>routes should be extended to strategic location, links with Sandiacre and Nutbrook Trail with the consideration of east to west infrastructure connectivity.</p>	
Stapleford Town Council	<ul style="list-style-type: none"> • Support Broxtowe's original masterplan • Landmark area – support Broxtowe's landmark area from original discussion doc. Masterplan. • Access & egress from Bessell Lane needs further investigation due to highways safety grounds. • Railway bridge on Derby road into Sandiacre could be affected from increased traffic and road safety. • Traffic and parking issues on Bessell Lane cause congestion. • Attention needs to be paid to roundabout on A52 with regards to safety, design and siting. • More information required before comments could be made on site of HS2 station. • Noted tram extension proposal. • Need for public transport link between site and Stapleford Town Centre and for Stapleford residents to access the tram and school. • Support a designated North-South wildlife corridor. • Members support Broxtowe's masterplan re: wide east/west green corridor. • Council welcome employment development that would benefit local economy and enhance Stapleford Town Centre. • Request that Stapleford Advisory Committee work in co-operation with Stapleford 	<p>Agree with regards to the need for further investigation regarding access via Bessell Lane, junction improvements will be required. Detailed plans of access from A52 will also be required. This will be undertaken by HS2 as part of their proposals for the station. Without HS2 there will not be a need for either of these road accesses.</p> <p>Agree that development should support Stapleford Town Centre rather than compete with it.</p> <p>Agree that connections to Stapleford are an important aspect of wider links to HS2 station and tram link.</p> <p>Noted. Comments relating to preferences for development options and co-operation with Stapleford Advisory Committee. Elements of their suggestions are agreed as shown on the plans in Appendix 7.</p>

	<p>Town Council and suggest that a member of the town council attend meetings.</p> <ul style="list-style-type: none"> Consider that option 2 from Peverils masterplan was more attractive housing option. Town Council would like to see as little loss to the Green Belt as possible. Do not want to see development up to Great Hoggett Drive area of Chilwell. Do not want to see land at rear of Baulk Drive developed and would support option 1 as proposed in Councils masterplan. 	
Councillor		
Carr S	<ul style="list-style-type: none"> Mix in ACS is correct. Minimum of 500 homes should be delivered. If council requires more land for employment then housing density should be increased. Would not support removing tram park and ride. 	Noted. Comments relating to density and economic development are as above in relation to Nottingham City Councils comments.
Public		
Tram Extension:		
	<ul style="list-style-type: none"> Most responses thought that safeguarding a future tram route to the proposed HS2 station was sensible and that we might want to consider safeguarding the extension to Long Eaton even if HS2 does not go ahead. Some thought that the tram extension had no purpose. There was some concern regarding how the tram would cross from the existing park and ride site to the proposed station over Toton/Stapleford Lane and the knock-on impact that this would have on traffic if flows were stopped by traffic lights. It was suggested that a flyover for the tram should be considered and that traffic modelling would need to be done. Suggested that tram should also be extended to Long Eaton, the East Midlands airport and Derby. It was considered important that all modes of transport should be integrated to maximise economic benefit from people travelling from elsewhere to use these services. Some thought that the tram should not run along road in new development as it will be unsafe and 	<p>The safeguarding of land alignment of the tram can be addressed with NET taking into account the outcome of the Design Review process regarding not having the tram route conflicting with the open green space through the centre of the location.</p> <p>Not preventing the possibility of a tram extension further west (to Long Eaton, Derby or the airport) is an important planning principle at this stage.</p> <p>It is agreed that integrated approach to modes of transport are important and the</p>

<p>conflict with other modes of movement however, others thought that land set aside for a tram route should be as narrow as possible and co-locate with roads through site.</p> <ul style="list-style-type: none"> • It was suggested that the Council investigate Le Mans in France for good example of how tram runs through residential area. • Some thought that the proposed NET link can only be seamlessly incorporated if no development takes place. • One respondent suggest that the recently completed NET tram link and future proposed transport links would encourage them to move to the area. 	<p>achievement of this is fundamental for the plan for this strategic location.</p> <p>The park and ride site is to serve the tram as existing and any arrangements for HS2 would need to be acceptable regarding parking provision. It is not considered necessary to plan for the relocation of the park and ride site at this stage especially as its relocation further west may have implication for the availability of development land around the station or if it is significantly further west then this would be in Erewash Borough Council's area with potential difficulties in achieving this.</p>
<p><u>Roads:</u></p>	
<ul style="list-style-type: none"> • Toton/Stapleford Lane is considered to be at capacity and any new development would exacerbate this. • Roads and pavements in Broxtowe were considered to be in a poor state of repair with some expressing that they would welcome investment in maintaining highways on existing estate. • Some thought that recent changes to the road layout have made noticeable difference to traffic heading towards A52 whilst at the same time reducing capacity of traffic to flow down Toton Lane (away from the A52). There was concern that new development would overload the junction again. • Layout at Bardills Roundabout causes congestion and is a safety hazard. • Many thought that new routes to the station should be considered to ease existing congestion on roads. • Most considered that road access to the HS2 station via the A52 (rather than from Stapleford/Toton Lane) was appropriate however, some were concerned regarding a 	<p>Work available to the Core Strategy examination demonstrated that the minimum development parameters in the Strategic Location were achievable with no objections in principle from Highways England (HE) previously called the Highways Agency, or any of the County or City Local Highway Authorities. Further work is underway between HE and HS2 relating to the delivery of the station and associated development. The outcome of this work is not considered by officers to justify waiting to establish a framework for decision taking in the</p>

<p>roundabout on the A52 with some suggesting that slip roads may be more appropriate in order to keep traffic moving and stop it backing up onto Bardills and into the surrounding areas of Toton and Stapleford. Some also stated that the roundabout off the A52 should be constructed prior to housing on adjacent land. One respondent also stated that the A52 inadequate for existing levels of traffic with no plans to improve it. It was suggested that the Council should consider widening the A52 should to 3 lanes in order to future-proof it.</p> <ul style="list-style-type: none"> • Some also thought that new development should access onto the A52 irrespective of whether it was housing or employment. • Concern from one respondent that A52 access roundabout will filter into Carnforth Close off Silverdale. • It was considered that the Council should also consider the wider links to the M1 with one respondent suggesting that the southbound slip-road onto M1 should have the hard shoulder removed to increase traffic flow. • There were some safety concerns regarding the level and speed of traffic travelling along Toton/Stapleford especially with school children trying to get to the school. One respondent suggested that the Council consider speed bumps or a speed camera to combat this issue. • Most considered that developing access via Bessell Lane should be key aspect of HS2 development however, there were concerns about how this could be achieved when Bessell Lane considering already busy because of industrial units which then cause knock-on impacts for other streets. It was also considered that the junction at top of Bessell Lane would need to be improved because it is difficult to get in and out of. • Some though that there should be road access from Banks Road into the area and/or the HS2 station. Some thought that this was important to integrate the two communities and alleviate problems in Stapleford Town Centre. • Others felt that there should be no through route as this would increase traffic and would put additional pressure on junction of Banks Road/Swiney Way/ Toton Lane which would then lead to other roads such as Seaburn Road, Sandown Road & Woodstock Road 	<p>short, medium and long term given the evidence to support the Core Strategy.</p> <p>No road access is proposed from Banks Road to Toton Sidings.</p> <p>Road access to Long Eaton and Stapleford via Bessell Lane for public transport is considered to be a sound principle albeit this will need to incorporate improvements to the route and junction at Derby Road.</p> <p>Congestion issues at Bardills and on the wider highway network were considered through the Core Strategy and continue to be subject of ongoing work with Highways England as part of the planning for the Station at Toton.</p> <p>Vehicle access links to the station from Banks Road are not considered appropriate and a surface level car park is considered to be an inefficient use of space, with decked parking arrangements much more appropriate given the need to incorporate other development.</p>
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<p>being used as a 'rat run' making it harder for existing residents to travel.</p> <ul style="list-style-type: none"> • Some also felt that a vehicular route through the new development to the HS2 station should be provided to relieve traffic problems in Stapleford Town Centre. • HS2 should have a separate car park for those accessing the site from Banks Road so that people can't use Banks Road to get onto the A52. • Accidents on the roads cause gridlock. • Some suggested that there was enough congestion with traffic accessing the tram park and ride which was thought to have increased traffic. • There was also concern that new development would increase traffic with some suggesting that there would be between 700-1000 more vehicles which would increase pollution and have an effect on resident's health. • Road access to HS2 from Long Eaton was desirable for some. One respondent questioned whether this would be via Mayfield Grove. • There was concern about the impact that HS2 would have on on-street parking both in Toton and Long Eaton with people using these streets to avoid parking charges. One respondent also stated that the Council should come up with an innovative solution (as an alternative to parking permits) so as not to inconvenience relatively poor residents. • There were also suggestions on how existing congestion on roads could be improved such as removing the obstruction at end of Banks Road/ Epsom Road. Some residents said it was difficult to turn into and out of Cleve Avenue, Darley Avenue and Woodstock Road due to volume of traffic. • There was also concern regarding the Oxalis 'alternative option' which proposed an additional new junction onto the A52 North of Bardills which was considered to be damaging for traffic flow along a major road. • Full traffic analysis needs to be undertaken at Bardills and on Stapleford/Toton Lane with projections over 15 years as to date they haven't assessed cumulative impact. • One respondent stated that there was not enough detail regarding the links inside the 	
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Erewash boundary.	
<u>Walking and Cycling Routes:</u>	
<ul style="list-style-type: none"> • Cycle-ways (preference for off-road) and safe footpaths were considered by many to be essential and it was considered that the Council should consider enhancements and links to the wider area such as; walking/cycling route to Long Eaton, Toton, HS2, links to Erewash Valley Trail, the Erewash Canal (?), along the east-west green corridor within the area and on towards Beeston. • It was considered that crossing Stapleford/Toton Lane is currently very difficult and will be made worse by new development. Some suggested that the Council might want to consider a pedestrian underpass to provide safe pedestrian crossing. • Some thought that the existing pavements in Broxtowe were in a poor state of repair. • There was mixed feeling about pedestrian links from new development to existing development with some opposed to it as it would attract people who want to park irresponsibly and others were in favour (with suggested links through Selby Close, Spinney Rise, Edale Rise) in order to create viable integrated sustainable communities. • Some were opposed to pedestrian access from Banks Road to HS2. • It was suggested that the current footpath from Toton fields to Bessell Lane needs to be protected right of way and ideally a 'green' footpath/cycle path. 	<p>Pedestrian (not vehicle) access should be made to the HS2 station from Toton and Banks Road appears the only logical route.</p> <p>An underpass is expensive, is an unattractive route for pedestrians and cyclists and can lead to crime and is not therefore considered appropriate.</p>
<u>Public Transport:</u>	
<ul style="list-style-type: none"> • Most were in favour of additional bus provision, with some suggesting that existing services were inadequate and could be and extended and made more viable with HS2. • New bus links were suggested for Long Eaton, HS2, Stapleford, Banks Road, new housing and tram park and ride. • It was suggested that new bus services should be self-funding. • One respondent suggested that a new bus route using Bessell Lane would be detrimental to existing services and would have a negative effect on Stapleford Town Centre as it would not create a welcome shopping experience. • It was also suggested that Bessell Lane junction is too narrow and has limited capacity 	<p>The provision of a high quality transport interchange adjacent to the station including enhanced bus routes and the tram to be extended to the HS2 station are key aspects of the planning for this strategic location.</p> <p>The principle of bus routes into existing Toton areas is good planning and the provision of additional development in the vicinity of existing</p>

and that buses could lead to over capacity.	residential areas is likely to increase the likelihood of this happening with greater volume of people to use enhanced bus services. Potential enhancements to Stapleford were considered at the Stapleford Advisory Committee on 16/11/15 and suggestions will be considered in planning for the area.
<u>Community facilities:</u>	
<ul style="list-style-type: none"> • Already some in the local area – new community should be encouraged to use them so as not to isolate themselves. • There are already community facilities within the wider area which are underused, and additional one would cannibalise their use and we should be encouraging communities to integrate rather than isolate themselves. • Leisure development East of Toton Lane is welcome – could share parking facilities with the Park and Ride site. 	The provision of sufficient land for new community facilities is considered necessary and is addressed as shown on the Plan in appendix 7. The potential for significant Leisure provision east of Toton Lane is allowed for.
<u>Medical Facilities:</u>	
<ul style="list-style-type: none"> • It was widely recognised that medical facilities in the existing locality are at capacity and that new housing would exacerbate this. • It was suggested that the Council should consider upgrading existing medical facilities on Banks Road/Stapleford Lane. • One respondent suggested that any new medical facilities should be run properly. 	The provision of sufficient land for new medical facilities is considered necessary and is addressed as shown on the Plan in appendix 7.
<u>School & Education Provision:</u>	
<ul style="list-style-type: none"> • There was concern regarding the capacity of existing schools (particularly junior schools) and a potential unfair change to catchment areas for George Spencer Academy. • It was considered that there should be enough room for the schools to expand and that this should be integral to any development proposals. Some also suggested that George Spencer might want to move their entire campus to the East of Toton/Stapleford Lane (for safety and pollution reasons) and that this should be accommodated if required. • There was concern that George Spencer would be left with no room to expand. 	A potential school expansion and land for a new primary school is included in the plan for this area. The school are adamant that they will not move their buildings to a new site.

<ul style="list-style-type: none"> • There was also concern that the expansion of the school would lead to a 'super school' for all age groups which was considered undesirable. • Some considered that more thorough plans should be developed regarding education provision and that adequate schooling needs to be provided for children of all ages – with consideration for future need up to 15-20 years. • Some were concerned that children attending the school will be at risk of health problems from pollution due to an increase in traffic which would also determine where new playing fields would be located. • Wide pavement between the school and Toton should be included to make walking to school safe for children. 	
Retail Provision:	
<ul style="list-style-type: none"> • Most respondents considered that retail provision should be limited/proportionate in size to serve only new homes so as not to compete with Stapleford, Chilwell and Long Eaton • One respondent suggested that priority should be given to independent businesses. • One response suggested that any increase from the minimum requirements should be retail or industrial provision. • Some considered that retail should be removed from the plans with some arguing that this makes the site less efficient and that the site should only include residential development. • There was also concern that retail in this location would not be sustainable and that the Council should be encouraging use of existing local facilities (e.g. Pubs/restaurants). • Concern that locating local centre to front onto Toton/Stapleford Lane would increase traffic flow at the junction opposite the Tram Park and Ride site. • One respondent stated that 20% of the area should be retail/community/schooling. • One respondent suggested that the West of Toton Lane should be reserved for retail development. 	<p>Noted and the ambition is to maximise the economic potential of the area, but not for retail in line with the justified concern of Erewash and national and Core Strategy policy relating to focussing new retail development in existing town centres.</p> <p>Small scale retail provision, community facilities, pub/ restaurant would be appropriate subject to this not detracting from existing centres including in Erewash, but the location of the 'local centre' fronting a busy road is a logical location taking account the likely difficulty in finding end users if the units are tucked away out of sight from the road.</p>
Green Spaces:	
<ul style="list-style-type: none"> • The majority of respondents were in favour of keeping as much green space as possible. It 	The plan for the area contains significantly

<p>was considered that green space could include new playing fields for football/cricket etc. allotments (considered to be a shortage in Toton) recreation areas, space for dog walking, park area for wildlife, grandstand and memorial.</p> <ul style="list-style-type: none"> • Many considered that a linear park adjacent to existing Toton residents was important to provide a 'buffer' between existing and new development, to prevent overlooking issues , to control emissions and would open up the area and give long distance visibility. Some considered that all houses should get the same level of 'buffer' protection with some suggesting that this should be as wide as possible potentially in excess of 100 m (18m was considered too narrow). • It was also suggested that the linear park should include a footpath. • There was concern over the design of new development and some thought that any housing adjacent to the linear park should be low density. • It was considered by some that the linear park should; be left wild and be accessible to all for recreation. • One respondent considered that a large open space boarded by boundary treatments would not be a problem. • There was concern about the future maintenance of the open space with some suggesting that the Council were distancing themselves from this responsibility. Other suggested that the open space should be transferred to the local people to maintain. • Some thought that Toton needs to keep all of its green space. • Recreation space for the people of Stapleford is already too limited. • Trees adjacent to Chetwynd Barracks on the east of Stapleford/Toton Lane should be retained. • Green space should not include tram and vehicular routes. • There was concern that there would be a loss of scenery and greenness and that this would be detrimental to existing community the impact of which was yet unknown and the fact that development was perceived to join Toton & Stapleford makes the need for open and 	<p>more than the minimum 16 HA of green space.</p> <p>The merits of planning effectively, for enhancements to both economic prospects and publicly accessible useable open space, are agreed.</p> <p>Relating to environmental harm, the approach to Green Infrastructure and buffers is intended to address this.</p>
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<p>green spaces more important.</p> <ul style="list-style-type: none"> • Some considered that open space should be consolidated into one 'user-friendly' area (preferably adjacent to existing Toton houses – not Bramcote) rather than a 'smaller pockets'. • Some considered that all green space should be protected from future development forever. • Some residents expressed concern over redaction of previous agreement to provide them with additional garden land. • Open space to the east of Toton Lane could be maximised to incorporate exercise trails around the east/west green corridor. • Some considered that the green corridor should include tree planting for wildlife, noise/pollution screening and wind-break and that this should be undertaken prior to development and maintained by the Woodlands Trust. • Some considered that the 16ha of green space was too small and that it should not include land set aside for George Spencer expansion as this would restrict their access to it. • One respondent stated they wanted Green Belt corridors and didn't want green spaces. • Some considered that a Wildlife corridor is poor substitute for existing green space. • There was concern that the plans from Oxalis reduce the amount of green space between Toton residents and new development and new residents in their proposed housing plans and Bramcote residents would benefit the most. 	
<p><u>Wildlife Corridor:</u></p> <ul style="list-style-type: none"> • The area was considered to be an important narrow wildlife corridor (as existing). • Some considered that a North-South & East-West wildlife corridor should be a key aspect of the development. • It was considered that Toton needs a buffer between new and existing community for wildlife corridor – 100m was recommended to the Toton residents by wildlife experts some thought that this should be expanded in excess of 150m. • Some stated that the east-west wildlife corridor already exists along rear of properties and that cutting back trees to rear of Cleave Avenue 	<p>Agree regarding the principle of provision of wildlife corridors as part of the wider strategy to include significant areas of green space. 100m is not accepted as a minimum width for a wildlife corridor. The appropriate width will vary greatly and there is considered to be merit in maintaining corridors even when the width is significantly narrower</p>

<p>could cause harm. One respondent stated that the trees in this area should be replaced because they had already been damaged.</p> <ul style="list-style-type: none"> • It was considered that the development should be designed sensitively to avoid obstacles such as kerbs, solid walls and ditches which restrict the free movement of wildlife. It was also considered that aquatic features required for wildlife should be incorporated into the design of the development. • Many people thought that significant tree planting (such as Chestnut and Hazel) is extremely important for health, wildlife and landscaping and to counteract pollution from increased traffic in the area. • One respondent thought that a wildflower meadow should be incorporated into the plans. • Some considered that the wildlife corridor and new tree planting should extend from the Nature Reserve to the footpath adjacent to Spinney Rise & Edale Rise and that the new tree planting should be called 'Lewis Wood'. • It was also considered that a wildlife corridor adjacent to A52 should be densely populated with trees and should be as generous as possible in size. 	<p>than this. Residential areas can be incorporated to the west of Toton Lane without compromising other ambitions as shown on the plan in appendix 7.</p>
<p>Employment Opportunities:</p>	
<ul style="list-style-type: none"> • Many supported the principle of high quality business space associated with HS2 and considered that this and job creation should be a priority with economic benefits for the wider area being maximised. • Some suggested that the Council should be encouraging high-tech industry to the site, providing a world-class business park and working with big businesses to create an area of innovation and growth. • Some argued that any commercial property should be limited to 3 storey office buildings with no large distribution/warehousing should be allowed. • Some argued that existing residents do not want the area to change to commercial in character and would rather have housing development or mixed use development. It was suggested that Green Belt has been given up to provide housing and not to provide additional business investment and travel to those coming from outside the immediate area. It was argued that employment /office development would be more appropriate 	<p>The economic ambitions can be met which include a mix of uses including 500 homes, significant green infrastructure and other uses as shown on the plan in appendix 7</p> <p>Ambition is to maximise the economic potential of the area.</p>

<p>elsewhere in nearby business parks, on Sidings land, in Nottingham City Centre or adjacent to Beeston Train Station.</p> <ul style="list-style-type: none"> • Some thought that 18,000 sqm of employment space (which was suggested to be equivalent to the size of Loxley House - Nottingham City Offices) is inadequate and is and is too small to attract major companies. It was suggested that the area should be expanded to provide as much employment space as possible. • One respondent suggested that Employment/commercial space should be doubled taking all the space shown for high density housing which should in turn be relocated to Bardills and wrap around the north of the tram park and ride. • Some suggested that all of the land on the West of Toton/Stapleford Lane should be retained for high quality commercial in conjunction with HS2 (it was considered that Peveril plans do not allow enough space for economic development) with housing development taking place on the East of the road. Access into the site was considered to need further thought with some suggesting that access should be gained from the A52. • There was also some concern that increasing economic development in the area would displace required 500 houses elsewhere and it was argued that Toton is sustainable location and should be mixed use. • Some respondents suggested that East and North of the site should be developed for business with the rest remaining farmland. • Some thought that all of the area should be developed for employment/industrial use including; business premises, hotels, restaurant and cafes & bars with open parades rather than housing. • Some suggested that development should be reliant on the completion of HS2. • There was concern from some that employment development at Sidings would have access from Banks Road which would put pressure on junction at Banks Road/Swiney Way/Toton Lane with other roads will be used as a 'rat run'. • One respondent suggested that 20% of the area should be light industry/business. Another respondent suggested that there should be a 40:60 employment land ratio to 	
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<p>houses which would equate to 200 homes.</p> <ul style="list-style-type: none"> • Some argued that the Local MP and Councillors should be challenged on their drive for commercial focus. It was suggested that commercial demand in 10 years' time was uncertain and that development should only take place as and when there is demand. It was suggested that there is no reason to believe there will be sufficient demand for an exhibition centre and hotels adjacent to HS2 and that the knock-on effect of taking more land from the Green Belt is untenable and unacceptable. • Some suggested that given the potential to relocate the existing railway companies and the possible extension of commercial space there is little need to consider expanding commercial space to the east of the HS2 station. • Some considered that industrial provision should be wholly on the sidings area and should not go on land removed from the Green Belt. • One respondent suggested that there wouldn't be demand for R&D centres or prestigious headquarters adjacent to HS2 because the railway would be too noisy and too remote from similar industry. • One respondent stated that there was already surplus employment (office and warehouse) space in Broxtowe and that it is currently being converted to housing. • Some considered that there should be significant tree planting in commercial areas (with business and recreation taking priority over other development) and that business and employment development should be away from housing. 	
<p>Houses:</p> <ul style="list-style-type: none"> • Some considered that plans for housing on this piece of Green Belt have been rejected by local community and local MP. • Some felt that 500 houses were a problem but if houses had to be built then this should be less than the minimum 500 requirement with the suggested number ranging from 50 – 250 as a maximum. • Some suggested that the 500 minimum should be a maximum figure. • Some supported the minimum 500 and 	<p>The precise mix of Affordable homes would be a matter from consideration as part of a planning application for residential development. The Core Strategy sets a target of 30% affordable housing and given Toton is a high value area there is a realistic prospect of this target being met.</p>

<p>suggested more land should be allocated for housing with higher density and higher numbers up to 1000+ suggesting that the Council needed to be bold considering; housing crisis, they were much needed, Toton is a sustainable location and that it would relieve pressure to build elsewhere.</p> <ul style="list-style-type: none"> • One respondent considered that allowing 550-1300 more houses will jeopardise HS2. • Some considered that 500 should be delivered irrespective and that if more land is required for employment then housing density should be increased to ensure the minimum 500 is delivered as part of a sustainable mixed use development. • One respondent stated that the maximum density should be 25 dwgs/ha. • Some considered that housing requirement should be met elsewhere with suggestions of; houses being built on Beeston Business Park, Tesco in Chilwell, MOD site, moving requirement to Rushcliffe, Oxfordshire, Redcar/Cleveland or elsewhere in the country. • Some felt that where Green Belt had to be used for development it should realise its maximum in terms of residential capacity to reduce the need to use Green Belt elsewhere. • Many considered that housing development should include a high proportion (ranging from 40% - 70%) of affordable and starter homes (one respondent thought the mix should be 40% of the area affordable housing & 20% standard housing another thought that at least 50% of the houses should be rented by the Council) to allow young people to buy in Toton to ensure its future and bring in economic benefits, however it was also suggested that the developer wouldn't want to build these. • One respondent considered that new houses would be more affordable because of new energy saving technology meaning residents will have more money to spend locally rather than on household bills. • One respondent considered that provision of new homes should be of second most importance after green space and that the maximum number of affordable homes should be built close to the school. • Some thought that there should be a cap on 4/5 bed 'executive homes' to encourage developer to build 2/3 bedroom homes. 	<p>500 homes are specified in the Core Strategy and evidence to support the Core Strategy is that these homes can be accommodated without unacceptable additional impact on congestion.</p> <p>Rushcliffe already has the highest housing requirement of any greater Nottingham council outside of the city boundary. Any request from Broxtowe to Rushcliffe or any other Authority to take more homes is unlikely to be favourably received.</p> <p>Tesco in Chilwell and the MOD are both currently operational and are not currently available for housing or other development.</p> <p>Beeston Business Park has a pending permission for 310 dwellings; however it also forms part of an Enterprise Zone and so is unlikely to be able to accommodate more dwellings.</p> <p>The jobs issue relating to new homes is noted.</p> <p>500 homes is considered an appropriate number given the ambitions to maximise economic development, incorporate green routes including wildlife corridors, maintain the separate identity of settlements, incorporate the</p>
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<ul style="list-style-type: none"> • One respondent suggested that houses should be tall town-house style with small footprints to maximise green space. • Some thought that housing should be limited to low-density in-keeping with existing area. • One respondent questioned whether elderly accommodation been considered on the site in the 500 dwellings? • One respondent considered that adding houses in the area will drive down the existing low wages in Toton whilst another respondent suggested that building new homes would create jobs however this was contested by another respondent. • Concern that housing next to HS2 would be blighted by the construction and would be occupied by commuters. • Likelihood that access to new housing will be made from Banks Road and Swiney Way. • Some had no objection to houses in principle provided it was supported by infrastructure improvements. One respondent thought that servicing for housing is stretched too far as it is. • Some stated that the majority of residents do not want the area to be primarily business space – needs to remain residential area. • Some were concerned that housing built near the hub will be blighted by HS2 construction and will be occupied by commuters. • Some thought that there was ample space for housing and economic development within Peveril Plan. • Some thought that house development would be more suitable to the east of Toton/Stapleford Lane potentially located to the North of the tram line on the east of Toton Lane accessed from Inham Nook. One respondent suggested that low density housing to the East of Toton Lane should be kept to a minimum. • It was considered that the area at rear of Cleave Avenue was particularly sensitive; many properties have access onto the site and would not like to see housing in this area. Some considered that houses shown on plans (Peril's) in this area could easily be absorbed elsewhere. 	<p>necessary transport infrastructure and HS2 associated development, provide new community facilities, sports provision and sufficient space to allow for the expansion of the existing school with the potential for a new primary school.</p> <p>The type of new dwellings will be determined at planning application stage. However it is a good planning principle to have a mix which would usually include some provision for elderly accommodation.</p>
Brownfield Sites:	
<ul style="list-style-type: none"> • Many thought that brownfield sites should be 	Brownfield sites are not

<p>used first with some suggesting that the Council wasn't trying hard enough to develop them.</p> <ul style="list-style-type: none"> Some recognised that insufficient brownfield sites were available elsewhere in the borough and that if Toton wasn't developed it would lead to other less sustainable Green Belt sites being developed. Some thought that brownfield sites outside of Broxtowe should be developed first, such as; in Nottinghamshire, Derbyshire and nationally. One respondent stated that there were plenty of disused factory sites that could be developed. Some suggested that Burnett's should be used to meet requirements. Some thought that the Council should force developers sitting on brownfield sites to start building affordable homes. 	<p>available in the number needed to avoid any development in the Green Belt.</p> <p>Evidence in the SHLAA is that there are not available urban sites in sufficient number to avoid the need for Green Belt boundary change.</p> <p>Burnett's has already been counted in the SHLAA as attributing towards the housing delivery figures.</p>
Timing of development:	
<ul style="list-style-type: none"> It was suggested that development should be reliant on HS2, some suggested that we should wait until; HS2 confirmed/ completion is guaranteed, HS2 building works commence or HS2 is built to ensure that requirements of HS2 are fully assessed and a cohesive development can be provided. One respondent considered that there was no rush to develop the land as the area had been empty for years. Some suggested that a published time frame for phasing of development would be useful. Some thought that housing development should be phased starting on the East to Toton/Stapleford Lane working west. Some suggested that alternate plan must not be allowed to delay any house building. 	<p>It is agreed regarding the importance of providing high quality business, and it will not be practical to wait until HS2 building works commence which could be well into the 2020s. The issue of development parameters is addressed in the Core Strategy.</p>
Green Belt:	
<ul style="list-style-type: none"> Some were opposed to any building on Green Belt stating that we should preserve as much Green Belt as possible in line with government requirements and that Green Belt should only be developed in exceptional circumstances. One respondent questioned why was the Green Belt decision reversed? Some felt that business and employment opportunities should be maximised but not at the expense of any Green Belt in the Borough. Some considered that where Green Belt had to be used for development it should realise its 	<p>The principle of housing and green belt was established both in the Core strategy and the high court challenge.</p> <p>The principle of not using existing Green Belt land in an inefficient manner where it is developed is a sound principle in order to minimise further Green</p>

<p>maximum in terms of residential capacity to reduce the need to take Green Belt from elsewhere.</p> <ul style="list-style-type: none"> • Some thought that East of Toton Lane should be retained as Green Belt although others suggested that the Council consider the redevelopment of Japanese Water Gardens and Bardills Garden centre (potentially for retail). • Some felt that Green Belt to the west of Toton Lane should not be developed. • Some felt that it was unfair that Toton will have no Green Belt left when no other areas in Broxtowe are being treated like this. One respondent suggested that the Council should take 2% of Green Belt from lots of locations and leave the rest. Another respondent suggested that extra Green Belt could be attached to George Spencer Academy. • There was concern that losing Green Belt between Toton, Long Eaton and Stapleford, Nottingham and Derby creates urban sprawl/creep. • It was considered that the Green Belt here was important agricultural land (used for food production) which was also used for recreation by local residents. • One respondent thought that Green Belt should only be used to aid the conservation of the environment. 	<p>Belt alterations to accommodate development.</p> <p>The retention of land East of Toton Lane in the Green Belt in its entirety would not allow for adequate flexibility to respond to provide substantial employment provision. A defensible boundary to development is considered to be the tram park and ride and line.</p>
<u>Flooding</u>	
<ul style="list-style-type: none"> • There was concern over building on Greenfield land and the replacement of permeable surfaces with impermeable ones which would cause flooding issues elsewhere in Toton. • It was considered that surface water flow will increase and through flow decrease and that ground water recharge may have an effect on the water table level. • It was considered that SUDs offer insufficient protection from flooding. 	
<u>Other:</u>	
<ul style="list-style-type: none"> • Some considered that there should be a defined maximum development area. • Concern that Toton will lose its identity. • Some felt that current plans were too inward looking and would result in development that isn't integrated with existing Toton residents. • High quality development was considered important as Toton residents are losing a lot 	<p>Information since the Core Strategy, especially the design review process discussed in appendix 4, provides useful suggestions as to how development can be planned in a way to</p>

<p>so what it is replaced by must be good.</p> <ul style="list-style-type: none"> • Concern about HS2 construction work and impact on local businesses (including those at Japanese Water Gardens) – will there be compensation – encroachment onto their land? • Some suggested that Broxtowe and Erewash should think of themselves as one development area. • Some felt that Council Officers (who don't live in Toton) are pushing this through; not listening to local residents and putting democracy into disrepute when local Councillors do not want development say they are powerless to stop it. • Some felt that politically motivated noisy minority have too much say and do not represent local opinion. • One respondent said they didn't think that the wider residents of Toton were aware of the impact that development would have on them as most concern comes from a small number of residents around the perimeter of the site. • There was concern that Broxtowe Council is opening door to let the City Council take over the whole area and move towards a mega-city proposal for Nottingham and Derby. • Some felt that disruption from development is unfair for Toton when the area is already overdeveloped. One respondent suggested that the area was being used as a 'utility room for Greater Nottingham'. • Some felt that site recommended for development by inspector and we should just get on with it. • Some felt that in principle proposed developments will provide much needed regeneration of the area. • One respondent considered that current fields are not picturesque – just bare agricultural land. • One respondent suggested that developers want as many houses as possible and to disregard HS2/Tram extension/schools/doctors/ Toton community. • Some who were opposed to development felt that as a last resort if building works have to take place in Toton they would like Oxalis masterplan to be considered. Some also suggested that they like the title 'Broxtowe 	<p>enhance the area.</p> <p>HS2 opposition is a matter for central government, and all indications are that HS2 is happening with a station at Toton.</p> <p>Noted and this approach is consistent with the Core Strategy.</p> <p>Issues of streetlights and pot holes and job titles are not relevant to decisions on this strategic location.</p>
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<p>Gateway’.</p> <ul style="list-style-type: none"> • Some were concerned that noise from the new station could be an issue and that trees and landscaping should be incorporated alongside noise barriers. • Some considered that car parking at the station needed more thought and it was suggested that the old army depot mines could be incorporated for parking or used for freight storage. It was also suggested that there should be a single car park within the sidings area to complement both services (tram and train). • Some were concerned about development causing light pollution. • One respondent stated that they had spent months trying to get County Council to fix a streetlight and that they had never heard of the post ‘head of neighbourhoods and prosperity’. • There was some concern that the sewage treatment works wouldn’t be able to cope with the additional pressure. • S106 contributions gained from other developments should help fund the infrastructure that Toton requires. • Thought should be given for tidying up the village – cracked slabs, potholes etc. 	
<u>Consultations:</u>	
<ul style="list-style-type: none"> • Some questioned why the Council continuously consulting on this asking the same question – it’s costing tax payer. • One respondent stated that Toton residents weren’t informed and found out by accident. • Some residents feel like they aren’t being listened to. • One respondent stated that there was too much planning jargon used in consultation. • Some felt that Toton residents should be involved in all decision-making meetings and they should start at 7pm at the earliest. • Some stated that the Council had promised to form a residents group to shape the future of development at Toton – this has not happened. • One respondent stated that Building without consultation with HS2 would be a disaster. 	<p>Consultations are intended to provide opportunities for questions/comments from those who can drop in at different times of the day.</p>
<u>HS2</u>	
<ul style="list-style-type: none"> • Some were opposed to HS2 development and considered that it was not needed and would offer no immediate benefit to local residents 	<p>HS2 itself is a significant infrastructure project which will be considered</p>

<p>and would have wider impacts on heritage etc.</p> <ul style="list-style-type: none">• Some felt that HS2 and new development would mean that Toton will prosper and that development will benefit the area.• Some considered that only a small amount of space should be available for HS2.• One respondent was concerned that nationally we can't afford HS2.• One respondent suggested that a tunnel for the station would alleviate many of the concern regarding the station itself.• One respondent suggested that HS2 would just be for rich people to use as it would cost £40+ to use.	<p>by Central Government. All available evidence is that HS2 will be developed to Leeds and the East Midlands hub station will be at Toton.</p>
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Additional evidence available since July 2015

There are six pieces of information which are thought to have particular significance for the planning for this strategic location for growth and these are listed below:

- OPUN Design Review of the strategic location.
- Erewash Toton HS2 Hub Station Area Plan.
- Nathaniel Litchfield and Partners Employment Land forecasting study.
- Carter Jonas retail need update.
- Farrells report on the East Midlands HS2 Hub – Maximising the wider regional benefits.
- The Chancellor's Autumn Statement (spending review).

The first four of these were available and in the public domain throughout the consultation. The last two were not, and all six are summarised below:

OPUN

OPUN are the design support service for East Midlands Councils and they were commissioned by Broxtowe Borough Council to undertake a design review of this strategic location in August 2015. They had available the Broxtowe published consultation document of February 2015 which is on page 43 of the July 6 2015 Toton Advisory Committee report, the submissions of other interested parties as summarised and considered in this Advisory Committee report, and the planning application submissions as part of the Peveril planning application.

In summary they consider the main issues to be addressed include:

- A more clearly defined 'movement framework' with further design work to integrate the route for the tram.
- Undertaking collaborative work with the Highways Authority to ensure the routes and connections have a strong emphasis on place making rather than highway engineering.
- Strengthening the landscape strategy ensuring strong links are established to the west adjacent to HS2.
- Reconsidering the north eastern entrance to the site from Toton Lane to create a strong frontage to Toton Lane.

Other issues they identify are:

- Revising the applicants' layout to the southern frontage to Stapleford Lane, although the design team support the principle of some housing in this location.
- Consider inclusion of Rose Cottage within the site.
- Consider the long term plan for the park and ride site.

Erewash

The Erewash Borough Council Toton HS2 Hub Station Area Plan was published in August 2015 and comprises adopted Erewash policy. This contains a number of sensible priorities and mitigations which are focussed on their own communities. The points they advance which have a bearing on the area Broxtowe is now planning are summarised below, although it should be stressed that Erewash has been consistent in its recognition that the detailed planning for the area outside of their area is ultimately a matter for Broxtowe.

Employment

- Land east of the hub station is to be targeted for inward investment, with land to the west of the hub station at Toton Sidings to be reserved for further employment inward investment. This would be delivered jointly with a comprehensive flood water management system for the Erewash Valley. This would entail the relocation of the existing rail uses at Toton Sidings for which Erewash has an available rail-connected site at Stanton Ironworks.
- Investment programmes for Long Eaton, Sandiacre and Stapleford to raise them to the status of HS2 national network gateways.
- A development company be formed to take forward these proposals.

Transport

- Provide a secondary western access to the HS2 station.
- Extend the tram to the station.
- Provide access to the Toton Hub directly from the A52 terminating in a multi-storey car park to serve the station.
- Provide a north/south link road to provide local vehicle, walking and cycling access to the station and to facilitate a through bus service.
- Local access roads including Bessell Lane in Broxtowe to be designed with pedestrians and cyclists in mind.
- Link national cycle route 6 along the Erewash Canal directly to the HS2 Hub station.

Nathaniel Litchfield and Partners

Nathaniel Lichfield and Partners (NLP) were commissioned by the authorities of the Nottingham Core and Nottingham Outer Housing Market Areas (HMAs) to prepare up-to-date evidence on economic prospects and employment land forecasts for the period to 2033. The 'Employment Land Forecasting Study' (ELFS) was consequently produced in August 2015. The need for the Study arose from Policy 4 of the Aligned Core Strategies (ACS) which requires the authorities to keep under review the need for, and supply of, office floorspace and industrial/warehousing land. The Study will form part of the evidence base for emerging development plan documents, including the Broxtowe Local Plan.

The conclusions of the ELFS include 'scenario ranges' which are based on various demand-based and supply-based scenarios for each authority for both office floorspace and industrial/warehousing land. For Broxtowe, the scenario range for office floorspace is between 26,482 sq m and 59,886 sq m, which compares with an

ACS requirement, extrapolated to 2033, of 44,000 sq m. The scenario range for industrial/warehousing land is between 5.3 ha and 43.2 ha, which compares with an extrapolated ACS requirement of 19.5 ha. The ACS requirements for Broxtowe are therefore within both of the ELFS scenario ranges.

The ELFS indicates (as did the previous Volterra report) that the HS2 station has the potential to result in between 2,800 square meters and 19,800 square metres of office floorspace, which could support up to 1,500 new jobs in Broxtowe, which is the jobs figure originally suggested by HS2 once the station is operational. NLP comment that it is 'higher value' sectors, such as financial and professional services and company headquarters, which are likely to place greater weight on access to high speed rail services.

NLP also comment that for most businesses, general proximity to the HS2 hub may be sufficient rather than necessarily requiring a site immediately adjacent to the station. However, a high profile new development associated with the HS2 hub may serve to create a new urban district with a critical mass and mix of uses and facilities that could be attractive for some types of firms moving into the area.

A Background Paper is being prepared by the Nottingham Core authorities. This will accompany and respond to the ELFS, and it will provide a more specific basis for the provision for office floorspace and industrial/warehousing land in the forthcoming Part 2 Local Plans.

Retail Report Summary

The report was undertaken by Carter Jonas and provides recommendations for all four town centres in Broxtowe. Regarding Stapleford it is considered the town is a relatively healthy centre but is underperforming in relation to other centres in Broxtowe, mainly due to the lack of a main food retailer to act as an anchor and the fact that the primary shopping frontage is limited to one side of Derby Road only. The existing Co-op serves as the main convenience retailer and it is suggested that the primary shopping frontage is altered to include this unit in order to allow it policy protection from out of town retailers. It is also suggested that the former police station be included in the primary shopping area to aid its future development. The centre has the lowest floorspace capacity of the centres in Broxtowe and it is projected that any future increases in floorspace are likely to be limited to extensions to existing 'local' format stores.

Regarding out of centre retail, the consultants suggest that a policy which places a threshold at 500sqm on edge and out of town retail development is applied. This would mean that any proposals for development above this size out of the town centre will be required to demonstrate that they will not have a significant impact, in terms of viability and vitality, on the defined district centres on their own or cumulatively. If contained within a local plan policy this will take precedent over the threshold of 2500sqm as contained in the NPPF. This will have an impact for proposals for expansions to the Borough's main retail parks, Chilwell and Giltbrook.

Farrells

Farrells were commissioned by East Midlands Councils to prepare a report on maximising the wider regional benefits of HS2. The issues considered in their report which have a direct bearing on the area Broxtowe are now planning are summarised:

- Extend the tram to the HS2 station and allow for its extension potentially to Long Eaton, East Midlands Airport and Derby.
- Efficient road access to the strategic road network without adding to local congestion.
- Bus and coach services north – south to and through the Hub station.
- Maximise land available for development at the station, partly through efficient multi-storey car parking but also consider locating the station further north to both improve the potential for connections over and increase the availability of development land.
- Achieve high quality cycle and walking connectivity to and through the transport interchange and define pedestrian and cycle links as high quality public spaces and support developments along them.
- Consider additional crossings to north and south of the station between A52 and A6005.

On the issue of supporting maximum regional and local development they identify three areas as described below:

- Toton west yard (effectively most of the Sidings Land).
- Banks Road East yard (between the Station and Banks Road) with significant access and level differences.
- Planning application site referred to as 'Lime Rise' with this and adjacent land to the east of Toton/Stapleford Lane including Bardills Garden Centre and other land further east to the south of the tram line¹.

They identify an important issue being to optimise the use of available land and identify additional opportunities for development.

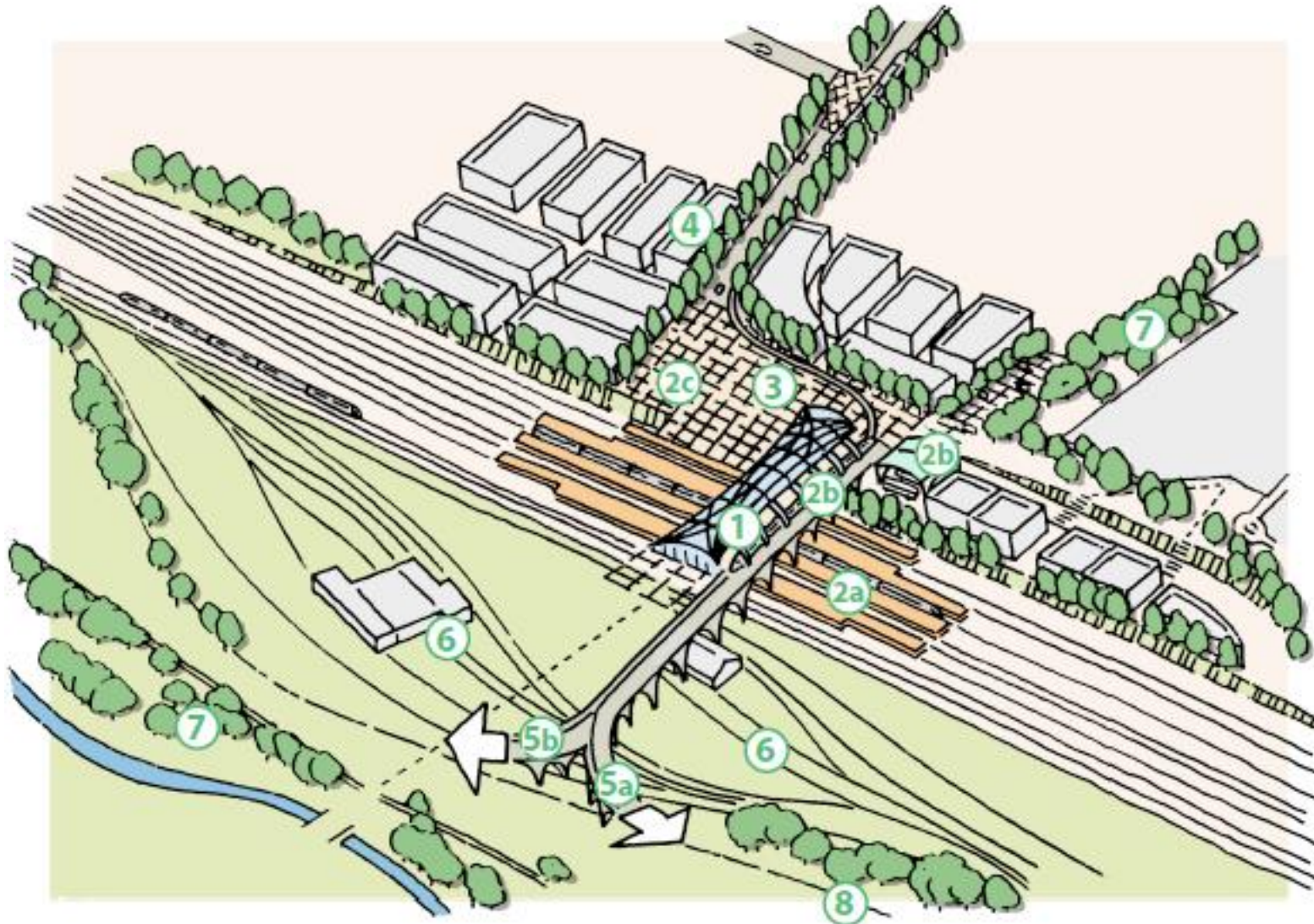
¹ The application site has since been amended to reduce the area and propose 500 homes which is a reduction of 275 from the originally proposed 775 homes

Spending Review

The Chancellor of the Exchequer announced the following in his Autumn Statement on 25 November 2015:

- HS2 Growth Strategy Funding Confirmed providing £1.25 million to D2N2 to develop a growth strategy for the proposed High Speed 2 station at Toton. This will enable them to start work on long term plans for regeneration and development, bringing in investment and businesses.
- In addition it committed the Government to a new target for affordable housing starts (400,000 units by 2021) and further reforms to the planning system which included a proposal to allow previously developed brownfield sites in the green belt to be developed in the same way as other brownfield land, and establishing a new delivery test for local authorities to ensure delivery against the number of homes set out in Local Plans.

East Midlands Hub Station: Concept Design



- 1** An iconic, world class destination station
- 2** Efficient interchange and attractive regional & national connectivity with capacity for growth
 - 2a HS2 & classic rail services cross-platform connectivity
 - 2b Nottingham Express Transit 'The Tram' & buses/coaches/taxis
 - 2c Car parking underground, not occupying developable land
- 3** High quality public 'station square' as the gateway to the area...
- 4** ...and the heart of the development of a new 'destination'
- 5** Day one (a) and future (b) track alignment crossings for NET, buses taxis, cyclists and pedestrians towards Long Eaton & beyond
- 6** Allow for future development potential west of the station
- 7** Green corridors in the Landscape as the 'first infrastructure'
- 8** Ensure connections to the south, and to all surrounding communities

Commissioned by East Midlands Councils from Farrells & Peter Brett Associates
November 2015

Examples of successful economic development

In terms of the importance of the economic development potential of the area in particular, participants at the workshops and throughout the consultation have suggested some other examples to look at. These include cases that have been investigated previously, but three that have not been reported to Cabinet or the Advisory Committee are at Granta Park, Cambridge the Advanced Manufacturing Park at Sheffield and the Science Park at Warwick. These are helpful examples as they are all useful in indicating the scale of development that can be potentially be accommodated and the land take required in an extensively landscaped low density setting.

Granta Park

The information below is taken from their own tenant handbook

Granta Park



Granta Park is Cambridge's leading life-science research park and extends to 120 acres in total. It is a low-density research park, located at the heart of Europe's strongest and most dynamic cluster of science and technology-based companies. Many of these companies were founded to commercialise research that was spun out of the UK's top-ranked University of Cambridge which is located six miles away.

Sheffield

The **Advanced Manufacturing Park** (AMP)^[1] is a 0.40 km² manufacturing technology park in Rotherham, South Yorkshire. It is part of Sheffield City Region Enterprise Zone.^[2] Technologies on the AMP centre on materials and structures, covering metallic and composite materials, typically used in precision industries including; aerospace, automotive, sport, environmental, nuclear, and energy, oil and gas, defence and construction. Technology developed on the AMP is already being utilised in leading edge projects, such as within Formula One and the next generation of military and commercial aircraft, including the new Boeing 787 Dreamliner as well as advanced 3D printed facial prosthetics.

Organisations currently located on the AMP include; Nuclear AMRC, The Advanced Manufacturing Research Centre, a Boeing / University of Sheffield partnership; Rolls-Royce; Castings Technology International; Carbolite Ltd (Furnaces & Ovens), Sandvik Coromant, Bromley Technologies, Nikken Kosakusho Europe Limited, Fripp Design and Research, Performance Engineered Solutions, Materialise, Struers, Xeros, and TWI Technology Centre (Yorkshire).

The vision for the AMP was established from the decline that South Yorkshire had seen in its traditional industries of coal and steel over the last twenty years. Despite this decline the region had retained established skills and expertise in the areas of advanced manufacturing, backed by materials research expertise within the two Sheffield universities, and other independent research organisations. Yorkshire Forward and UK Coal created a joint venture to reclaim land on the former opencast colliery at Waverley, Rotherham and to develop the AMP. Funding from the European Union's European Regional Development Fund has also supported the project.

Warwick

The **University of Warwick Science Park** (UWSP) was one of the first university based science parks in the United Kingdom. It was a joint venture between the University of Warwick, Coventry City Council, Warwickshire County Council and Barclays. UWSP currently covers four sites; the main campus abutting the University of Warwick, the Business Innovation Centre in Binley, Warwick Innovation Centre on Warwick Technology Park and Blythe Valley Innovation Centre near Solihull. UWSP typically provides office and lab space for 145 businesses employing more than 1800 people.

The Science parks own website describes its offer below:

<http://www.ukspa.org.uk/members/uwsp>

As one of Europe's leading Science Parks, the University of Warwick Science Park offers a unique package of property and business services to provide an environment in which innovative and knowledge based companies can grow. Located 3 miles to the south east of Coventry, it provides excellent access to the M1/M6/M42 motorways, is 15 minutes from Birmingham International Airport and less than an hour from the centre of London by train.

Since opening its first building in 1984, additional investment and development has resulted in over 50,000 square metres of dedicated space for companies at all stages of growth. Today Warwick Science Park has 20 buildings on its 42 acre main site, in addition to three satellite incubators, providing the base for 140 companies employing circa 2,000 people.

Solihull

Although the example of Solihull has been looked at previously and has not yet been developed, it is mentioned by some, including Oxalis Planning, as a good example to consider the scale of ambition that may be appropriate at Toton. There are similarities between the context at Toton and Solihull in that both are on the edge of their respective city conurbations, both are some distance away from their city centres, are in the Green Belt with close proximity to the motorway network, but significant issues in terms of establishing connectivity not just for trains but for other public transport, cyclists and pedestrians. Their intention is to maximise the economic potential of the area at the same time as minimising the environmental impact.

The Solihull site

A 150 hectare location on the eastern edge of the Greater Birmingham conurbation. This is approximately double the Strategic location at Toton as shown on the indicative map in appendix A of the Core Strategy, albeit that it made clear in the Core Strategy that the Toton specifications were minimum parameters and site boundaries would be set during the site allocations process we are now in.

The Solihull site has major employers in the immediate vicinity including Jaguar Landrover, the NEC and Birmingham Airport. The site is tightly constrained by motorways which is a significant opportunity but also a connectivity challenge.

Details

Masterplanning work is well advanced which includes the following:

Planning the site in separate zones:

1. business
2. innovation
3. entertainment
4. exhibition, and
5. station zones.

Their overall approach is to complement but not compete with the city centre which includes planning for the delivery of 20,000 jobs and 2,000 homes, interspersed with strategic landscaping and connections within the site to provide an accessible, attractive landscaped setting. Their approach has an existing brook at the heart of the new community with connectivity and linkages being key aspects of their thinking. This includes a priority of securing bridges over the M42 early in the development and an ambition to extend the Metro into this area.

Car parking is an issue with large parking areas already in the area (for the Airport and NEC). Solihull were keen to establish decked parking for the station which had a much lesser land take than entirely surface level parking but a much higher cost (£15,000 per space as opposed to £5,000 per space).

Next steps

- Further work on HS2 growth strategy and concept planning framework.
- Negotiations over delivery.
- Secure development infrastructure funding.

The proposed amount, location mix, and site boundaries of development

This assessment takes into account the evidence to support the Core Strategy including Sustainability Appraisal, previous Green Belt review work including to support the Regional Plan, Infrastructure delivery plan, the Inspector's report into the Core Strategy, the High Court challenge to the Core Strategy, and consultation responses to the November 2013 Issues and Options consultation into Site Allocations and the February 2015 consultation into Green Belt boundary changes, both in Borough wide terms and specific to this strategic location. This background information was reported to members at the Toton Advisory Committees of June and July 2015, and Cabinet at its meetings on 29 July 2014 (Issues and Options consultation) and 13 October 2015, with links provided to these earlier in this report. In addition, this assessment takes into account the consultation responses, workshops, Advisory Committee and CAT meetings referred to in appendix 3, together with the more recent evidence which was not available to earlier HS2/Toton Advisory Committees referred to in appendix 4. It takes into account the extensive work done over the East Midlands geography with our partners through the East Midlands Strategic Board and Toton Station Hub Delivery Board (summarised in the June HS2 Toton Advisory Committee report).

This work with our East Midlands partners is rapidly evolving and includes the Farrells and Erewash work which have been summarised previously in this report. By having such an inclusive and coordinated approach to planning for this location, it is considered by officers that this is a good example of effective joint working which will substantially exceed the minimum requirements in terms of Broxtowe's duty to co-operate on strategic planning matters that have implications beyond our own local authority boundary. This work has been highly successful in responding to the potential for the East Midlands hub station going to Breaston in Erewash, and is now emerging into the positive delivery of the vision agreed at the East Midlands Strategic Board. The vision as agreed by the Strategic Board insofar as it relates to development in the vicinity of the hub station includes the following:

Planned development that uses the locational advantages of the hub station to strengthen and reinforce the roles of existing settlements across the east midlands:

- *Establishment of a major new high tech research/institute adjacent to the hub station which adds value to the existing east midlands offer.*
- *Well-integrated high quality mixed tenure housing and employment development (including provision for relocated businesses), which makes best use of the land around the hub station and reflects the recently agreed Joint Core Strategy.*
- *Avoiding major retail development that would undermine the role of existing centres.*
- *Maintaining the integrity of the Derby-Nottingham Greenbelt west of the M1.*
- *Continuing to invest in infrastructure elsewhere that supports the roles of existing settlements.*

It is with this vision in mind, and the extensive background work previously summarised, that the assessment below is undertaken. The analysis that follows is split into the same headings as reported to the 6 July 2015 HS2 Toton Advisory

Committee with supplemented information incorporated as a result of the work and consultation undertaken since then. The constraints information has been taken into account as reported on pages 38 to 42 of the 6 July 2015 Advisory Committee and these pages, together with the background information summarised above, are intended to be included as background information in the emerging plan for this area subject to Cabinet approval.

Expanded School Provision & Landmark Area

Aspirations:

- Ensure that the needs of the community are met.
- Provide enough space for provision of new Primary School.
- Allow enough space for the expansion of George Spencer Academy.
- Avoid major retail development.
- Provide space for a new community centre.
- Provide space for a new health centre.

As previously requested by Nottinghamshire County Council (Education Authority) the Masterplan should show a separate 1.1Ha site for the new primary school provision rather than an area of shared accommodation with the George Spencer Academy campus. The size of the proposed school would also need to be proportionate for the number of houses proposed.

Erewash Borough Council is concerned that the centre should be termed a 'neighbourhood centre' to ensure consistency with its approach at Stanton and to avoid confusion that a 'Local Centre' in the Toton location would refer to a centre of the same scale as Sandiacre (which it does not). This is a reasonable suggestion and the centre should be termed as a 'Neighbourhood Centre' to avoid such confusion.

OPUN have suggestions of reinforcing the gateway to the location from this eastern Toton Lane frontage and bringing the frontage closer to the road and having a 'less engineered' highway entrance which would be suitable for a development of 500 homes and associated development. These suggestions amount to good planning and the Neighbourhood Centre should include frontage development to Toton Lane, should include bringing the architectural and landscape character of development closer to Toton Lane and should minimise the engineered appearance of the highway entrance at this location whilst recognising that safe access needs to be provided for 500 homes and associated development including enhanced education provision, enhanced sports provision, new community centre, new medical centre and retail provision of a scale not likely to detract from Long Eaton town centre, or Stapleford and Sandiacre District and Local Centres. It is not proposed to prescribe a floorspace at this stage but, as a general indication, a maximum floorspace of 1,000 square metres for convenience retail uses with a maximum size of 500 square metres for each unit is considered to be an appropriate indication of a maximum limit. This is broadly consistent with Erewash's emerging plan for Stanton and is also consistent with the Carter Jonas retail work regarding a 500 square metre threshold being a necessary limit regarding impact on town centres. This is considered to be appropriate to ensure that units proposed are of a 'local scale' which, in order to get

around the Sunday trading limitations, need to be smaller than this in any event with a maximum size of approx. 280 square metres.

Traffic/Transport/Connectivity

Aspirations:

Maximise the potential for trips to and beyond the station to be achieved through non-private car modes of transport. This should include:

- Tram extension to HS2 station which should be high level access and complete prior to the opening of the station. It should be designed in such a way as to allow for its potential expansion to Long Eaton, Derby and East Midlands Airport.
- Safe and attractive pedestrian and cycling links between new and existing communities including Toton, Long Eaton, Stapleford and Sandiacre utilising attractive routes though the location to the HS2 hub and neighbouring areas. Advice from OPUN should be incorporated regarding creating a hierarchy of attractive routes and interconnected places. Green routes should be provided and, where necessary, preserved and enhanced to assist with this including the Erewash valley/canal and additional green space to the north of existing settlements at Toton and Chilwell and to the south of Stapleford. Pedestrian access should be provided to the station from the east with an additional secondary western access. This should include a safe route over the station.
- In terms of cycling provision, development should be compatible with future north-south and east-west segregated cycle routes. Cycling should be made a viable option for accessing the hub from within a five mile radius. NET extensions should incorporate a tram-side shared path (to extend to Derby if the tram is extended this far). For Bessell Lane to be incorporated in plans to access the station then improvements will need to be made to assure the quality of the cycling provision on the north-south route including extension of Midland Street, Long Eaton. On a wider scale the plan to open Bennerley Viaduct should be taken into account with its potential to create wider major leisure routes attracting visitors to use Toton Hub as a starting point for cycling tours. A link should be provided to national cycle route 6 along the Erewash canal directly to the HS2 Hub station
- Private vehicle access to the station to be provided via the A52, terminating in either a multi-storey car park to serve the station or even better underground parking, with Highways England to consider the enhanced economic development around the station also utilising this access as part of their modelling work.
- Good quality transport links from the HS2 station to nearby town centres including a north/south link road to provide local vehicle, walking and cycling access to the station and to facilitate through bus services.
- Onward rail service connections to other principal East Midlands Stations.
- The provision of a comprehensive and well contained transport interchange in very close proximity to the station and ideally being contained entirely on HS2 operational land.
- Consideration given to how parking overspill in existing residential areas will be prevented when the station is operational. This may include Toton to become 'residents only parking' area to mitigate issues with Station/Tram traffic.

Comments

These connectivity aspirations are intended to link areas of economic growth both within the strategic location and beyond. This will include town centres, within Broxtowe at Stapleford and Beeston, town and city centres at our neighbours in Erewash, Nottingham and Derby and areas of economic potential throughout the East Midlands including the Enterprise Zone at Boots/Beeston Business Park, the universities and hospitals.

Green InfrastructureAspirations:

Extensive multi-purpose interconnected Green Infrastructure routes to be provided to connect areas of growth and existing communities in the following locations:

- Along the southern boundary of the location north of existing communities of Toton and Chilwell
- Along the northern boundary of the location south of Stapleford.
- Along the Erewash Canal to the west of the location
- Along a north/south corridor immediately to the west of Toton towards Bessell Lane.
- A new primary route through the centre of the location linking development areas to the HS2 Hub linking to a high quality 'station square' as part of a new attractive principal pedestrian route.
- No loss of TPO trees and extensive additional planting to be undertaken at appropriate locations to enhance provision as wildlife corridors of varying widths.
- Sporting provision (including as requested by the football club) should be provided in appropriate locations quite possibly to the north of the location, adjacent to the school. It will be important to investigate management arrangements that enable use of these facilities for both the school and other members of the community when not in use by school children.

Comments

This will allow the following aims to be delivered:

- Ensuring existing environmental and heritage assets are protected and enhanced. This includes heritage assets which are concentrated immediately adjacent to the north west of the strategic location at Sandiacre Lock Conservation Area with a cluster of listed buildings in this location.
- The provision of a linear park adjacent to Toton and other green spaces to provide effective buffers between existing and new development and maintain the separate identities of settlements at the same time as ensuring that new and existing communities are connected by attractive green routes. This area should be significantly enhanced with the undergrounding of the electricity pylons which cross the southern part of the strategic location and with extensive planting would assist in mitigating concerns relating to environmental issues including air quality.
- Provide open space, sporting provision, attractive walking and cycling routes, and wildlife corridors at the heart of the development ensuring the strategic

location as a whole is designed with attractive and well-connected routes to and between existing and new areas of development.

Economic development

Aspirations:

- The creation of significant numbers of new high skilled jobs to drive economic development in the immediate area and the wider region.
- The provision of adequate land to provide for economic ambitions to be met in close proximity to the station has been one of the most significant issues raised in the consultation process and the plan for the area has been amended as a result.
- Ensure sufficient flexibility recognising that it is impossible to predict with any accuracy the specific requirements of business in 2032/33 when the Station is expected to be operational, but also recognising that the potential land requirements have to be properly planned as part of a comprehensive strategy allowing for the possibility of large scale conferencing facilities, university research/development provision, possible potential for hotels and other high tech developments seeking premises in proximity to a HS2 station.
- Option to provide space for South Broxtowe Leisure Hub which, if required, has space available on the eastern side of Toton Lane.
- Enhance Stapleford Town Centre in association with Stapleford Advisory Committee.

Comments

From the workshops some contributors suggested other examples to look at and examples at Cambridge, Sheffield, Warwick and Solihull are described in more detail in appendix 5. For comparative purposes the other examples discussed in appendix 5 contained the following hectares of employment/economic development space:

- Cambridge (48.6 hectares)
- Sheffield (40 hectares)
- Warwick (17 hectares on the main campus)
- Solihull (45 hectares).

Oxalis and Nottingham City Council suggest significant employment land should be provided with 45 hectares mentioned by Oxalis. This may not be needed in line with the position outlined in view of the Nathaniel Litchfield and Volterra work summarised in appendix 4, but the approach shown on the plans in appendix 7 allows for this scale of development (and potentially significantly more).

The approach includes incorporating the request of various contributors including Erewash as part of its own station area plan, that land immediately adjacent to the station is factored into the plans as being appropriate to meet the ambitions summarised above, with the dual benefit of securing the relocation of a necessary but large rail connected operator to a site in need of regeneration at Stanton which has a rail connection already.

DB Schenker are already engaging in discussions with Erewash, and whilst it is recognised that flood risk is an issue that will need addressing, this has been

addressed in similar circumstances to the extent that planning permission can be granted at Boots in Beeston which has the similar characteristics of much needed development on a previously developed site. In addition, in order to maintain an attractive landscaped setting, which is considered essential to meet the necessary design quality of the location as a whole, it is not anticipated that more than 40% plot coverage would be appropriate (40% building with 60% landscaping, parking and other open areas). The open areas will be available for flood compensation. In addition, the Environment Agency has been involved in discussions with HS2 over flood defences for the station. It is considered to be highly likely that flood defences to protect the station can be utilised to protect land adjacent to it.

The whole of the Toton Sidings site, identified in the 2004 Broxtowe Local Plan as a 'Major developed site within the Green Belt', comprises 61 hectares of land. Of this, approximately 32 hectares is available to the west of the proposed operational land for the station when taking the most recently consulted on information from HS2 regarding their potential operational land. Although Farrells have suggested that the 'East Yard' land located immediately to the east of the station but within HS2 operational land as shown in the 2013 consultation, may be available for economic development, it is considered that this is dependent on the detailed arrangements that HS2 enter into. For the purposes of planning positively for economic development, including the principle of effectively blending the economic development outside of the HS2 operational boundary with development as part of their operational land, it is considered by officers that there may be significant environmental, access and level issues that may make significant development to the east of the station adjacent to Banks Road very difficult and not necessarily appropriate given the need to maintain buffers between the new development and existing communities referred to separately in this report. For these reasons, and for the purpose of the further analysis of the economic potential of the area, it is assumed that 32 hectares is the size of site available for development to the west of the station which is in addition to economic development and transport interchange that can and should take place within HS2 operational land.

Taking this 32 hectare area of land, approximately 11.5 hectares is available on areas not at risk of flooding. These areas may not be the optimum location on which to build when it comes to detailed design but significant areas are available, solutions to flood risk have been found in similar circumstances at Boots, development here will secure significant employment provision immediately adjacent to and at the same level as the station, and there is the potential to factor these economic ambitions in at this stage to the work of Highways England who are undertaking modelling work for the access to the HS2 station itself and the Environment Agency in relation to flood risk. Development of a character similar to the examples given in appendix 5, and in particular the landscaped setting, would ensure that the green infrastructure links to the Erewash Valley not only would not be compromised but would be significantly enhanced, as would the setting of the Sandiacre Lock Conservation Area and the listed buildings in that location.

This can be termed 'Plan A' and will include 32 Hectares adjacent to the station which, in line with the Chancellor's announcement of 25 November, would be contained on a previously developed site in the Green Belt, plus 11 hectares at the western edge of the central portion of the site at the top of the embankment as shown on the plan submitted by Nottingham City Council. This will make available a

total of 43 hectares of interlinked economic development land that will be additional and complementary to the development on the HS2 operational land and any development that may become available if the sewage works relocate. Excluding the HS2 land and assuming 40% plot coverage on both sites as described above, depending on the number of floors the economic development comprises, the floorspace is given in the table:

Number of floors	Assumed floorspace in square metres available at 40% development area of 43 hectares
1	172,000
2	344,000
3	516,000
4	688,000

As a point of reference the 688,000 square metres will amount to approximately 20 times more floorspace than the entire office requirement for the whole of Broxtowe over the 17 year Core Strategy period (2011 to 2028).

In the opinion of officers a four storey development will be appropriate in terms of design and scale in most locations within this area and possibly higher in some areas adjacent to the station and enclosing the 'station square' given the importance of creating an inspiring development in close proximity to the station. As mentioned previously, all available evidence currently is that there may not be a market for this total amount of economic development floorspace but if needed it can be provided.

It is the firm view of officers that the plan outlined above is sustainable, as evidenced by the Sustainability appraisal into the Core Strategy and in the amended version published separately on the Council's website which takes into account the development parameters described as part of this Plan A and is shown on the plans in Appendix 7. In addition this plan is deliverable. There are areas within this area that are at risk of flooding, that are in closer proximity to heritage assets and require an analysis of the transport implication in particular a new access onto the A52. In addition major landowners in particular DB Schenker will need to obtain alternative premises. The solutions to these issues amount to continued dialogue with the Environment Agency relating to the sequential and exception test, on the assumption that built development will take place in areas at risk of flooding, and also with Historic England and Erewash Borough Council regarding the impact on heritage assets, and ensuring that the detailed design and layout of the site including the provision of enhanced green infrastructure will ensure that these heritage assets are not only maintained but enhanced. There is work ongoing with Highways England regarding modelling the transport implications regarding HS2 and the provision of significant economic development as proposed in this plan can be factoring into this work. There is no indication that such development will not be deliverable. Discussions are ongoing between DB Schenker and Erewash. Alternative premises can be found for them, and a 15 year time horizon is more than adequate time to come to a solution. However notwithstanding these points, in the event of the land immediately around the station on the sidings land not being deliverable, then one of two things can be done as a contingency (Plan B).

In the event of the land immediately around the station on the sidings land not being available, then one of two things can be done as a contingency (Plan B).

1. Reserve approximately 16 hectares of land on the eastern side of Toton/ Stapleford Lane for this purpose (which takes into account the extensive open space discussed above which is not included as part of this, and includes containing the development area to south of the tram line), and
2. Consider the release of the garden centre, and/or relocation of the tram park and ride site which in combination will get close to the 32 Hectares 'lost'.

Point 1 above is considered to be the most sensible initial contingency. The strategy for this whole area is to ensure that the effective comprehensive connections are in place early to allow the movement of pedestrians, cyclists, public transport including the tram and buses and also the private car, both to the station and surrounding communities. This will include major green routes through the location following the principles established by the Design Review team at OPUN which are intended to be effective in linking different areas of development. The strategy put forward as plan A would result from east to west of major economic development, the station, more economic development, mixed use development including the 500 homes, tram park and ride and contingency land to be potentially used for additional economic development or for other purposes. If some of this economic development does not come forward as anticipated, or after more detailed analysis closer to the time of the station opening indicates that it is not required, then there is flexibility to consider economic development of a smaller scale near to the tram park and ride site. This is likely to prove more attractive to the market in the short term, with the tram already operational. With the effective movement and connections strategy explained previously, and in line with the views of Nathaniel Litchfield and partners regarding the issue of general proximity to the station for firms looking to invest near a HS2 station, it is difficult to envisage a situation where a major developer would look for a site in proximity to the station and would refuse to invest in the area on the basis that the land is to the east of Toton Lane and not the west. In this regard the 11 hectares of economic development land already envisaged at the western edge of the central portion of the location is relatively free from ownership, flood risk, heritage or any other significant constraint.

Further options which are not endorsed as being appropriate would be to either:

1. Designate the 16 hectare area east of Toton Lane as a 'residential zone' on which 500 homes could be accommodated and therefore make this central area available for employment development (Plan C). This would mean that options for a leisure hub in this location would not be deliverable; or
2. Extend the location further north east (as advocated by Oxalis planning), only have employment development there (well-connected as it will be to the station via the tram and the green routes discussed previously) and maintain the residential areas in the centre of the site (Pan D).

Housing

Aspiration:

- 500 housing units provided as part of a high quality mixed use development.

Comments

The points of the City Council regarding density are noted. It is considered appropriate that the housing element of the development is provided in the central portion of the site for the following main reasons:

- It will be the best location to physically relate to the existing community of Toton taking into account the need for a green buffer at the south of the site.
- There is a need for housing in the short term. Evidence to support the Core Strategy found this to be the most sustainable location for mixed use development including housing anywhere in Broxtowe outside of existing built up areas.
- The Council will be best placed to secure much needed enhancements and contributions for a variety of benefits in this location as it is in one of the highest value areas of the Borough.
- There is a planning application ready to be determined with no outstanding objections from any statutory consultees. This has already been altered significantly in an effort on the part of the applicants to bring it in line with the Councils emerging thinking. This equates to a reduction of nearly 200 homes from the original planning application submission and a reduction of 500 homes from their initial transport modelling for 1000 homes. This can be amended further if needed to bring it in line with the Councils ambitions albeit the 500 homes does need to be delivered in this strategic location. In the opinion of officers further amendments if required will be possible for residential development on the west of Toton Lane, which will be the best option regarding securing the early delivery of housing to assist the Council in resisting inappropriate development elsewhere in the Green Belt and in the Borough as a whole.
- If the position is to insist on housing to the east of Toton Lane this will as a minimum result in significant delay in bringing housing forward, an appeal against either non-determination or refusal for the housing application already with the Council, a loss of control of how development takes shape in this location, and significant costs in defending any appeal which are estimated by officers to amount to between £100,000 and £200,000.

Having regard to these points and the Chancellor's Autumn Statement, there is a significant onus on both economic development, but also on bringing housing development forward and quickly. Volterra consider the early delivery of housing as part of a solution in terms of providing economic development and not part of the problem. In this regard the Chancellor has announced plans to establish a new delivery test for local authorities to ensure delivery against the number of homes set out in Local Plans. Broxtowe would currently not fare well against this test. From 2013 to 2015 the housing required as part of the Core Strategy was 360 a year (720 in total) with a net total taking into account demolitions of 228 homes built which is 492 short of the required number. Urgent action is needed to rectify this and the creation of a positive framework to enable residential development to take place in

line with Core Strategy aspirations, without compromising the potential for other economic development, is considered to be a necessity.

The information presented in this report, is intended to demonstrate that it is not a case of either housing or significant economic development. Both can be achieved in this location in a manner that achieves sustainable development of outstanding design quality which, if not fully meeting the aspirations of all stakeholders including members of local communities some of whom do not wish to see development take place at all, will at the very least secure the vision for this area, will include substantial enhancements to local and wider connections, green routes, provision of community facilities, sporting provision, school expansion, new neighbourhood centre, potential for additional leisure provision and contingencies to address issues of land not coming forward at the time or the amount proposed.

Conclusion

Taking into account all of these points the plan in appendix 7 shows the location split into three zones

1. The Station zone at the west to incorporate the HS2 hub, economic development at the sidings land, a transport interchange, green routes to provide buffers and flood mitigation measures.
2. The mixed use zone in the centre. This will provide the 500 homes, the school expansion, the neighbourhood centre, the residential care home, the community centre, the medical centre, sports provision and green routes through, including a buffer to link with the development further west around the station.
3. The eastern zone. This would be to the east of Toton/Stapleford Lane bounded by the tram park and ride and tram line to the north and existing development to the east and south. It is within this zone that the flexibility of uses would need to be greatest with land reserved as a contingency in the short term (about a year is anticipated) to enable the work to be undertaken to demonstrate the delivery of the economic development at the station zone with Highways England, the EA, Erewash and landowners). If there are any insurmountable impediments to bringing forward a large part of the station zone for economic development (and it is expected that there won't be) then this land to the east of Toton Lane would be available for that purpose and could prove attractive earlier due to already excellent connections to the tram and the excellent links to the Hub station itself. There is no evidence that economic development would be better placed to take advantage of the station on the western side of the road as opposed to the east, particularly given the quality of the links that are being facilitated as part of this plan led approach. In the much more likely event that the 32 hectares of economic development land is available and deliverable, then the area of land to the east of Toton Lane would be available for additional employment land anyway, the possibility of a southern leisure hub if this is the route the Council progresses or indeed to be retained substantially as enhanced open space.

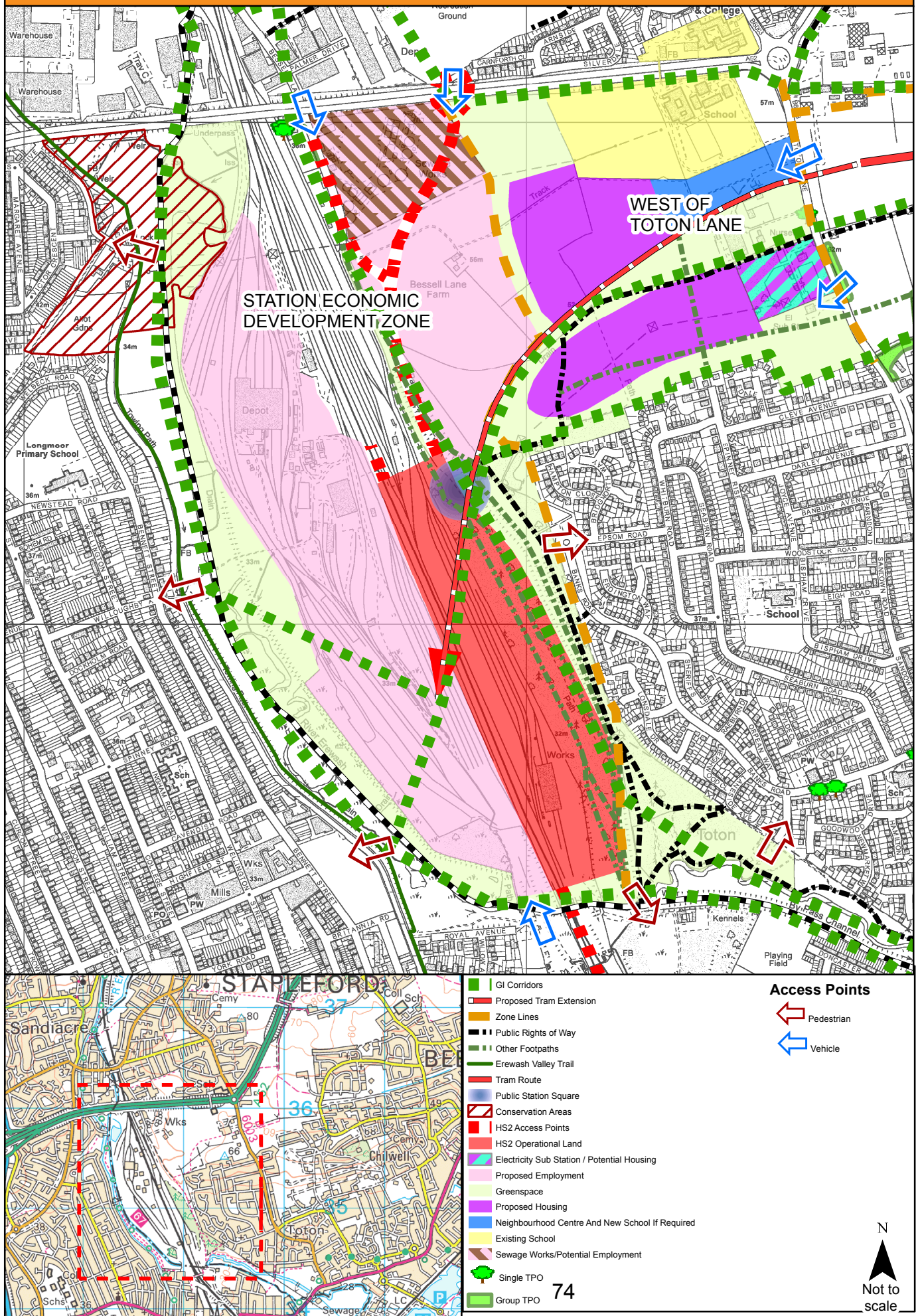
This plan would entail a long term Green Belt boundary change to amend the boundary to follow Toton Lane/the tram park and ride and tram line at the north east. At the west the boundary would follow the HS2 station at its southern end leaving a Green Belt gap between the station operational land and the boundary with Erewash. It would then follow the western edge of the major developed site at Toton

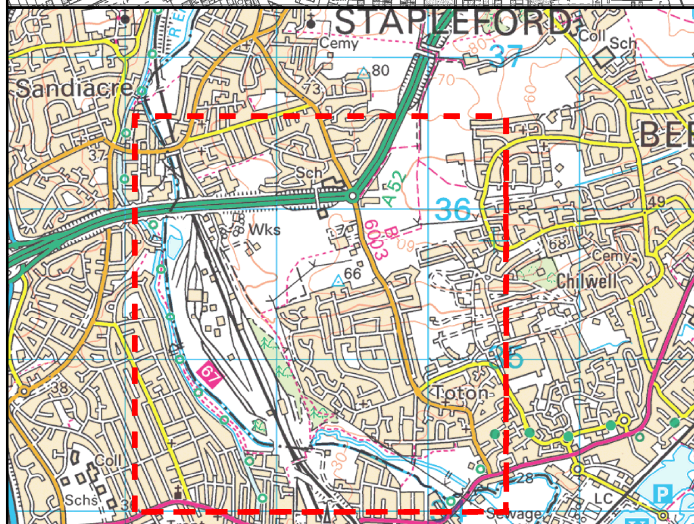
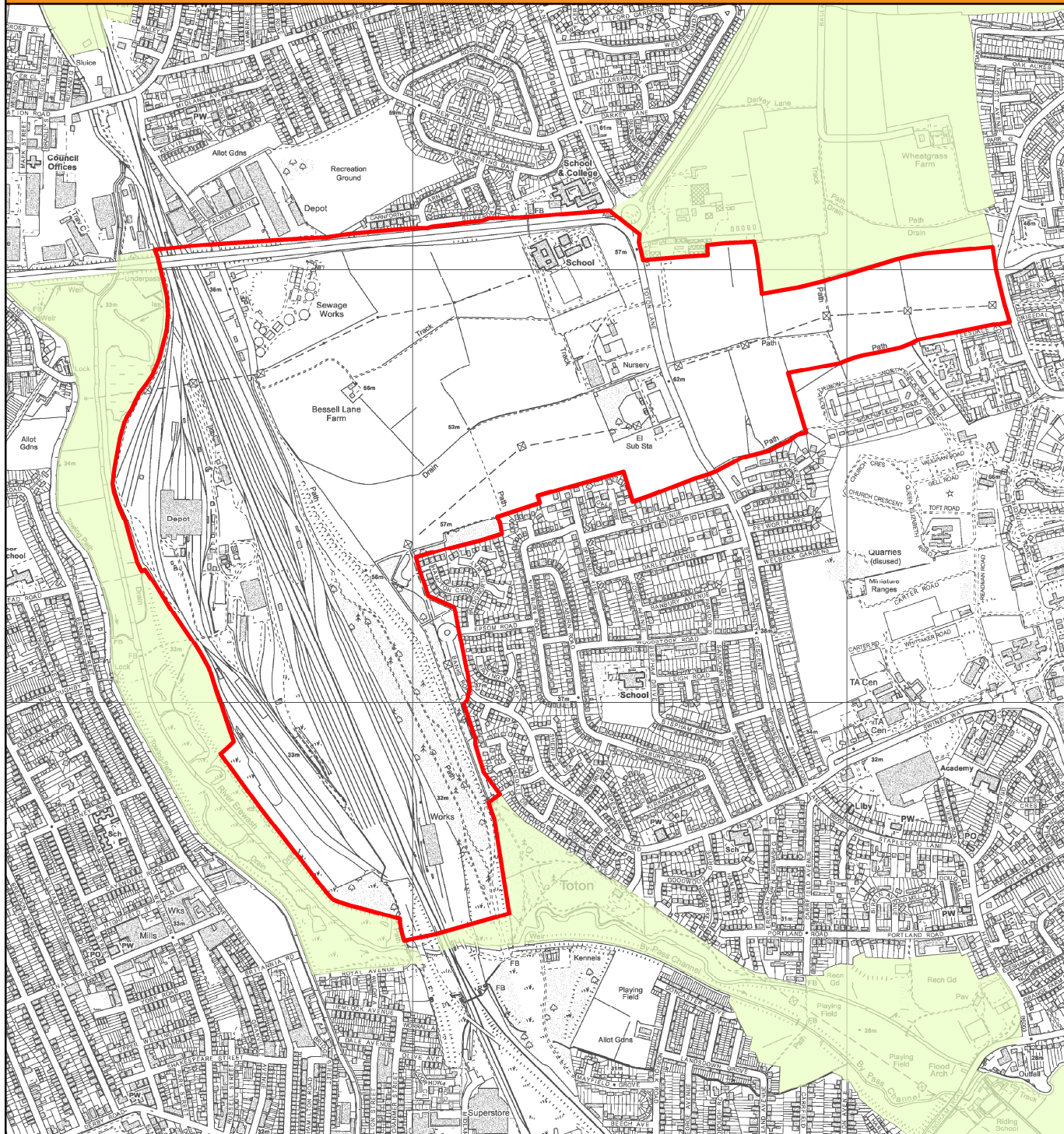
Sidings as defined in the 2004 Broxtowe Local Plan until the point at which it joins the A52 at the north.

The eastern boundary would follow long term defensible boundaries in the road, tram park and ride and tram line. At the west the boundary would be less robust than the River Erewash for example, but the issue of more significance in Green Belt terms is maintaining an open gap between our neighbours at Erewash, ensuring there is extensive Green Space in this area to reinforce the green infrastructure corridor and preserve the setting of the Sandiacre Lock Conservation Area.

The exceptional circumstances necessary to justify Green Belt boundary change as described above are considered to be met. These exceptional circumstances are the need for new development as described in this report supported as it was by the Core Strategy examining Inspector and the High Court Judge, the necessity for having significant economic growth in the vicinity of the station, the opportunities afforded for extensive publicly accessible green space, the provision of new community facilities and that meeting the development needs of the area in the manner proposed amounts to sustainable development. This is evidenced in the work to support the Core Strategy and the amended Sustainability Appraisal undertaken in response to the detailed development parameters described in this report and shown on the plans in Appendix 7.







Site Area 154Ha

75



Report of the Director of Legal and Planning Services

WORK PROGRAMME1. Purpose of report

To consider items for inclusion into the Work Programme for future meetings.

2. Background

Members are asked to consider any additional items that they may wish to see in the Programme.

3. Dates of future meetings

The following additional date for a future meeting is now proposed subject to the availability of the venue:

- 4 February 2016 – 7.00pm

Recommendation

The Advisory Committee is asked to CONSIDER items for inclusion in the Work Programme and to RESOLVE that the future meeting date as set out in the report be approved.

Background papers

Nil