



26 June 2015

Dear Sir/Madam

A meeting of the HS2/Toton Advisory Committee will be held on Monday 6 July 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

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The Advisory Committee is asked to confirm as a correct record the minutes of the meeting held on 16 June 2015.

4. 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

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To present the Advisory Committee with a summary of responses to the preferred approach to site allocations consultation as far as it relates to Toton.

## **HS2/TOTON ADVISORY COMMITTEE**

**16 JUNE 2015**

Present: R I Jackson, Chair

Councillors:	S J Carr	H G Khaled
	T A Cullen	P Lally
	N E Harvey	P J Owen
	M R Kee	A W G A Stockwell

### **1. DECLARATIONS OF INTEREST**

There were no declarations of interests.

### **2. MINUTES**

The minutes of the meeting held on 10 February 2015 were confirmed as a correct record.

### **3. CORE STRATEGY PROGRESS**

Members received an update on the progress of the Core Strategy (CS). It was established that the CS had been set, meaning that the Council is obligated to fulfil the development need set out by the CS. The minimum required development established in the CS had been tested for suitability legally and from a planning perspective and was found to be sound by the CS inspector.

It was stated that the new administration wish to explore the possibility of amending the CS and to lobby the Secretary of State. However, members were informed that the Council was legally bound to the CS and any revisions or creating of a new CS would leave the Council open to judicial review and would incur a large sum of money to create a new CS. Members were informed that the Council could shape the Master Plan within the CS but cannot alter the minimum required development.

Traffic issues surrounding the potential development were discussed by the Committee. All development that requires traffic infrastructure is reviewed by Nottinghamshire County Council and the Highways Agency (now known as Highway England) for the Broxtowe Area. If an application is found to consider the infrastructure problems that such a development would bring then the development could be refused. Furthermore, the Council's own Planning Committee can refuse development applications if they are found not to be sound or compliant with policy.

It was noted that there was a need to arrange further public consultation in order to fully develop the local masterplan with the views of Toton residents and Toton community groups taken into account.

4. UPDATE ON THE ACTIVITIES OF THE HS2 STATION DELIVERY BOARD AND THE BROXTOWE BOROUGH COUNCIL HS2/TOTON ADVISORY COMMITTEE

Members were informed that the HS2/Toton Advisory Committee recommends to the Council's Cabinet for the creation of a local masterplan which feeds in to the main masterplan within the CS. The Council's Cabinet recommends to the HS2 Station Delivery Board, which is comprised of several East Midlands Councils, and reports on the progress of the Council and the Council's HS2/Toton Advisory Committee decisions.

Members were given a presentation by the Head of Planning and Regeneration at Erewash Borough Council. It was reported to members that any HS2 development would bring potential job growth, this coming from back office services being relocated from large cities to the potential east midlands HS2 site. In addition to this the Volterra report indicated that 8,500 rail services jobs would be created in the area if HS2 were to be developed in the Borough.

It was noted that there was a need to improve connectivity to the potential HS2 station, with possibilities to improve bus services and extend the tram line to the proposed station in Toton. In addition to this, members noted the infrastructure issues surrounding Stapleford Town Centre and any development exacerbating these issues with additional bus services running through the Town Centre to improve connectivity to the potential HS2 station.

Traffic issues were discussed regarding the area surrounding Bessell Lane. It was noted that the majority of areas within the Borough are subject to traffic issues. It was reported that there is no clear solution to local traffic issues but instead should be tackled from a Greater Nottingham conurbation perspective.

It was noted that it was not for the Council to decide the location of the HS2 station, as this would be decided by Central Government.

## Report of the Director of Legal and Planning Services

**SUMMARY OF THE RESPONSES TO THE PREFERRED APPROACH TO SITE ALLOCATIONS: GREEN BELT REVIEW CONSULTATION IN RELATION TO PLANNING THE AREA AROUND THE PROPOSED HS2 STATION AT TOTON**1. Purpose of the report

To present the Advisory Committee with a summary of responses to the preferred approach to site allocations consultation as far as it relates to Toton. This summary is included in appendix 1. The Advisory Committee is requested to consider these responses, with the officer commentary on them. The Advisory Committee is also to consider the proposed amendments to the discussion document included in appendix 2 and recommend accordingly.

2. Background

At its meeting on 16 June 2015, the Toton Advisory Committee considered the work on the Core Strategy and the position as it relates to planning for the strategic location for growth around the proposed HS2 hub station. Specifically the following are the minimum development requirements:

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

3. Details

The Advisory Committee is invited to consider the appropriate amount and mix of development at Toton. The amended details are included in appendix 2. This amended document is not the end of the planning for the area around the station but provides a basis to inform the more detailed site allocations process, whilst recognising that there remains important planning work for this area. HS2 itself is not due to be complete until the early 2030s. The proposals follow a comprehensive programme of public consultation, informal liaison with a number of interest groups through the Advisory Committee, work with our East Midlands Councils colleagues and responding positively to address constructive suggestions for improvements and concerns raised.

4. Financial implications

There are no direct financial implications arising from the consultation exercise. Any financial impact of future changes to the site allocation process will be reported to Cabinet as required.

**Recommendation**

**That the Advisory Committee:**

- 1. CONSIDER the details in appendices 1 and 2 and the RECOMMEND accordingly.**
- 2. NOTE the responses from the public consultation and any subsequent responses from the Council.**
- 3. CONSIDER the need for further public consultation and resolve accordingly.**

Background papers

Nil

**Broxtowe Local Plan**  
**(part 2)**

**Broxtowe Site Allocations: The  
Green Belt Review in relation to  
Toton**

**Report of Consultation**

**June 2015**

## **Contents**

1. Introduction
2. Specific comments on Toton Strategic Location for Growth Masterplan
3. Green Belt Review – summary of comments
4. Comments on Toton Strategic Location for Growth Masterplan

## **1. Introduction**

- 1.1 The purpose of this document was to seek views on the potential Green Belt boundary alterations to provide for the site specific allocations for development that will follow.
- 1.2 The National Planning Policy Framework (NPPF) states that Local Planning Authorities with Green Belts in their area should establish Green Belt boundaries in their Local Plans which set the framework for Green Belt and settlement policy. The settlement policy is set out in the Broxtowe Core Strategy.
- 1.3 This consultation will assist with the preparation of the Site Allocations part of the Broxtowe Part 2 Local Plan. Part 1 of the Local Plan is the Core Strategy which was adopted in September 2014 and set overall housing and other development targets for the Borough. These are in Policy 2 of the Core Strategy. The consultation included potential development within the HS2/Toton Strategic Location for Growth and this report focusses on the responses in relation to Toton.
- 1.4 The Green Belt Review was consulted on between Monday 9 February and Monday 23 March 2015 in accordance with the Regulations. All those on the Council's planning policy consultation database (which includes members of the public and various bodies) and parish councils were specifically informed about the consultation. Details of the consultation were also made available online.
- 1.5 This report provides a summary of the comments made. It then goes on to set out, as best as possible, where consultees have made specific suggested modifications to the strategic location for growth at Toton. Where relevant, a Council response is provided. In response to some of the comments made, changes will then be made to the final version of the Green Belt Review.

### 3. Green Belt Review – summary of comments

Below is a summary of additional comments from the public consultation that relate most specifically to the following question:

Do you Agree with the Assessment?

Zone 40

Zone 41

Strategic Location for Growth

Criticism of the Review:

- The review as a whole was considered by some to be unnecessary because:
  - It is contrary to government policy and current legislation. This was reaffirmed by the Hunston ruling which reaffirmed the importance of the Green Belt and the commitment to current Green Belt boundaries.
  - Changes are not required to the Green Belt.
  - The Green Belt should be permanent and the Council should not be amending it.
  - Do not believe that the exceptional circumstances needed for the removal of areas of Green Belt (Toton's specifically) have been established and that the removal of land from the Green Belt to create a strategic location for growth would be premature and unjustified.
  - The Green Belt Review was considered to be premature as decisions regarding the Green Belt and development at Toton should be put on hold until HS2 itself has been confirmed, the route been finalised and the station confirmed at Toton. If there is no HS2 hub at Toton then there should be no development and Green Belt boundaries should remain unchanged
  - Council should be looking for development land/brownfield sites across the whole area (including in Erewash Borough Council's area) and that we should not be constrained by political boundaries.
  - Concern regarding the scale of the area to be removed from the Green Belt (thus making the area vulnerable to potential future development) when only a small portion is required to meet development needs.

Criticism of the assessment framework:

- Criteria in the assessment matrix for the Green Belt purposes should not be given equal weight.
- Assessment criteria not objective but subjective and rely too heavily on judgements made by planning officers.
- Assessment criteria do not include important issues such as:

- Wildlife/biodiversity criteria - if it did then the Local Wildlife Site (LWS) on the Sidings land would have been recognised for its quality and range of habitats (which support rare species).
- Landscape Quality criteria - the 'Tribal' report recognised the Toton area as reasonably high quality.

The areas which the zones cover are incorrect:

- Zones 37- 41 should have been considered as one zone, the current divisions are arbitrary as there are no internal defensible boundaries. If the area was considered as a whole then it does prevent neighbouring towns merging.

Criticism of the assessments

- The issue of 'merging' was considered to be key, the following points were raised:
  - Zones 39, 40 and 41 are the most important to prevent merging.
  - Railway line or A52 will not prevent merging; some argued that they were not likely to be permanent boundaries.
  - 'Tribal' report 2008 stated that development would result in partial or total merging and this is contrary to the assessment results.
- Issues regarding 'Urban Sprawl' were:
  - Inconsistency in 'scoring' on checking the unrestricted sprawl of large built-up areas, e.g. zone 41 versus zones 38/9.
  - New tram line not a physical feature that is readily recognisable and likely to be permanent, the tramline and the park and ride are also not shown on the map on page 77 which is misrepresentative.
- Zones 40 & 41 are sensitive and vulnerable areas worth preserving (as recognised by the 2003 Planning Inspector's Report)
- Encroachment:
  - The score for 'encroachment into the countryside' incorrect as much of the 'inappropriate development' is not inappropriate in the Green Belt (e.g. electricity pylons, a plant nursery and a farm).
  - Toton side of zone 41 should be classed as 'open countryside'.
- Land was considered to fulfil all/most of the purposes of the Green Belt (as set out in the NPPF).
- Tram and park and ride should be considered across zones and not just in zone 40.

Criticism of consultation:

- The consultation was considered to be poorly publicised (thus not legally compliant). It was suggested that in future, summaries should be sent to every household in the Borough.

- Some considered the consultation document difficult to understand and that responding to consultations was too time-consuming.

## Links to HS2:

- In the context of HS2, the key objective should be to retain and enhance key parts of the Green Belt.
- Inadequate recognition of the potential land-take implications of the proposed HS2 Station which requires an iterative approach to Green Belt review. Precise decisions cannot be expected to be made now when the nature of HS2 and its implications are not yet fully understood and when an appropriate evidence base has not been undertaken.
- Land should be 'safeguarded' for HS2.
- If HS2 happens, Sidings will be needed for growth.
- With good transport links there is no justification for developing immediately adjacent to the station.

## Alternative Development/Boundaries:

- More development in Beeston Town Centre should be considered.
- Council should collect further evidence on brownfield sites before Green Belt is used. Some suggested that Brownfield sites in Erewash Valley and Toton Sidings should be used first under duty to co-operate.
- Green Belt alterations in Toton acceptable but not elsewhere in south Broxtowe.
- Green Belt alteration should be focussed on zone 43.
- Green Belt alteration to east of Toton Lane sufficient. Land to the west is higher land which would spoil the view of the land to the north of the railway if built upon.
- Reasonable to alter Green Belt in zones 40, 41 and 42.

## **Toton Strategic Location for Growth Masterplan – specific comments**

285 People or organisations ticked boxes on the questionnaire in response to Toton.

Table showing the number of people who commented on specific parts of the Green Belt Review Document

	Number of people		
	agreed with (or agreed in part)	disagreed with (or made no further comment)	Made comment
Zone 40	3	18	21
Zone 41	4	30	34
Toton Green Belt	3	89	98
Masterplan	-	-	284

Of the 284 people who ticked the questionnaire to say they had comments to make on the Masterplan only 37 actually made comments on Toton and the Masterplan.

The table below shows a summary of the responses received regarding the above iteration of the Masterplan, and the subsequent comments and response by the Council.

Who	Comment	Broxtowe Borough Council Comments	Amend Masterplan
<b>National Interest Groups</b>			
English Heritage (now Historic England)	Proposals should consider the setting of heritage assets.	Include on the Masterplan all heritage assets and commentary on these, ensuring no adverse impact at the detailed planning stage. The Green Belt review considered heritage assets in detail.	<b>Yes</b>  Please see Appendix 2b (page 2)
The Coal Authority	Land is not on the coalfield - therefore no specific comments to make.	Noted	No
HS2	<p>Given stage of the Phase Two route, HS2 Ltd would not wish to make any specific comments on the Green Belt Review or the specific Green Belt 'zones'.</p> <p>Some land being considered is either on or in very close proximity to the proposed Phase Two route, as such this land may in the future be required by HS2 Ltd to construct and/or operate the railway.</p> <p>The Council should be mindful of the above matters in considering and making recommendations on proposed changes to the Green Belt and any new boundaries.</p>	Noted	No
Environment Agency	<p>Purple mixed use area around, and to the north of, the proposed location for the station gives cause for concern. Including directional arrows used to signify possible extensions to employment areas.</p> <p>Some of the highlighted area may be needed for flood risk mitigation and compensation works associated with the station and associated infrastructure.</p> <p>Significant sections of the shaded land are shown to be at a high level of flood risk. This land would be appropriate for green infrastructure and leisure uses, it is unlikely that, with what is currently known, there will be significant areas which could be seen as available for allocation for employment uses.</p> <p>It may be that locations to the north of the shaded area (but east of the linkway) would be the most likely locations for potential development.</p> <p>This assessment may change if and</p>	Amend to make clear areas of land that will be available for flood mitigation if required.	<b>Yes</b>  Please see Appendix 2b (pages 3 & 14)

	when more details are made available from HS2.		
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Who	Comment	Broxtowe Borough Council Comments	Amend Masterplan
<b>Duty to Cooperate – Local Authorities</b>			
Nottinghamshire County Council	<p><u>Education</u> Any revised plans should show the Primary school/site separately and not part of the George Spencer Academy campus. Previous plans had incorporated primary provision in shared accommodation on a restricted site within George Spencer Academy site. Following County Council request the proposed primary school was relocated on a separate 1.1ha site, which is not clear on the revised plans on page 149 of this document.</p> <p>The size of the proposed primary school/site would also need to be sufficient in order to accommodate the proposed additional housing that is now identified in the Green Belt land adjacent to the NET Park and Ride.</p>	There are no proposals to go over 500 homes and so no need for 'additional' land.	<p>Commentary added to Masterplan. Land for School extension is available if required and land adjacent to the existing George Spencer Academy is considered preferable for any additional school provision.</p> <p>Please see Appendix 2b (pages 8 &amp; 9)</p>
Erewash Borough Council	<p>Overall EBC fully supports the growth aspirations as set out within this consultation and believe that the areas where development has been found to be appropriate are the correct locations.</p> <p>Matters of detail concerning the Toton Strategic Location for Growth will be best decided by BBC. However, the proximity to Erewash Borough (and Long Eaton in particular) raises a number of general issues due to possible impacts which may arise from the proposed development uses and their anticipated scale.</p> <p><u>Housing:</u> The 500 homes proposed are supported by EBC.</p> <p>Consideration of higher housing densities may be justified on the grounds that the forthcoming presence of Nottingham Express Transit (NET). Concentrating additional homes through higher housing densities may represent an effective way to off-set the demands placed on the highway network in other locations and thus maximise opportunities for modal shift.</p>	Noted	<p>Advisory committee to consider potential amended green belt boundary and the aspirations of Erewash.</p> <p>Please see Appendix 2b (page 22)</p>

	<p><u>Employment land:</u> Significant scale of employment land (totalling 24.5 hectares) is noted, whilst there is no disaggregation of which of the employment uses this quantum of land would be provided for, the indicative Masterplan suggests that land in the vicinity of a potential HS2 East Midlands Hub Station is targeted for a 'Gateway/prestige employment development' which would make maximum use of its setting. A development of this type is likely to attract interest from hi-tech and research &amp; development operations and would be a welcome addition to the local economy, further strengthening the conurbation's role in driving forward excellence in these sectors.</p> <p>Should Toton provide for as much as 24.5 hectares of employment land (as stated in Appendix A), this would in reality represent a significant increase in the 18,000 sq.m figure set out in the adopted ACS. This scale of employment land is likely to impact on the local economy, not least in the availability of land locally and the subsequent movement of businesses including translocating into new premises from existing facilities. It is inevitable that due to the short distances involved, some business leakage from Erewash Borough to Toton would be expected to occur.</p> <p>However, in order to minimise the prospects of the above, EBC request that any future employment provision is not 'badged' as being instrumental in absorbing any displacement of businesses caused by the construction of the proposed HS2 line through Long Eaton. Whilst there is no way of actively preventing firms from relocating across into Broxtowe, any justification of the scale of employment land being provided at Toton should seek to avoid making any direct link to how it relates to meeting the land and property requirements of firms inside Erewash Borough.</p>		
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	<p>EBC will play an active role in securing suitable land and accommodation within the Long Eaton or Sandiacre area to provide existing businesses an opportunity to relocate should construction of the HS2 line displace them from their current premises.</p> <p><u>Retail &amp; Shopping Centres:</u> The proposed 2.5 hectare local centre to the east of the site is also of notable interest to EBC. It is extremely important that any new retail provision located within the SLG respects and conforms to the established hierarchy of shopping centres which features inside both the Erewash and the Greater Nottingham aligned Core Strategies.</p> <p>BBC needs to ensure that a local centre contains only a scale of retail which is sufficient to meet the needs of on-site residents and those employed at business premises across the SLG, whilst it will be expected that residents from existing developments who may be located a short walk away from the site will also use the facilities available.</p> <p>A proposed 'local centre' (as referred to by Appendix A) would be comparable in scale, role and function to the facilities on offer within the nearby centre at Sandiacre. Instead, a 'centre of neighbourhood importance' would be appropriately suited, as retail provision commensurate with such a centre's status is likely to complement, rather than threaten, the vitality and viability of the other centres in the general locality e.g. Long Eaton Town Centre (2 kms), Sandiacre Local Centre (1.6 kms) and Stapleford District Centre (1.4 kms).</p>		
2548 Broxtowe Borough Council (Park and Environment)	<p>Has the potential to block the Erewash Valley</p> <p>Has the potential to block the A52 corridor which connects with Zone 30 and beyond.</p> <p>Whilst HS2 strong influence need to be robust in maintaining second largest green corridor and the strongest green tourism offer we have in the borough.</p>	Ensure Green Corridors are maintained	Please see Appendix 2b (pages 11 & 12)

Who	Comment	Broxtowe Borough Council Comments	Amend Masterplan
<b>Local Interest Groups</b>			
Nottingham CPRE	<p>Whilst Toton remains the preferred option for an East Midlands HS2 station, it is by no means certain that it will be built.</p> <p>It is possible that a high-speed link will be prioritised in the North of the country instead of the Birmingham – Manchester link.</p> <p>CPRE supports conclusions that retail development will only be permitted to service the residential development on the sites themselves and not for strategic retail. A retail park in the Toton area would undermine the viability and vitality of existing centres and lead to a counter-productive, significant increase in road traffic.</p>	Work undertaken by East Midlands Councils to advance the case for Toton. A final decision is not expected until 2016 but the government remains committed to HS2 north of Birmingham via the ‘Y’ route and Toton remains the likely choice for an East Midlands hub station.	No
Nottinghamshire Wildlife Trust	<p>Welcomes that a north–south wildlife corridor link to existing green space is proposed (indicated by green dashed line) - wish to see this as a more defined route on Masterplan.</p> <p>At present, it doesn’t appear to be wide enough to function as an effective corridor.</p> <p>Would be extremely concerned about any future growth in the Toton area that would impinge on the current Green Belt, particularly as this is one of the core areas for conservation action within the Erewash Valley Living Landscape area.</p>	Noted	<p><b>Yes – Amend</b></p> <p>Please see Appendix 2b (pages 11 &amp; 12)</p>

Who	Comment	Broxtowe Borough Council Comments	Amend Masterplan
<b>Local Councillors</b>			
Cllr Jackson (on behalf of Broxtowe Conservatives)	<p>No decision should be made on the Toton site until the future of the HS2 hub station is known</p> <p>Toton Green Belt is long established and provides a natural break between the communities of Toton, Chilwell and Stapleford.</p>	ACS Adopted which identified the location for minimum development which is not dependent on HS2.	<p>Several potential amendments to the Masterplan regarding heritage assets, wildlife routes, green infrastructure, village green, flood mitigation, clarifying hi-tech employment, neighbourhood scale centres</p> <p>Please see Appendix 2b</p>
Cllr Kee, Cllr Khaled & Cllr Ford	<p>Insufficient/inadequate Consultation</p> <p>Objects in principle to developing the Green Belt land at Toton</p> <p>Village Green application currently pending Significant investment in infrastructure required</p> <p>there should be no expansion of the school</p> <p>Area does not have the capacity for such a large number of additional homes</p> <p>Without the confirmation of HS2 discussions regarding development at Toton are premature.</p> <p>Comparative land-use analysis required to determine the most appropriate mix of development of the land.</p>	<p>All those on the Local Plan database were notified. Several site notices were displayed and the consultation was publicised in the Nottingham Evening Post. A public drop in was held at Beeston which was well attended by residents from Toton. The principle of development is established in the Core Strategy following an extension to the examination to allow residents of Toton to make their case to the Inspector.</p> <p>A final decision on HS2 is still a year off and may be delayed with legal challenges, as the first phase was. The proposals in the Core Strategy for the site were endorsed by the Core Strategy Inspector and a high court judge as sustainable development independent of HS2. The homes are needed for a five year land supply as a lack of a five year supply would make the Council vulnerable to housing appeals throughout the whole Borough. Additional employment needs evidence is at an advanced stage of preparation which is looking into the issue of the amount of employment development directly related to the station.</p>	<p>Several potential amendments to the Masterplan regarding heritage assets, wildlife routes, green infrastructure, village green, flood mitigation, clarifying hi-tech employment, neighbourhood scale centres</p> <p>Please see Appendix 2b</p>

Who	Comment	Broxtowe Borough Council Comments	Amend Masterplan
<b>Land Owner/Developer</b>			
Bloor Homes  W Westerman Ltd	<p>Decisions on Masterplanning scale and form of development and precise Green Belt boundary changes should be a matter for the HS2 Toton Advisory Committee following the preparation of a comprehensive evidence base.</p> <p>Pre-determining boundaries through a high level, narrowly focussed Green Belt Review is wholly inappropriate and unsound.</p> <p>Constrained approach to the Green Belt Review has serious implications for the approach to the Masterplanning of the Toton area and the response to the HS2 Station.</p> <p>There is an inadequate recognition of the potential land-take implications of the proposed HS2 Station which requires an iterative approach to Green Belt Review. Precise decisions cannot be expected to be made now when the nature of HS2 and its implications are not yet fully understood and when an appropriate evidence base (looking at all issues such as transport, landscape, economic growth, etc) has not been undertaken.</p> <p>It is crucial to maximise the economic benefits for employment and commerce deriving from the HS2 Hub.</p> <p>Key objectives should be:</p> <ul style="list-style-type: none"> <li>• to maximise the economic benefits of HS2</li> <li>• to retain and enhance key parts of the Green Belt</li> <li>• to eliminate traffic congestion at Bardills Island</li> <li>• to maximise the accessibility of HS2 to the wider sub-region</li> <li>• to help to meet the housing requirements of the area.</li> </ul> <p>Broxtowe's vision should be no less bold than those offered by Birmingham or Solihull. The 'Toton' Masterplan should not constrain the opportunity presented by HS2.</p> <p>All sustainable development principles should be considered – alongside Green</p>	<p>Employment – evidence from NLP – Amended plan is in line with jobs ambitions in the vicinity of the station. It may have a catalytic effect but new employment development can also be steered to urban regeneration areas along the tram route and in urban centres, including regeneration sites. It does not all need to go on land adjacent to the station. The emerging approach at Toton contains approximately half of the proposed development area of land adjacent to Solihull, which is comparable to the role and function of the two urban and economic areas.</p> <p>The intention is to provide a plan led framework for decisions, with uncertainties properly recognised, and flexibility included in the approach in order to respond to final decisions by HS2, including land take. The approach undertaken is considered to address these issues, with the exception of 'eliminating' congestion at Bardills. This is one part of a much more comprehensive overall approach to the planning of the area which quite properly needs the more detailed involvement of other East Midlands partners. Refer to work streams underway for East Midlands Councils</p>	Please see Appendix 2b (page 21)

	<p>Belt considerations – to properly debate and determine the appropriate approach to the site.</p> <p>The approach adopted at Birmingham and Solihull, Sheffield and Leeds are a stark contrast to the limited ambition for the East Midlands.</p> <p>A proper, comprehensive approach to the planning of the area is needed; with a regional, national and even international outlook.</p> <p>Area of land to be removed from the Green Belt should be extended north of the tramline and should follow the line of built development from parts of Stapleford to parts of Chilwell.</p> <p>Currently this area scores badly because it is directly influenced by the most sensitive Green Belt areas to the north of these zones.</p> <p>The proposed amendment would be scored entirely differently given the closer relationship to existing urban form, the extent of existing urban features on and around this area and the limited constraints in terms of landscape and topographical features.</p> <p>This new zone would be capable of providing a new defensible Green Belt boundary at least as strong as the new tram line.</p>		
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Who	Comment	Broxtowe Borough Council Comments	Amend Masterplan
J McCann (Nottm) Ltd	<p>The importance of encouraging employment generating development in the area adjacent to the proposed Toton HS2 station cannot be overstated.</p> <p>The application submitted by Peveril Homes Ltd and UKPP (Toton) Ltd purports that the proposal will generate some 389 new jobs through the provision of B1 offices/research and development space, a new primary school and secondary expansion, hotel/public house, convenience store and potential medical facility. This is some 1,111 jobs fewer than that which the previously mentioned report.</p> <p>Economic development should be the priority on this site with housing development in the area of 150 houses.</p>	The ambitions for the area adjacent to the station contain significantly more employment provision than that detailed in the planning application referred to and significantly more than the independent analysis from Volterra and NLP indicate may be attracted to a location in the immediate vicinity of the station.	Please see Appendix 2b
Peveril Securities Limited and UKPP (Toton) Limited	<p><b>Land to East of Toton Lane</b></p> <p>Part of the proposed northern boundary of zone 40 should be extended further north to include the built frame part of the Bardills Garden Centre site. This should be removed from the Green Belt.</p> <p>The scale of public open space along the southern half of the site is excessive and provides no function. It is too narrow for formal recreation and too wide to serve as an intimate pedestrian link East - West. The southern boundary is characterised by strong vegetation and there is further green space to the south of the southern boundary. This already sufficiently delineates the southern boundary without the need for further open space. The Masterplan shows significantly in excess of the ACS requirement for 16 ha. of public open space.</p> <p>The green corridor should lie to the south of the access road within a narrower green space that can benefit from natural surveillance. In principle this space should incorporate the following parameters:</p> <ul style="list-style-type: none"> <li>• Provide a footpath link from Stapleford Lane to Eskdale Drive.</li> <li>• Incorporate benches, litter bins and a trim trail.</li> <li>• Incorporate high quality planting that does not enclose the space.</li> <li>• Is integral to development on both sides of the access road.</li> </ul> <p>Integrated green space should flow through the heart of the development rather than be located on the southern periphery which already has a green soft boundary.</p> <p>This approach provides an opportunity to frame a "green" gateway rather than just zoning a green area. Design would provide a sense of openness</p>	The suggested alterations are considered in detail on the options within the draft masterplan.	<p>HS2 Toton Advisory committee to consider the suggestions of the various site promoters.</p> <p>Please see Appendix 2b</p>

	<p>and a flow of space along the corridor. Furthermore it would have natural surveillance.</p> <p>Employment/Leisure/Commercial designation is located to the north of the access road and adjacent Stapleford Road and the NET Park and Ride car park.</p> <p>The Council's Southern Leisure hub could be provided if the land to the north of the access is given greater flexibility to allow high density housing (apartments), adjacent the NET Terminus, together with employment/leisure/commercial.</p>		
	<p><b>Land to West of Toton Lane</b></p> <p>The extent of the revised Green Belt boundary, as it relates to land to the west of Toton Lane shown on the Plan on page 77 of the consultation document, is supported.</p> <p>Outline planning application for mixed use scheme on 41 ha. of land wholly contained within zone 41 is pending. However a revised Masterplan and application mix will be submitted to the Council reflecting the Council's Masterplan on page 149 of the consultation document.</p> <p>Plans demonstrate how the site is best developed in accordance with high quality urban design principles maximizing economic benefits whilst working towards achieving guiding principles as set out in the ACS.</p>		

Who	Comment	Broxtowe Borough Council Comments	Amend Masterplan
<b>Town/Parish Council</b>			
Stapleford Town Council	<p>Concern regarding proposal to build housing at Field Farm and a minimum of 500 houses at Toton.</p> <p>Important to maintain a Green Belt area between the separate settlements of Stapleford, Trowell, Bramcote and Toton, to maintain their separate identities</p>	Agreed regarding the separate settlements point.	The linear park is intended to do this
<b>Local Business</b>			
Evans T	<p>Property and business located on Bessell Lane (inside existing Green Belt) - area does not provide any recreation open space and does not have the feel of open countryside</p> <p>New housing development at Toton should offer areas of green space to prevent Toton and Stapleford from merging but request that (this) property is removed from the Green Belt as part of the boundary change.</p>	Noted	
<b>Local Interest Group</b>			
South Broxtowe 20/20	<p>The ACS indicated that Toton was a strategic location for growth because of HS2.</p> <p>HS2 announcement has been delayed and it is unlikely that it will now be at Toton.</p> <p>Any housing development on this land should be low density and in a small quantity in keeping with housing density in the surrounding area.</p> <p>Any other development should be centred around economic development and job creation.</p>	It's now likely that it will be at Toton	<p>HS2 Toton advisory committee to consider amendments to the masterplan</p> <p>Please see Appendix 2b</p>
Bramcote Conservation Society	<p>The area taken out of the Green Belt should not extend east of Toton Lane as there is no defensible boundary to the North.</p> <p>Oppose the smaller area to the west – this is higher land which would spoil the view of the land to the North of the railway if built upon.</p>	<p>Noted</p> <p>The tram line is considered to be a defensible boundary</p>	<p>Advisory committee to consider green belt suggestions</p> <p>Please see Appendix 2b (page 22)</p>
TEPs & Friends of Toton Fields	<p>There should be no build on the Green Belt land in Toton and it should remain Green Belt</p> <p>Any housing should take place on brownfield land initially and then another judgement should be made once this land has been exhausted</p>	Noted. Issues relating to the green belt, the school, density, character and health and wellbeing will all be considered.	<p>Advisory committee to consider amendments to the Masterplan.</p> <p>Please see Appendix 2b</p>

	<p>The maps show increased density of development and less green space than first mooted. The intention seems to be to take 100% of Toton's green belt (only 2% of Broxtowe). Build now seems to have spread to the East side of Stapleford Lane as well as the sidings. Toton will be left with nothing.</p> <p>Understood that assurances were given that if HS2 does not come to Toton there would be no build on the sidings area but of late Officers refuse to confirm this.</p> <p>There should be no expansion to the school on that site due to health and safety issues relating to pollution. Road congestion will be horrendous, infrastructure will be insufficient to cope you can build a doctors surgery but you will unable to staff it</p> <p>Concern regarding loss of sense of identity and the health and well-being of Toton's residents.</p>		
Public			
<b>Comments on the Masterplan for the Toton Strategic Location for Growth</b>	<p><b>Points which do relate to the Masterplan:</b></p> <p><u>Transport Connections, road, footpaths and access points:</u></p> <p>Concern about the link from Spinney Rise as there is no current access from this road and therefore residents are concerned that the link shown on the plan will mean result in compulsory purchase of garden land.</p> <p>If an access point were put in from Spinney Rise then vehicles coming up the hill to join Woodstock Road would double and school children from Bispham Drive School would be at risk.</p> <p>A connection point from Spinney Rise would disturb the peace of the quiet cul de sac.</p> <p>Two additional junctions on Stapleford Lane and extending tram across the road seem unbelievable. Existing rights of way should be protected.</p> <p>Consideration should be given to making the only access road from the A52, to prevent further congestion on Toton Lane.</p> <p>Pedestrian access to station and employment land from residential roads will significantly increase car traffic on those roads.</p>	Partly agree regarding density. The location is a logical extension to Toton and lower density with large areas of green infrastructure would be an appropriate character in this context.	Please see Appendix 2b (page 10)

	<p>Access road to Green Belt review zone 40 should be from the tram park and ride site.</p> <p>Crossing the road as a pedestrian is difficult.</p> <p><u>Green infrastructure:</u> Concern regarding the lack of green space, with some suggesting that the plans show increased density and less green space than previously mooted. It was considered that Green space should be maximised by minimising the amount of housing and employment land</p> <p>Small strip of 'enhanced green infrastructure' is not reasonable replacement for loss of Green Belt. The quality and maintenance of the green infrastructure was also questioned.</p> <p><u>Housing:</u> Any housing development on this land should be low density (currently too many houses per hectare) and in a small quantity (with a suggested acceptable maximum number being 200 houses) in keeping with housing density in the surrounding area.</p> <p>The minimum requirement of 500 homes does not mean we have to have a mixed development, i.e. warehouses / offices. If 500 houses were spread between four sites in Toton it would leave more Green Belt to the west of Toton Lane.</p> <p><u>Development adjacent proposed Station:</u> Development at Toton should be centred on economic development and job creation.</p> <p>No noise mitigation from elevated tram line or the station.</p> <p>This would not be a desirable location for offices and that the proximity to HS2 would not be a deciding factor in attracting businesses.</p> <p>We do not need offices/warehouses unless HS2 comes, so that should be decided first.</p> <p>Warehousing is better located at the Freight Interchange at East Midlands Airport.</p> <p><u>School:</u></p>		
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	<p>There should be no expansion of the school, on health and safety grounds.</p> <p><u>General Points:</u>  Proposed plan unnecessary and unacceptable.</p> <p>Council has purposefully made it difficult for lay people to understand.</p> <p>Hidden away in massive bureaucratic document.</p> <p>Shows a lack of regard for the community.</p> <p>Development at Toton is misguided and should be removed from the Core Strategy.</p> <p>Development has spread to the East side of the road.</p>		
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**HS2 Toton – Strategic Location for Growth****Introduction**

In January 2013 the Secretary of State for Transport announced that land at Toton Sidings was the preferred location for a hub station to serve the East Midlands for the HS2 line proposed to run between Birmingham and Leeds. Since this time Broxtowe, in close cooperation with our Greater Nottingham and wider East Midlands partners, has been pro-actively planning for this location. Initially this was through the Core Strategy, and later through the HS2 –Toton Advisory Committee and also through the East Midlands network of the HS2 Strategic Board (chaired by Cllr John Collins) and the HS2 Station Hub delivery board (chaired by Cllr Richard Jackson).

**Core Strategy Development Requirements**

The Broxtowe Aligned Core Strategy was adopted on 17 September 2014. This is a fully aligned strategy with our all of our neighbouring Councils in the Greater Nottingham Housing Market Area who are Nottingham and Gedling (who share the same Core Strategy) and also our neighbours at Erewash and Rushcliffe who have separate Core Strategies but a shared overarching strategy of urban concentration with regeneration and a shared evidence base. The joined up work to prepare these five Aligned Greater Nottingham Core Strategies was recognised with the award from the East Midlands branch of the Royal Town Planning Institute as the East Midlands Plan of the year for 2014.

The Core Strategy contains policies seeking to deliver sustainable development in appropriate locations. The vast majority of the policies in the Core Strategy have some relevance to the planning for this strategic location and these are listed below:

- Policy A (Presumption in favour of Sustainable Development)
- Policy 1 (Climate Change)
- Policy 2 (Spatial Strategy)
- Policy 3 (The Green Belt)
- Policy 4 (Employment Provision and Economic Development)
- Policy 6 (The role of Town and Local Centres)
- Policy 7 (Regeneration)
- Policy 8 (Housing Size, Mix and Choice)
- Policy 10 (Design and Enhancing Local Identity)
- Policy 11 (The Historic Environment)
- Policy 12 (Local Services and Healthy Lifestyles)
- Policy 13 (Culture, Tourism and Sport)
- Policy 14 (Managing Travel Demand)
- Policy 15 (Transport Infrastructure Priorities)
- Policy 16 (Green Infrastructure)
- Policy 17 (Biodiversity)
- Policy 18 (Infrastructure)

- Policy 19 (Developer Contributions)

Policy 2 of the Core Strategy sets out the spatial strategy and development requirements of 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.

In summary 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 not the road access to the HS2 station
- Not prejudicing not the tram access to the HS2 station

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).

Progress in the preparation of the part 2 Local Plan will be subject of a separate report to Cabinet in September 2015 but the previously published timetable for adoption of 2015 will slip.

The Core Strategy anticipates housing delivery to commence at Toton with 25 homes completed during the 2016/17 monitoring year (1 April to 31 March) and thereafter housing delivery to ramp up with the 500 homes completed by the 2020/21 monitoring year. The most recently published Broxtowe Strategic Housing Land Availability Assessment (SHLAA) was reported to Cabinet in January 2015 and anticipates the Toton Strategic Location to contribute 370 homes in the current five year supply period (2015 to 2020) in line with the Core Strategy projections.

Following the adoption of the Core Strategy a legal challenge was submitted to the High Court on behalf of Calverton Parish Council in October 2014. This challenge was heard on 24 March 2015 and on 21 April 2015 the High Court 'Approved Judgement' issued. The challenge was dismissed. With regard to Toton, the judgement concluded that the Inspector and the councils had "a logically coherent reason for holding that exceptional circumstances existed" to justify development and that they had "paid regard to the purposes of the Green Belt, the nature and quality of the proposed impingement, and the issue of sustainability".

Given the very close proximity of the station to the Erewash Boundary it is also necessary to ensure that the Broxtowe plans for the Strategic Location are consistent with relevant Erewash policies. As previously mentioned, the Erewash Core Strategy does not differ in terms of its fundamental strategy of urban concentration with regeneration but it does contain a specific Policy (Policy 20) which relates to the Stanton regeneration site.

### **Work with East Midlands partners**

This work was reported to the meeting of the Toton Advisory Committee on 16 June 2015. The work is rapidly evolving and has thus far been 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 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.*

Other than Broxtowe, Erewash are the most directly affected Borough in relation to the location of the proposed hub station. Broxtowe has been working closely with Erewash which has begun giving consideration to how it can help to capture benefits from HS2 for its communities. These include:

- Favouring the routing of an HS2 line which causes the least severance to local communities. Around one-sixth of Long Eaton's population (and one-third of the town centre's walking catchment) is located to the east of the proposed line's alignment, so it is key that HS2's construction does not serve to cut these communities off from the town centre at ground level. This may involve an elevated HS2 route through the town, or an alternative engineering solution, which minimises the level of severance whilst also reducing the level of disruption to a significant number of successful businesses - many of which support the town's notable upholstery sector and make a strong contribution to the local economy.
- Appropriately managing any necessary relocation of major local rail-based manufacturing operations from sites directly affected by HS2 as a direct result

of their severance from the classic rail network - potentially to the Stanton Regeneration Site which benefits from a rail connection spur. This may present opportunities for those displaced (and non-rail reliant) businesses severely impacted by HS2 to relocate to land vacated by rail-based manufacturing uses.

- Recognising the value that good quality transport links to and from a HS2 station facility can have on strengthening the health of nearby Long Eaton town centre and Sandiacre local centre. Each centre's proximity to a potential Toton station presents an opportunity to become southern and northern gateways to HS2, whilst promoting the need for excellent connectivity. Provision of road access between the station and Long Eaton, complemented by a suitably-controlled access route north (towards the B5010), would also allow for the station site's successful integration into the wider public transport network.

### **Work through the HS2-Toton Advisory Committee (formerly the HS2-Toton Working Group)**

Five meetings of the HS2/Toton Working Group took place between November 2013 and April 2014. At the meetings of March and April 2014 developers, local interest groups and local residents presented their views and discussed the options. The March 2014 meeting involved presentations from Oxalis and Signet Planning, and representations were also made by DB Schenker, George Spencer Academy and members of the public. Oxalis and Signet presented options for housing and employment development on land to the west and east of Toton Lane, together with associated transport development and a community centre. DB Schenker indicated their long-term interest in intermodal freight development. The Academy expressed concern about the potential positioning of the school. Local residents expressed concern about traffic impact, loss of Green Belt, pressure on local amenities and the character of Toton.

The April 2014 meeting involved representations from Toton Environmental Protection Society (TEPS), South Broxtowe 20/20 and members of the public. TEPS expressed concern about loss of Green Belt and they produced a plan of their "least worst option". South Broxtowe 20/20 expressed concern that development should not inhibit the arrival of HS2 or preclude business opportunities later on. Friends of Toton Fields expressed concern about the effects on the ecology and history of the area. There was discussion about issues including the possibility of a neighbourhood plan, the appropriate mix of housing and employment development, the need or otherwise for connecting roads to the A52 and/or M1, the purpose and membership of the working group and potential conventional rail connections to Derby and Nottingham.

In November 2014 the Advisory Committee considered the implications of the Higgins Report with particular reference to the suggestions of alternative sites for the East Midlands Hub station for High Speed 2 (HS2). Although the report did not name alternative sites and did not change the status of Toton as the preferred site for the East Midlands Hub, it was acknowledged that an element of uncertainty had been introduced into the planning process. Members agreed that work to create an

evidence base to promote strong arguments for the station to be at Toton would be appropriate whilst noting their disappointment at the lack of detail regarding the East Midlands Hub in the Higgins Report.

The consensus of the meeting was that further work, or indeed development, in the area should not proceed in the light of the uncertainty and certainly if the station was not to be located at Toton. A presentation was given on the potential appropriate amount and distribution of development in the vicinity of the station but detailed consideration of this was deferred to the next meeting.

In December 2015 a presentation was given at the meeting to illustrate how the amount of development shown on the draft plan would relate to the wider area. The proposed development figures given below are rounded to the nearest 0.5 Hectare.

### **West of Toton/Stapleford Lane**

24.5 Hectares mixed use employment/ commercial development on the site of the station and to the north and east.

9 Hectares publicly accessible open space through the south and centre of the site.

6.5 Hectares low density residential development between the areas of green space towards the south of the site to link with existing public rights of way.

10 Hectares high density residential development to the north of this.

2.5 Hectares local centre to the east of the site opposite the tram Park-and-Ride site.

Additional Land included with the location but not proposed to be developed (other than to allow road access to the station)

17.5 Hectares buffer at the north of the site comprising school land, open space and the existing sewage treatment site.

2 Hectares west of Toton/Stapleford Lane comprising mainly of the electricity substation.

### **East of Toton/Stapleford Lane (south of the tram line)**

2 Hectares mixed use employment/leisure development to the south and east of the park and ride.

8 Hectares publicly accessible open space through the south centre and west of the site linking with the green space to the west via improved connections across the road and to existing public rights of way to the north.

6 Hectares low density housing to the east of the site and south of the tram line.

Additional land included within the location but not proposed to be developed (other than with an extension to the tram)

4.8 hectare tram park and ride site.

Members considered this and resolved the following key principles:

- a) A north-south wildlife corridor be included in the consultation.
- b) Existing rights of way be included on the plans for consultation.
- c) No strategic retail development be created, only that necessary to support residential development.
- d) Assurance received that the school had available land for expansion purposes if required.

Cabinet approved public consultation to be undertaken on this basis at their meeting in December 2015 on the day after the Advisory committee resolved to include the additions mentioned in the previous paragraph in the consultation. In February 2015 The Committee discussed the Toton/Breaston/East Midlands Parkway Comparative Analysis Summary Matrix which was attached to the report as an appendix. The Committee noted that of the three proposed locations Toton was considered by the majority of East Midlands Councils and the HS2 Strategic Board as the preferred choice. Further to this discussion it was reported to the Committee that Toton performed better in terms of connectivity to the respective local area, with provisions for the substation to link with cycling, public transport and walking connectivity, however, an issue remains as to the connectivity from Toton to the motorway. It was noted that the Toton location would be set lower in the ground creating a greater risk of flooding. The Committee noted that the Environment Agency was to assess the flooding issue.

Concern was raised that the proposed development located around the HS2 hub station was only housing. However the Committee noted that large areas of business development had been provisioned in these proposals and this was deemed satisfactory by the Core Strategy Inspector. It was noted that included in the next meeting would be an update of the employment need of the HS2 substation and that Nathaniel Lichfield and Partners were consulting the Council on this issue. An issue was raised regarding the proposed road access to Long Eaton and the location of this proposal, however it was noted that the land proposed was not in specific area but was merely a potential option to improve connectivity to the hub station.

It was resolved that the Council endorse Toton as the primary location for the HS2 hub station and endorse the proposals set out in Toton/Breaston/East Midlands Parkway Comparative Analysis Summary Matrix.

### **Publicity Work from HS2**

In March 2012 HS2 reported to government on 'Options for phase two of the high speed rail network'

In relation to Toton the relevant sections are repeated below-

## **Toton**

### *Engineering*

*The proposed station at Toton would be a new development located between the Nottingham suburbs of Toton and Sandiacre in the Erewash Valley. It would be situated alongside the rail yard north of Long Eaton. The site is bounded to the north by Brian Clough Way (A52), by Toton Yard and the Erewash River to the west and south, and by fields and residential development to the east. The station and its approaches would require alterations to the existing rail lines in the area, though the freight and maintenance facilities to the west of the yard could remain largely as they are apart from changes to access from the through lines.*

*The station would consist of four high speed platforms and four platforms for Network Rail use. There would also be two fast lines through the middle of the station for non-stopping services. The platforms would be at ground level in the valley bottom, with the station entrance and forecourt located above and to the east, with a concourse at an intermediate level connecting the two. The topography of the area would mean that passengers would enter the station at the higher level and would descend to the platforms via stairs, escalators or lifts.*

*Passenger access would be from a forecourt on the higher ground to the east of the station. Vehicular access would be provided there for taxis and buses. Highway access would be provided from a new junction on the A52.*

*Over 1300 car parking spaces would be provided in a new car park. The site could also be served by the Nottingham Express Transit (NET) tram. This could be achieved by extending the proposed Tram Line 3, Phase II scheme by approximately half a mile (1km) across Toton Lane to the station which we have included in our cost assumptions.*

*In terms of constructability, the most significant challenge would likely be modifications to the existing railway infrastructure while maintaining services and highway works on the A52.*

### *Passenger access and dispersal*

*Road access would be by a new link road off the Brian Clough Way, the A52. This would offer good road access to and from both Derby and Nottingham. The M1 Junction 25 would be approximately 1.2 miles (1.9km) to the west providing good highway access to the wider region.*

*Extending the tram to serve the station would allow interchange between the station and central Nottingham, the residential areas of Beeston and Chilwell and the University of Nottingham and Queens Medical Centre. Local bus services would also be enhanced to serve the station.*

*The station would provide interchange between HS2 and the existing rail services from Nottingham, Derby and Leicester as well as other locations in the East Midlands and beyond.*

### *Sustainability*

*The station would result in the potential demolition of 23 dwellings. The track works south of the station associated with provision of the shuttle service would require the demolition of an additional 13 dwellings.*

*The station would involve the development of greenfield land to provide the new access road to the A52 across open, farmed hillside. The new station would be sited on the east side of Toton Yard and would step up the hillside from the valley floor. There would be one Grade I listed church (St Giles) adjacent to the north approach to the station, but impacts on its setting would be minor.*

*The station would potentially displace businesses providing an estimated 600 jobs. However, 1,500 jobs and 150 houses would be supported through development around the station generated as a result of HS2.*

*The station would lie within the Borough of Broxtowe, with part of the construction boundary in the Borough of Erewash. It is currently designated as Green Belt. Planning officers at Broxtowe Borough Council have stated that a HS2 station at this location would be likely to be supported with the potential release of adjoining Green Belt land for appropriate development.*

One of the most significant implications for the land take in relation to the station in this publicity material was in relation to the carpark. Although the plan accompanying this report was not to scale it did show a surface level carpark to provide the 1300 spaces that would extend to the north of Toton with its eastern extent approximately parallel with Bridgnorth Way and its northern extent approximately halfway between the northern edge of Toton and the southern edge of the sewage works.

The most recent formal stage of publicity from HS2 was in July 2013 following the announcement in January that year that Toton was the preferred Location for the hub station. The relevant sections are repeated below.

### ***The proposed station***

*The station would be a new development, using existing railway land in the south-western suburbs of Nottingham. It would include four high speed platforms and four platforms for conventional services. There would also be two fast lines through the middle of the station for non-stopping services. The platforms would be at ground level, with the station entrance and forecourt located above and to the east. The Toton site is alongside an existing rail freight yard, north of Long Eaton, just over a mile from Junction 25 of the M1, between Nottingham and Derby. Indicative maintenance loops have been included in the vicinity of the station. As the operations and maintenance strategy is progressed, further work will be undertaken to confirm the exact location.*

*During the process to select the station location, HS2 Ltd engaged with relevant local authorities, including passenger transport executives and Network Rail. We continue to work with regional stakeholders to ensure that the benefits of the station are maximised, and to look at ways of reducing impacts on the local area.*

## **Benefits**

*HS2 could support a significant amount of additional development around the East Midlands Hub station, which could in turn give rise to between 1,500 to 1,600 jobs and 150 to 800 housing units. Around 600 jobs could be displaced by the station, but it is likely that the majority of these displaced jobs would be accommodated in the region. The site is designated green belt land. Following the announcement of the initial preferred route and station preferences, including the HS2 East Midlands Hub station at Toton in January 2013, there are plans to release the land as a strategic location for growth (in the Core Strategy). People in this area could access HS2 services through the East Midlands Hub station at Toton, benefiting from faster, more frequent services to London, South Yorkshire and Leeds.*

## **Connecting to the East Midlands**

### **By rail**

*The station could be served by a dedicated rail service to Nottingham, Derby, Leicester and other principal stations in the region. The proposed station could be developed to enable a significant proportion of passengers to access the station by public transport. HS2 will work with regional stakeholders and Network Rail to ensure that reconfigured services would deliver the right levels of access to the station.*

### **By tram**

*Nottingham has a growing tram network; an extension to a park-and-ride site at Toton is under construction. HS2 Ltd's plans include a further extension of around half a mile to allow the tram to call at the East Midlands Hub station, providing a direct tram link to the city centre, as well as the University of Nottingham, the Queen's Medical Centre and a number of residential districts and major employers.*

### **By car**

*The A52 (Brian Clough Way) provides good access to the M1 and Derby to the west and to Nottingham city centre to the east. Car access would be important in helping to ensure wider accessibility for those without direct public transport links. The station development would include parking facilities and a dedicated connection to the A52. We would work with the Highways Agency and local authorities to ensure adequate network capacity to support the station and other planned developments. From the station, East Midlands airport would be about 14 minutes' drive south, along the M1.*

## **By bus**

*The proximity to the A52 would also enable bus services and potentially regional coach services to call at the station. We would work with regional stakeholders to ensure that local services are connected to the station.*

## **Addressing local effects**

*Near the East Midlands Hub, impacts on landscape and townscape character should be relatively low, given the existing context of railway and brownfield land. However, residents to the north and south of the station would experience visual impacts.*

## **Managing construction**

*Following Royal Assent to the Phase Two hybrid Bill, there would be a period to prepare for construction – for example, for land to be acquired and contracts let. Construction itself will take approximately nine years overall, although, in most places, the duration of construction is likely to be much less. In light of early analysis, we estimate that construction of the entire station would take around five years. This period of construction will include a period of testing from early 2031, with Phase Two expected to open in 2032/33. We recognise that people will be concerned about the impacts of construction on their area. We are committed to managing these impacts and reducing disruption to communities, businesses and the environment in ways that reflect the best practice used by the construction industry. We will work closely with local authorities and communities to draw up a comprehensive and detailed package of measures to address the local effects of construction.*

An important difference between the plans submitted with the 2013 material described above and that published in 2012 is in relation to development around the station and in particular car parking. The 2013 indicative plan shows car parking, pedestrian access, bus stops, tram stop and taxi rank all directly to the east of the proposed station and set down the bank from Banks Road. Although the detail of parking layout is not given the 'station operational boundary' would exclude the area previously shown as parking at the higher level to the north of Hampton Close and Bridgnorth way.

## **Employment needs evidence**

### The Volterra Report (November 2013)

Volterra were commissioned by Nottingham City and partners (Broxtowe Borough Council and Nottinghamshire and Derbyshire County Councils) to assess the economic benefits of the proposed East Midlands HS2 station at Toton and to consider how to maximise those benefits. The report considers the benefits to the East Midlands in view of estimates made in other reports, including those made by HS2 Ltd referred to above. The report finds that around 15% of the 89,000 full time equivalent jobs nationally (supported by HS2 in the planning and design, construction rolling stock, maintenance and renewal sectors) would be located within the east midlands, implying that the region as a whole could benefit from 13,350

additional jobs as a result of HS2. In addition to the new jobs the report identifies the following potential benefits:

- Regeneration benefits precipitating from improvement in the type of employment attracted within defined local areas;
- Land value uplift;
- Value of place through improvement in the benefit of amenities, upgraded facilities and places, and
- Inward investment and tourism impacts.

As an example they use the (Peveril) application that was pending consideration at the time (November 2013) which included around 650 residential units and 2,800 to 19,800 residential units which could result in the creation of 200 to 1,500 office based jobs.

Some good practice they identify from Europe includes Lille's High Speed Rail station which led to a new urban district of around 70 hectares including commercial offices, residential apartments, hotels and a shopping mall. Another example of good practice is given as Cordoba in Spain. Here housing development occurred initially followed by leisure, hospitality and commercial development.

Volterra identify the bringing forward of the residential components of development around Toton as crucial to realising the economic benefits at an early stage. They refer to experience from other countries where bringing forward residential development does not prevent commercial offers from emerging in the future. The success of these developments eventually acted as a catalyst for the current commercial and hospitality offers that exist around high speed stations. They identify the key for Broxtowe is to find a balance between the immediate needs of the Toton site and potential development in the future.

Some of the challenges include:

- Poor planning policies and preparation for a new station investment such as in France including Picardie, Avignon and Aux de Provence where very little development activity materialised following the station investment;
- Unrealistic expectation in relation to the scale of development following a station investment (such as at Ebbsfleet in Kent);
- Haphazardly designed station and a poor environment in general

It should be noted that the examples given by Volterra are not directly comparable to Toton. Lille in particular is a high density urban centre with major retail forming a significant part of the development mix. However this does illustrate the scale of development that can be incorporated in a similar area (70hectares) to the area indicated in the Core Strategy. Another example not mentioned by Volterra but of some relevance to Toton is the work underway by Solihull Council and their partners to secure the maximum benefits from HS2 in their area which includes a proposed station to the east of Birmingham. The work at Solihull is not concluded but their emerging thinking includes a 150 Hectare location on the eastern edge of the Greater Birmingham conurbation and planning the site in separate zones:

1. Business
2. Innovation
3. Entertainment
4. Exhibition, and
5. Station zones

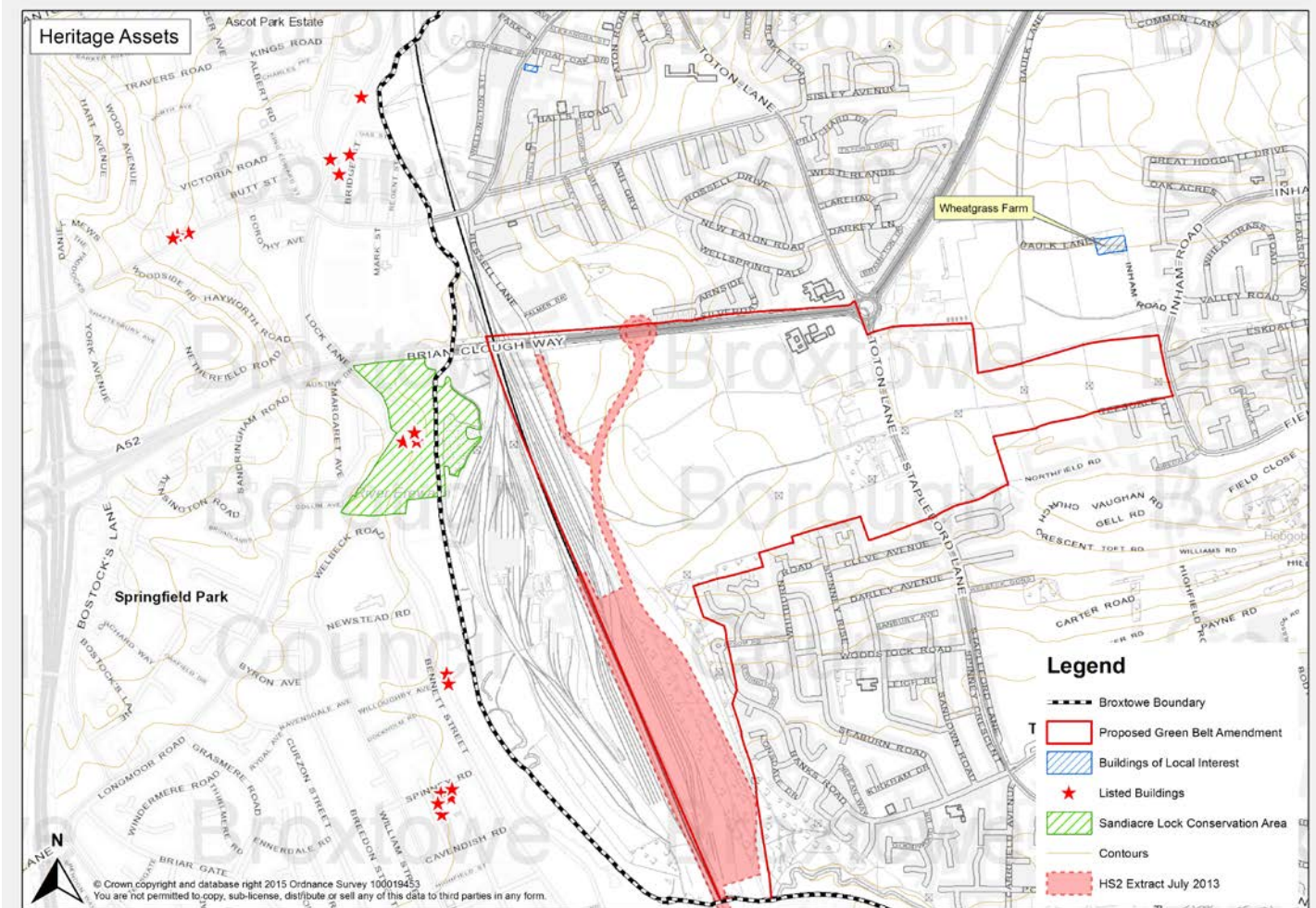
Their overall approach is to complement but not compete with the City Centre which includes planning for the delivery of 20,000 jobs and 2,000 homes interspersed with strategic landscaping and connections within the site to provide an accessible, attractive landscaped setting. Their approach has an existing 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 for Solihull 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).

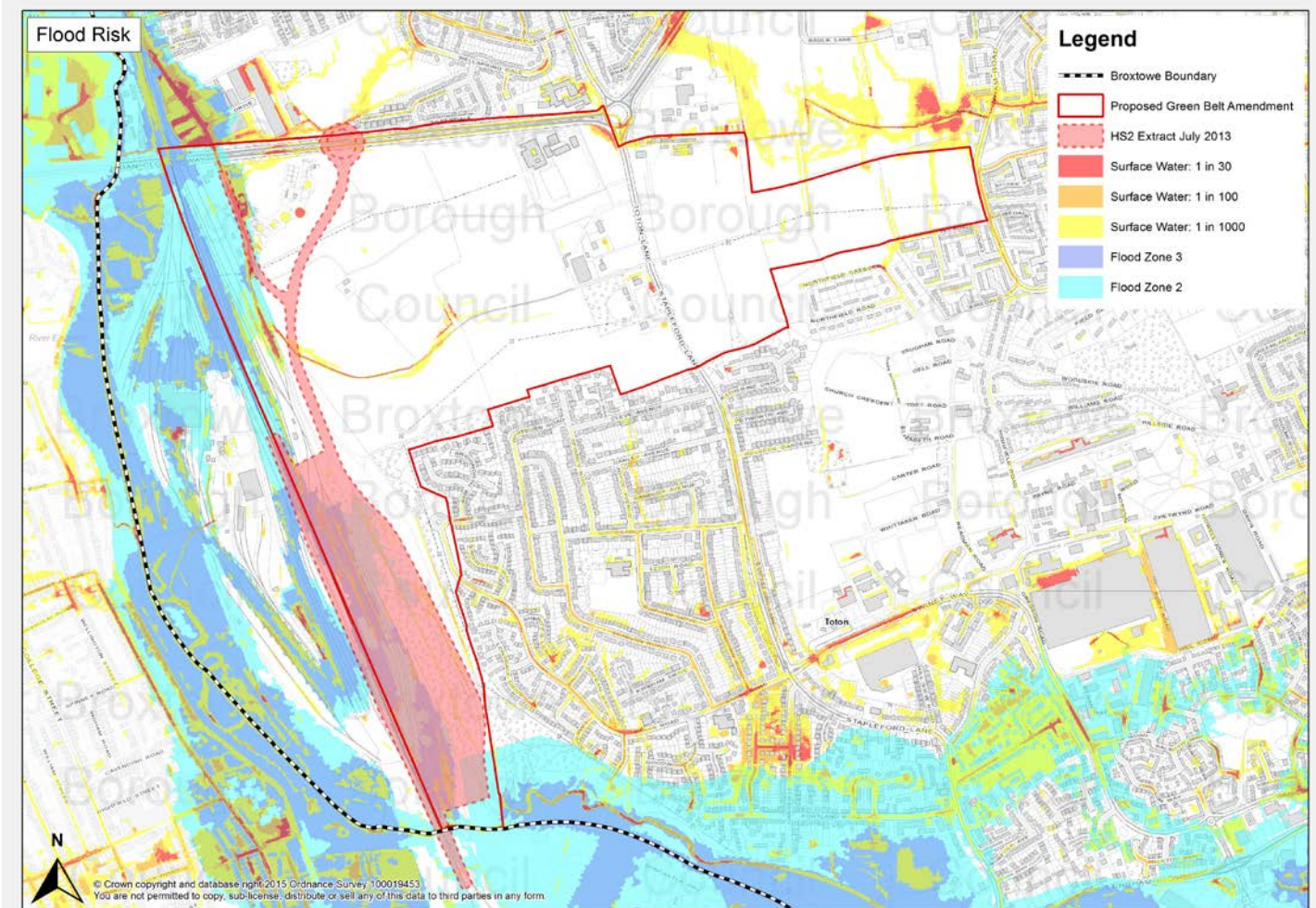
#### Nottingham Core HMA Employment Land Forecasting Study (ELFS)

Nathanial Litchfield and Partners were commissioned to undertake an employment needs appraisal of the Housing Market Area which included the needs arising from HS2. This work was undertaken in close harmony with the economic ambitions of the LEP and their findings will be reported verbally to the Advisory committee if available.

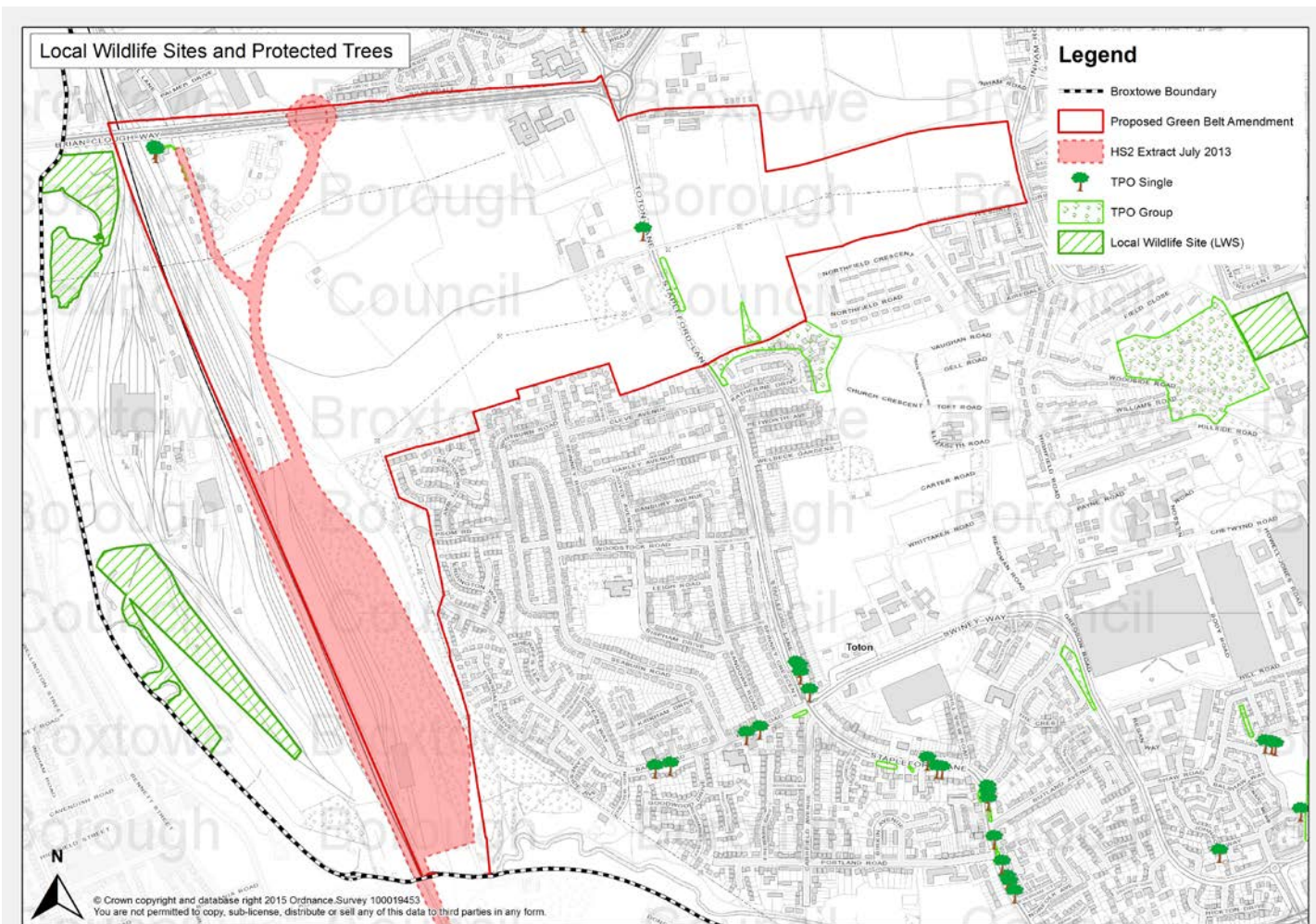
**Constraints**



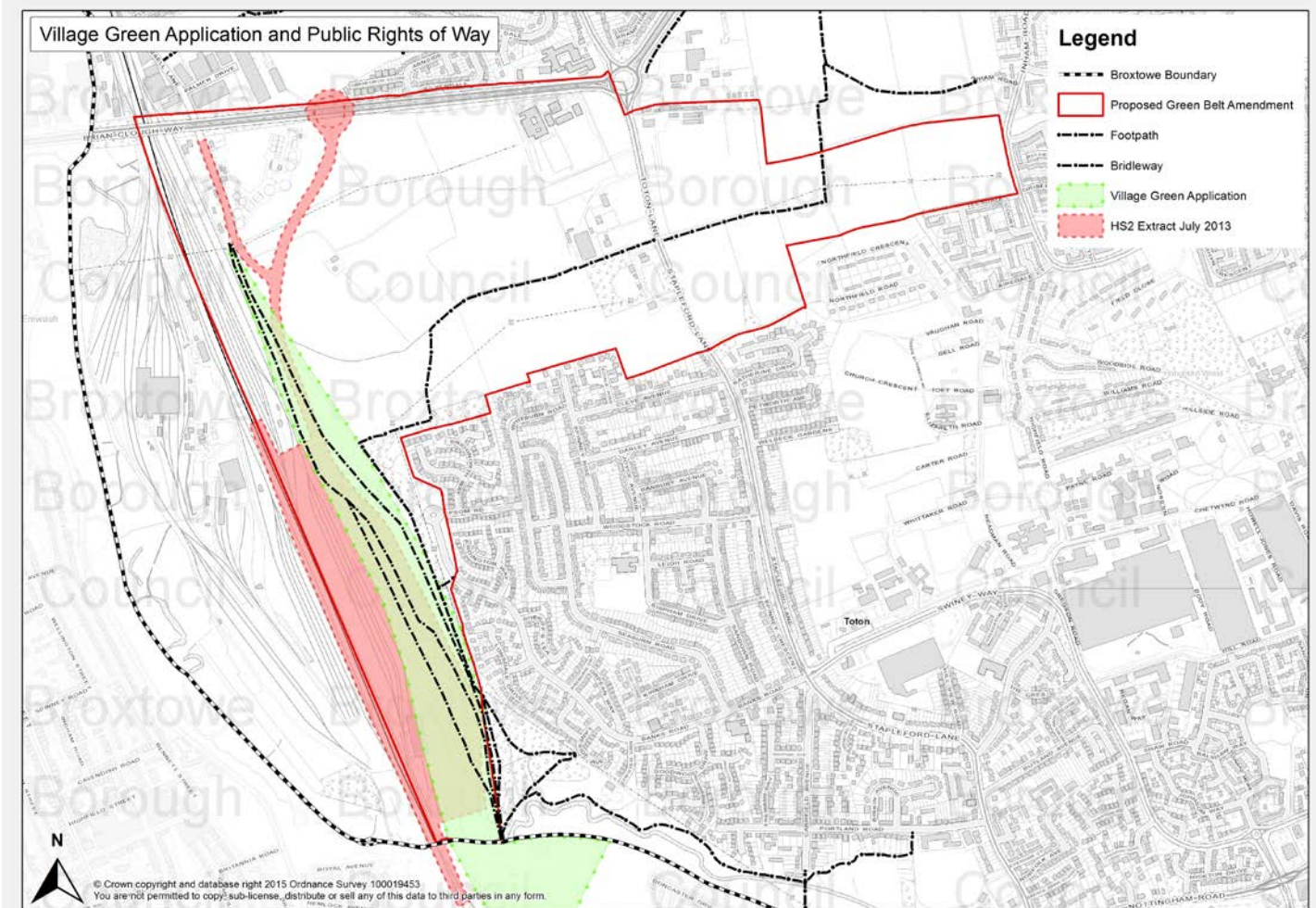
In response to comments made by Historic England (previously known as English Heritage) the above plan shows the heritage assets surrounding the site. The Green Belt Review did consider the impact of development on these assets. Notwithstanding this, any planning applications will need to further consider the impact of the specific development on heritage assets in more detail and there will be further opportunity for comments via consultation.



In response to the comments made by the Environment Agency the majority of the site is at no risk of flooding. The area to the west which falls within flood zones 2 and/or zone 3 could be excluded from development within the Masterplan and could become an area for flood mitigation or green infrastructure. Notwithstanding this, the proposals for the HS2 station and associated infrastructure (shown in red) that is shown to be at risk of flooding is an issue to be dealt with separately the HS2 planning process.



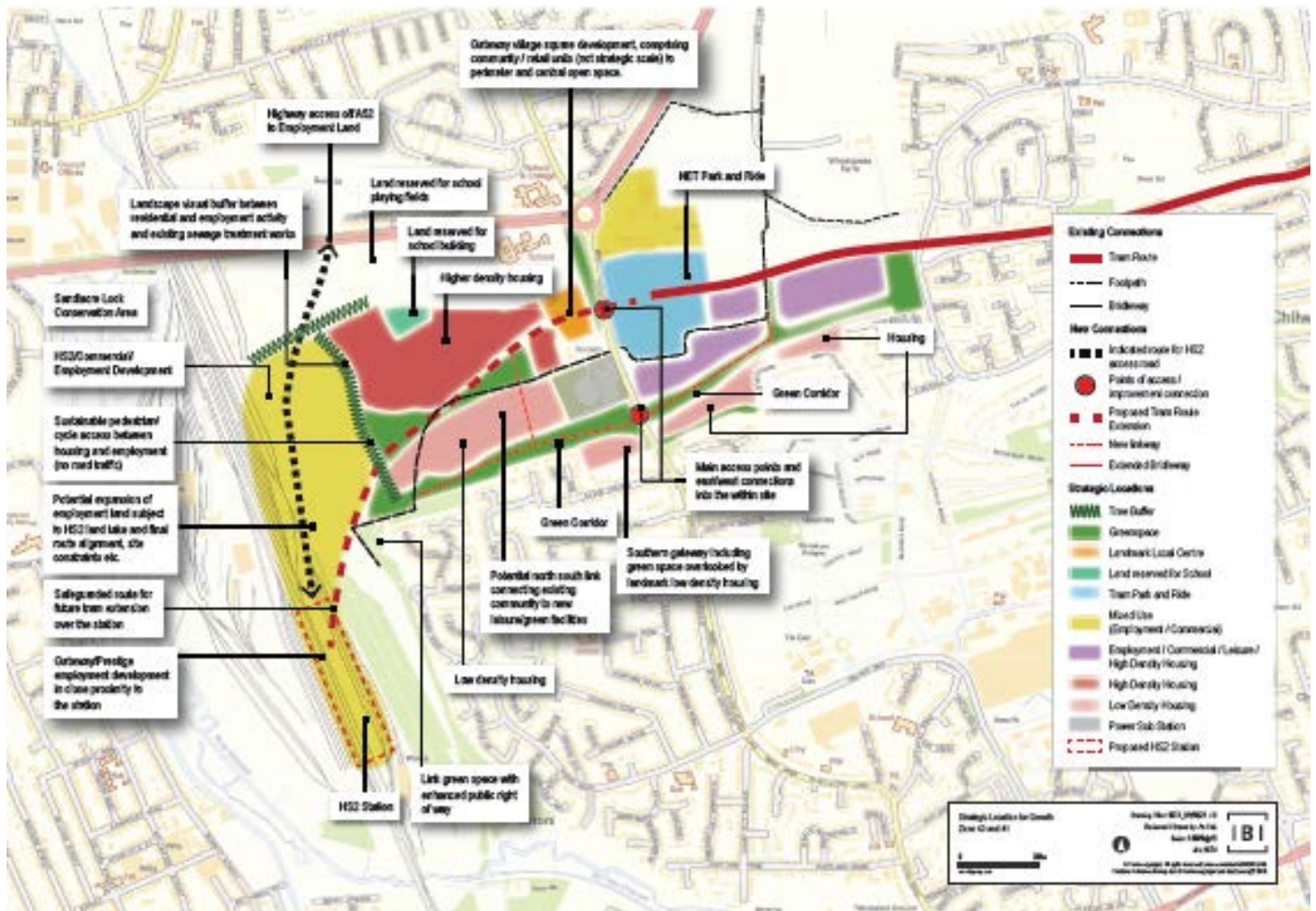
It is proposed that the Local Wildlife Site (LWS) will remain in the Green Belt, all individual and group trees that are protected by a Tree Protection Order (TPO) within the development area should be incorporated into the Masterplans.



There is currently a pending application for a Village Green, should this application be granted by Nottinghamshire County Council then the area in green will be excluded from any future development plans and development directly associated with the station will need to be located away from the village green, most likely to the west of the station.

As part of the consultation responses one Masterplan was submitted as an alternative to that proposed by the Borough Council, throughout this section the options on the alternative Masterplan have been considered specifically against the Council's Masterplan and other alternative suggestions/issues raised through the consultation.

## Option 2) Developer proposed Masterplan



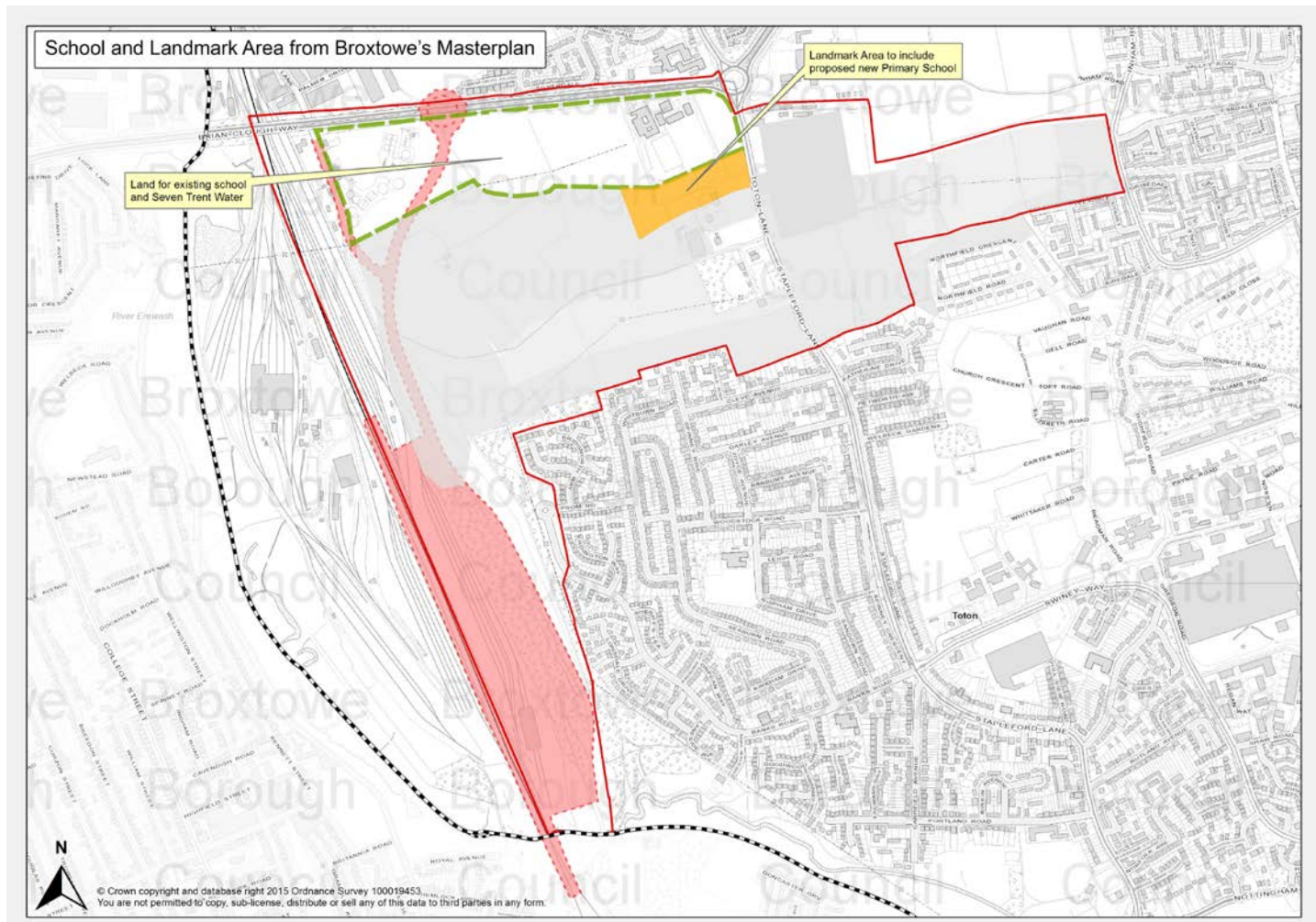
## Expanded School Provision & Landmark Area:

### Possible aspirations:

- Provide enough space for provision of new Primary School
- Allow enough space for the expansion of George Spencer Academy.
- Avoid major retail development

As 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. Note: The size of the proposed school would also need to be proportionate for the number of houses proposed.

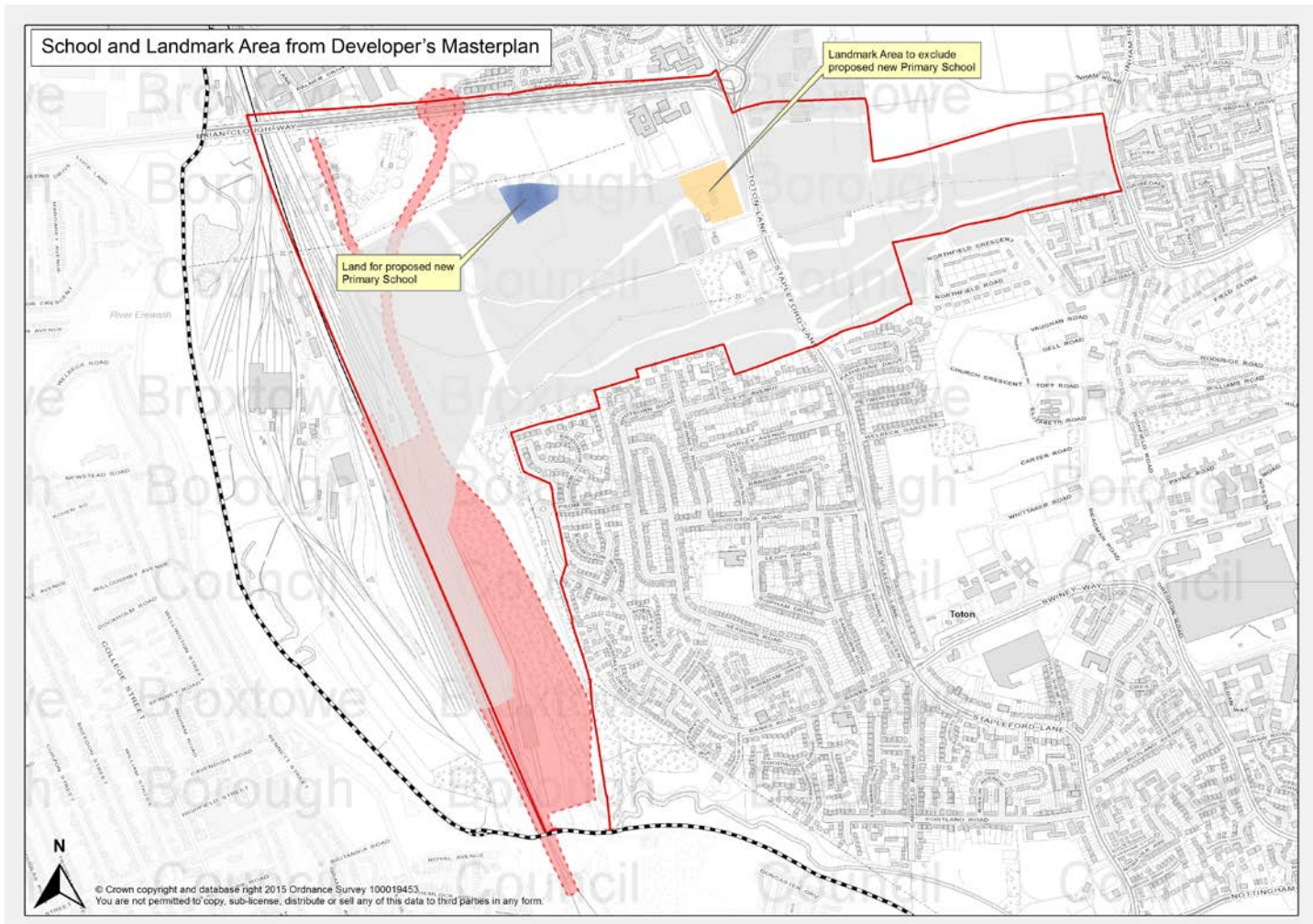
### Option 1 (Landmark area and Primary School provision grouped together):



The Council's Masterplan proposes that the area to accommodate the new primary school provision be grouped more closely with the Landmark Area (to include local centre, village square development, community and retail units) and existing school buildings fronting on to Toton Lane.

The benefit of this approach is that the primary school would be able to share supporting facilities with the local centre such as unallocated parking and would be situated close to the principal route into the site; it would therefore have less impact on primarily residential streets elsewhere within the development.

## Option 2 - Landmark area and Primary School provision separate



A second option is to separate the new primary school building to the Landmark area, on the developer's masterplan the Primary School has been set deep into the site.

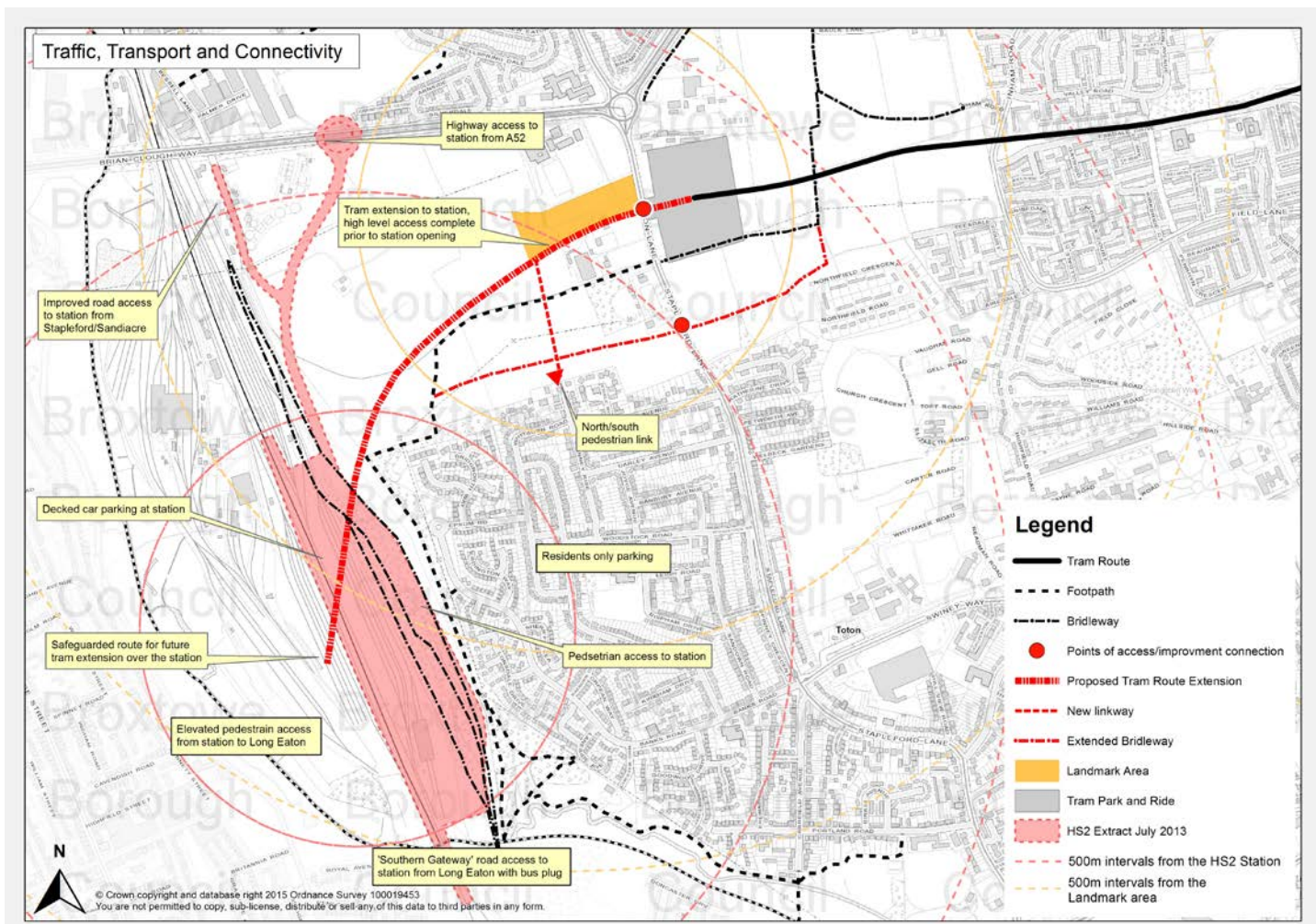
In order to accommodate the expansion of George Spencer School both Masterplans have excluded area to the north of the area, although the Council Masterplan has specifically marked the area to be excluded and this is slightly larger than the area proposed by the developer.

Note: Land shown by developer for primary school provision is less (0.8Ha) than that requested by the Education Authority (1.1Ha) and therefore if this approach (to have a separate area for the Primary School) is to be adopted then the area of land allocated on the Masterplan will need to be increased.

## Traffic/Transport/Connectivity:

### Possible aspirations:

- Maximise of trips to the station to be achieved through non-private car modes of transport.
- Safe and attractive pedestrian access from Toton and Long Eaton to HS2 Station.
- Tram extension to HS2 station – should be high level access and complete prior to the opening of the station.
- North/South link between new and existing community.
- Toton to become 'residents only parking' area to mitigate issues with Station/Tram traffic.
- Highway access to Station provided via A52.
- Good quality transport links from the HS2 station to nearby town centres.
- Onward rail service connections to other principal East Midlands Stations.
- Increased bus provision to the HS2 Station.
- Existing Rights of Way to be included in plans.
- Decked car parking at Station.



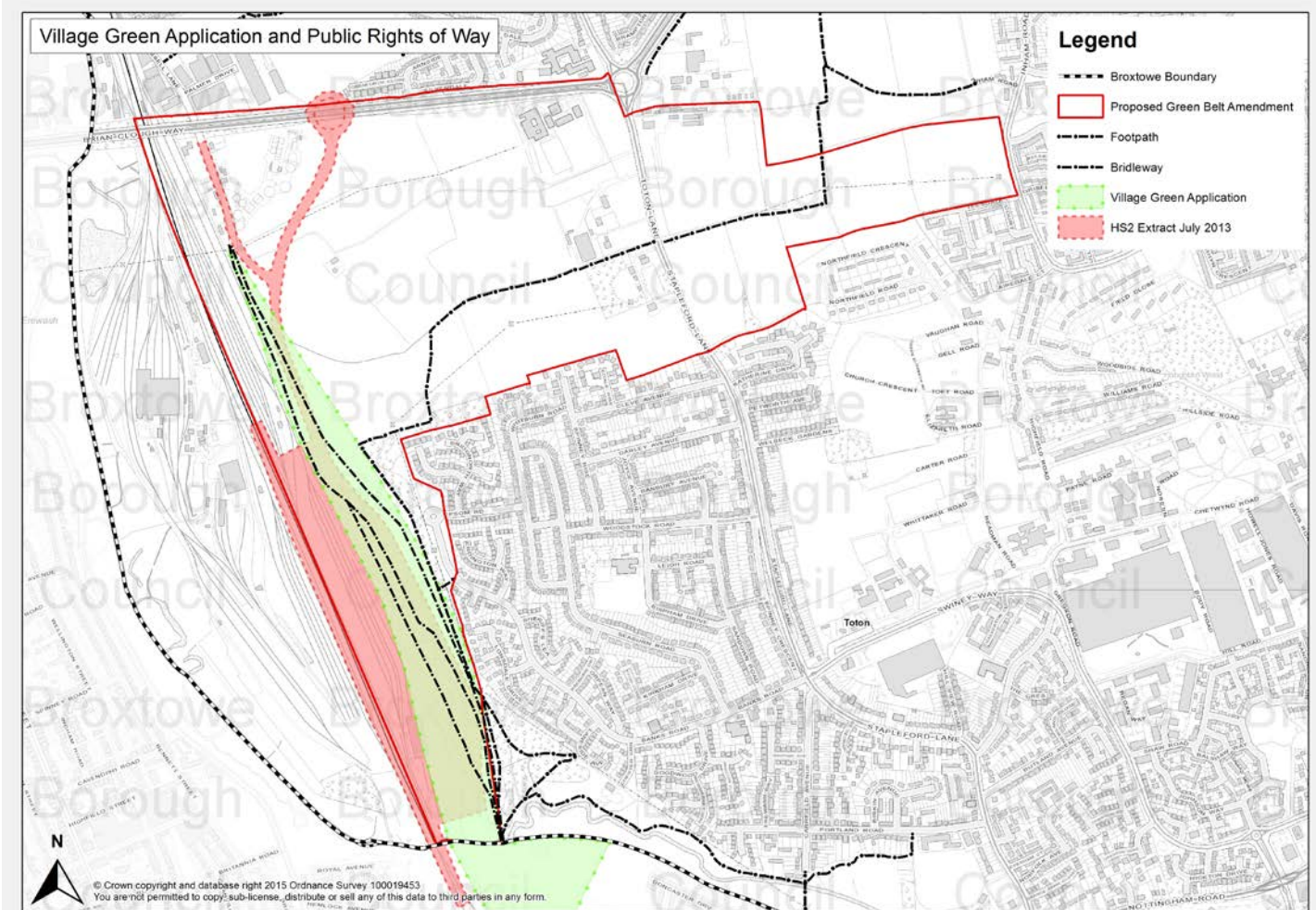
## Green Infrastructure:

### Possible aspiration:

- A North/South Wildlife Corridor to be included on the plans as requested by the Nottinghamshire Wildlife Trust.

A more defined North/South Wildlife corridor was requested by Nottinghamshire Wildlife Trust and would also alleviate concerns from Broxtowe Borough Council (Parks and Estates department).

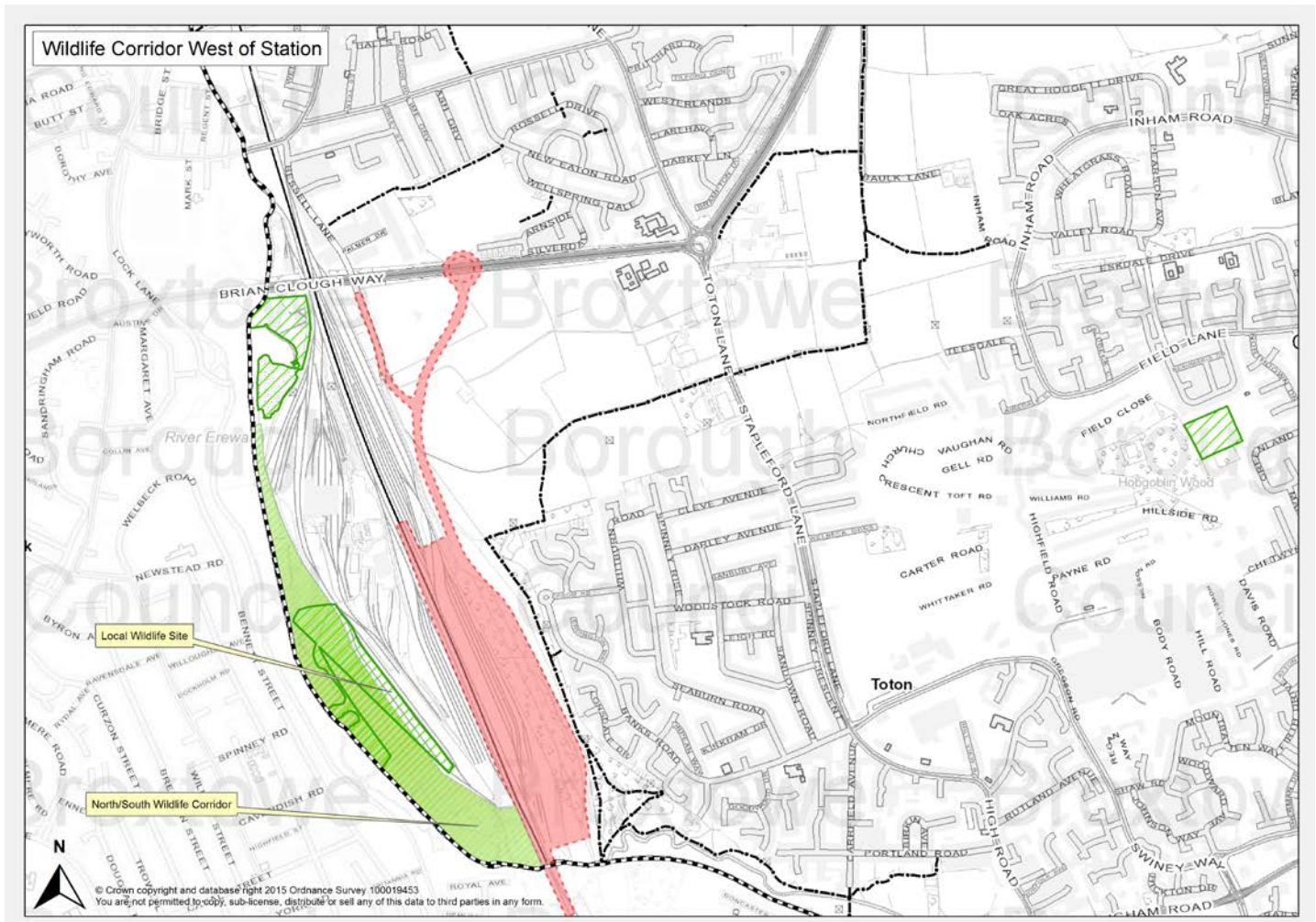
### Option 1 - North/South Wildlife Corridor to the East of the Stations if Village Green Application approved



If the Village Green application is approved by Nottinghamshire County Council then the area of land shaded green on the above plan will need to be kept free from development. If this is the case then this area of land could be incorporated to provide a North/South wildlife corridor.

Benefit of this approach is that it will link to the East/West green corridor.

Option 2 - North/South Wildlife Corridor to the West of the Station if Village Green Application not approved



If the Village Green application is refused then there is more flexibility to incorporate green space elsewhere. The second option proposes that the North/South wildlife corridor is provided to the West of the station; this area is proposed to remain in the Green Belt.

The benefit of this approach is that it will link the Wildlife Corridor with the existing Local Wildlife Sites. It also provides flexibility for the land take directly related to the station, provides further opportunity for employment development adjacent to the station and offers the opportunity to link the wildlife corridor to areas further north along the River Erewash and the Erewash Valley.

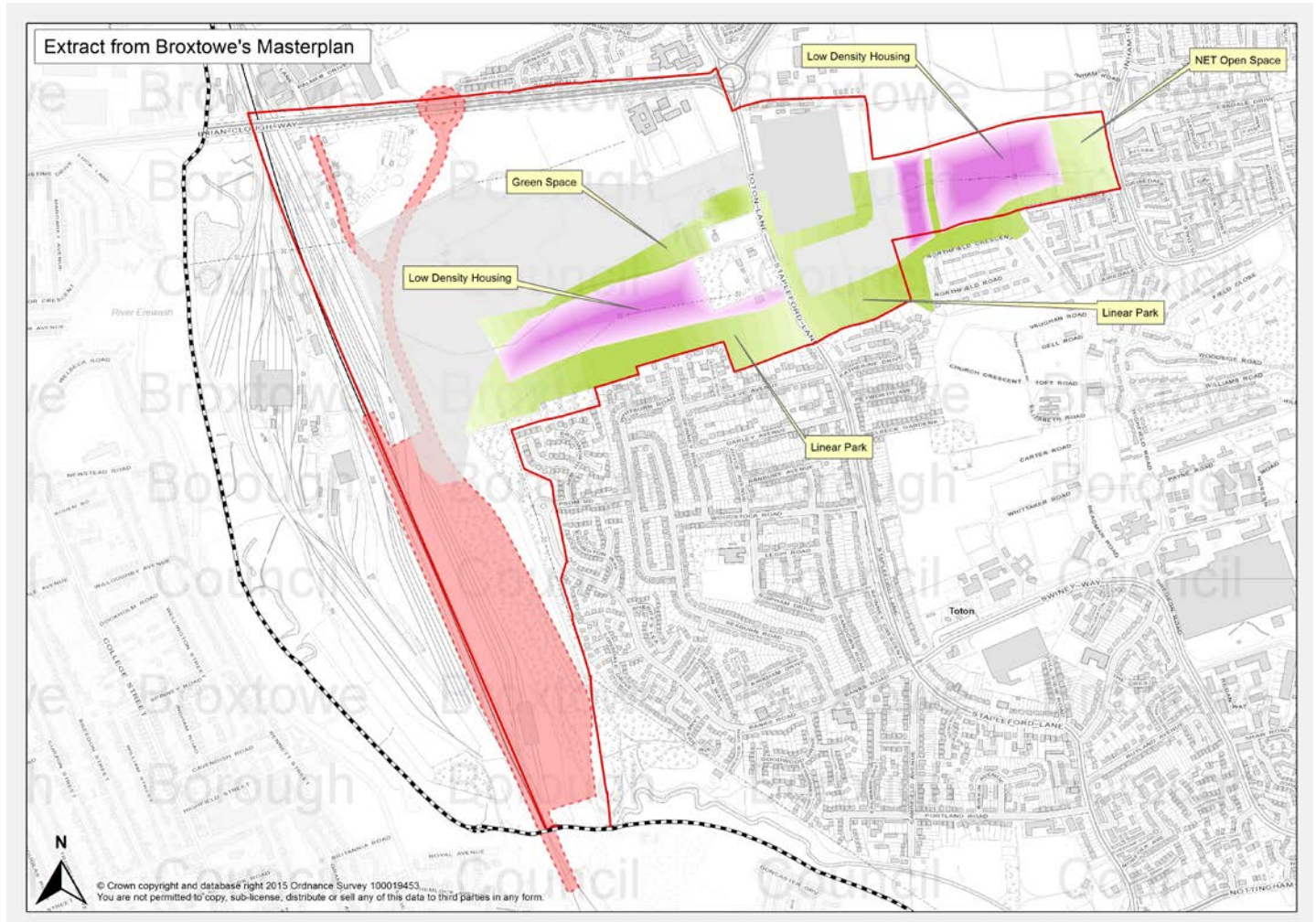
### Open Space:

Possible aspiration:

- Minimum of 16ha for other uses including open space.

Linear Park provides a green area to act as a buffer between existing and new development.

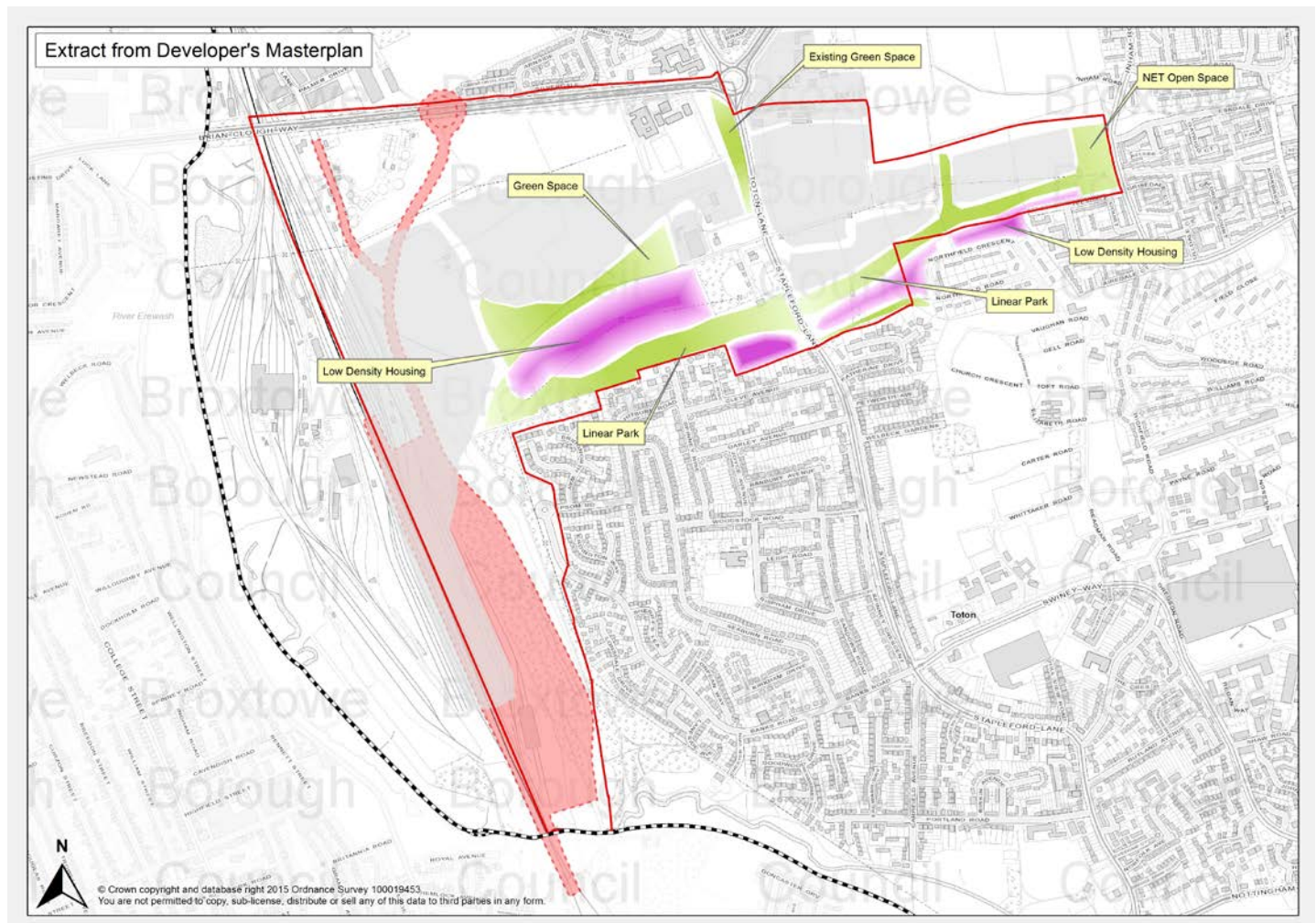
Option 1 (Wide East/West Green Corridor running adjacent to the rear of existing residential properties)



The original iteration of the Masterplan shows a proposed green corridor running adjacent to the rear boundaries of the existing properties in Toton.

The benefit of this approach is that it will increase the distance between the existing and new development creating a larger buffer. This approach is likely to lessen the impact of the new development on existing residents and there is less likely to be overlooking issues. However, in urban design terms, a large open space bordered by rear boundary treatments is less likely to provide a safe inviting area for recreation.

Option 2 - Narrower East/West Green Corridor with low density housing backing onto existing residential properties in part, provided by the developers



Alternative option shows a narrowing of the linear park with some areas of low density housing being located adjacent to the existing housing (rather than the previously proposed buffer between the two communities).

The benefit of this approach is that the linear park may have a safer feel (as it is more overlooked from residential properties) which is likely to make it more inviting for people to use. The undulating width of the park will also provide a more free-flowing feel with good views along the length of the route. It is considered that there should be a width of at least 18-20m.

Note: the alternative plan as proposed above does not provide enough open space to meet the Core Strategy requirement with approximately only 11.8Ha. It is therefore expected that if the linear park is made narrower this will need to be offset with open space elsewhere in the development.

The options for offsetting the open space elsewhere in the development are to either consolidate green space for play and recreation adjacent to the NET Open Space, which would provide a

larger open area of land but which may be less accessible, or to disperse the green space and potentially provide a village green area more centrally within the site.

The area shown as 'NET open space' was provided as part of the construction of the tram and is not 'negotiable' in terms of its size and location therefore this is to remain a constant on the Masterplans.

In addition, this Masterplan has incorporated existing open space (e.g. green space fronting onto Toton Lane adjacent to Bardills roundabout) which were omitted from the Broxtowe Masterplan. These areas should be incorporated into all future Masterplans.

## Employment & Leisure Provision

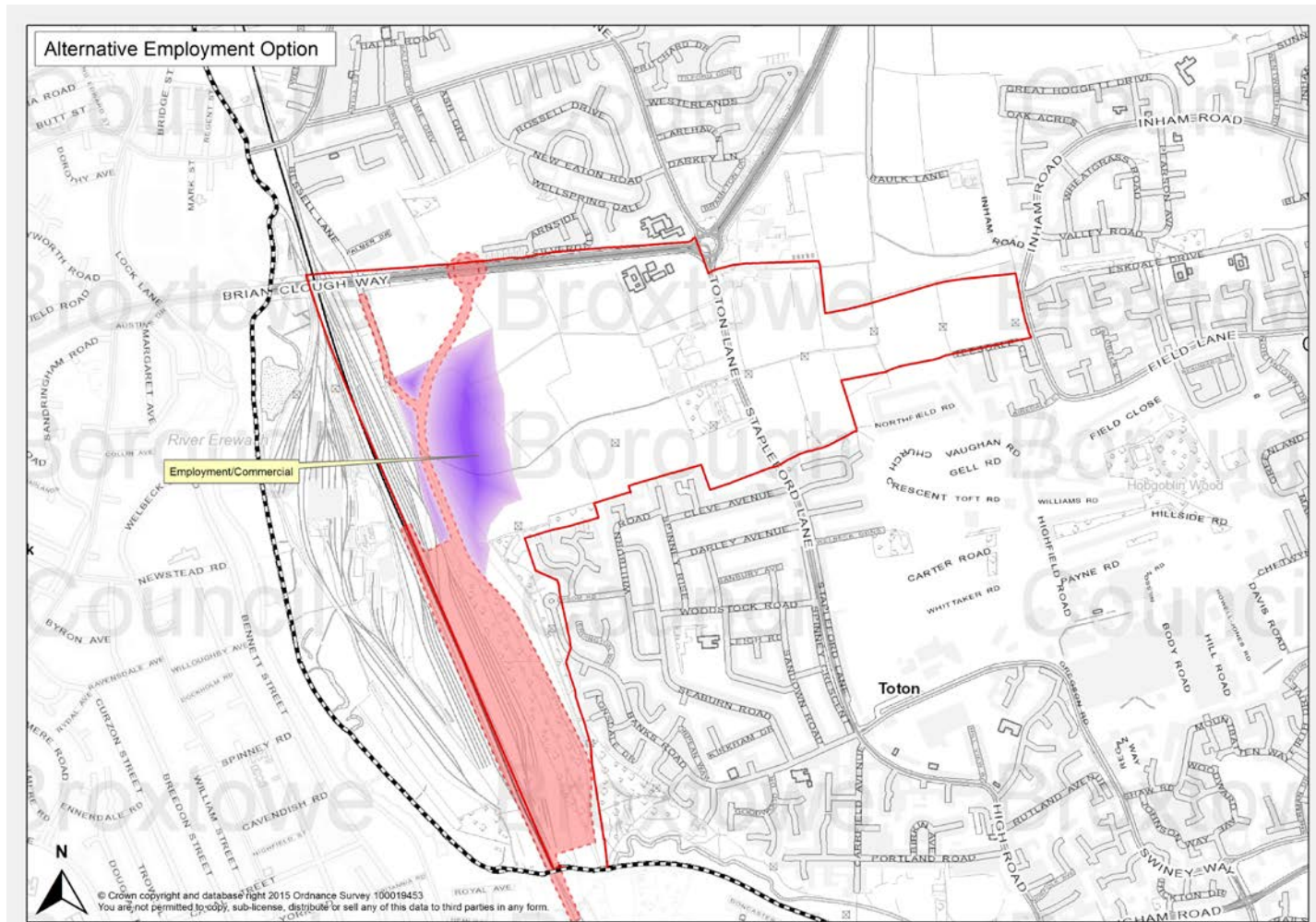
### Possible aspiration:

- minimum of 18,000 square metres of B class employment space
- Establish major new high tech research/institution adjacent to the hub station
- Option to provide space for South Broxtowe Leisure Hub.
- Enhance Stapleford Town Centre in association with Stapleford Advisory Committee.

Any employment as a direct result of the HS2 station will be in addition to that shown on the Masterplans.

### West of Toton Lane

### Employment around the station excluding Flood Risk Area

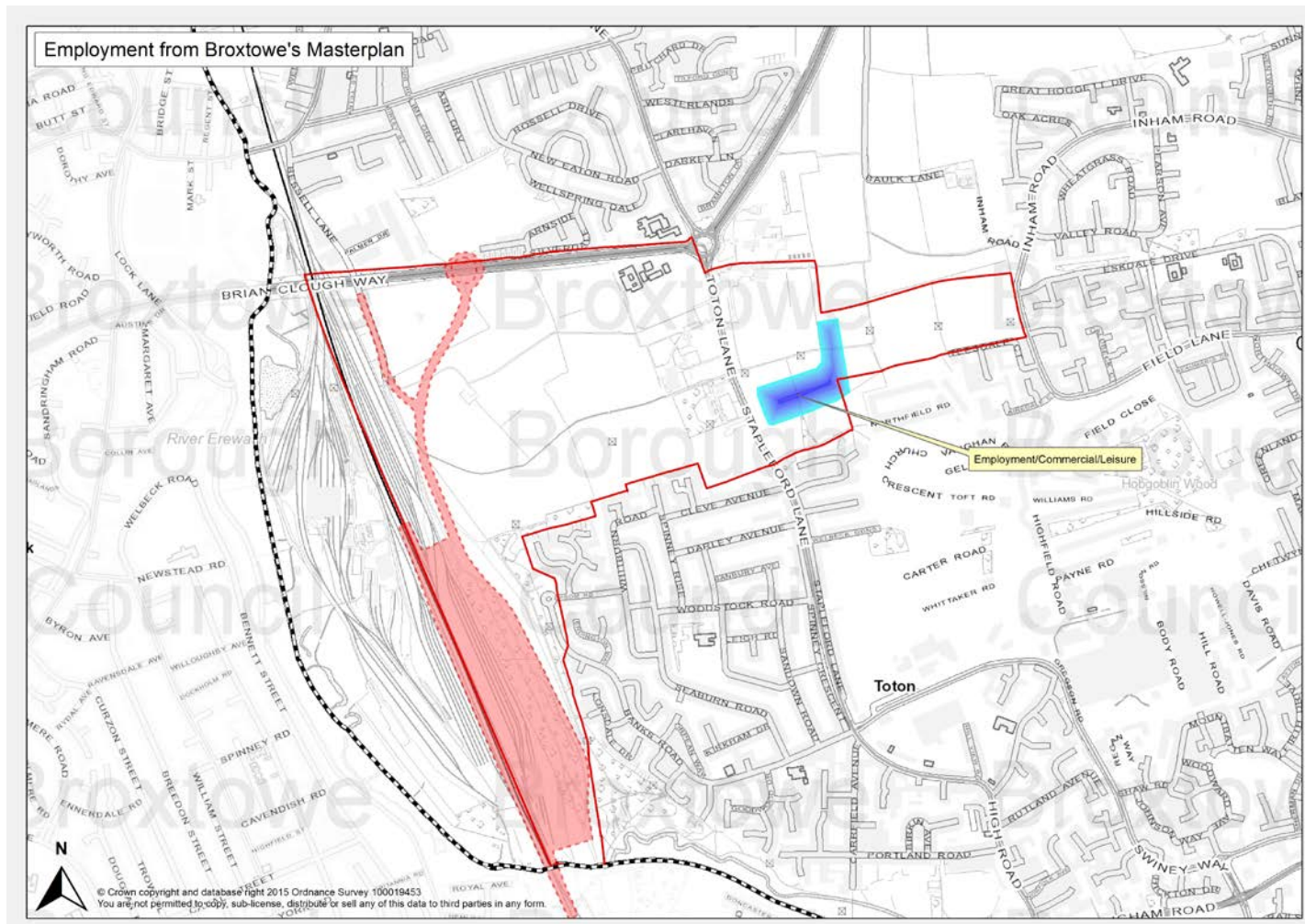


This option provides at least 10Ha of employment land directly adjacent to the station to the east of land at risk of flooding. If this option were to be adopted then other elements of the Masterplan will need to be adapted to allow the extension of the proposed employment land further east into the site.

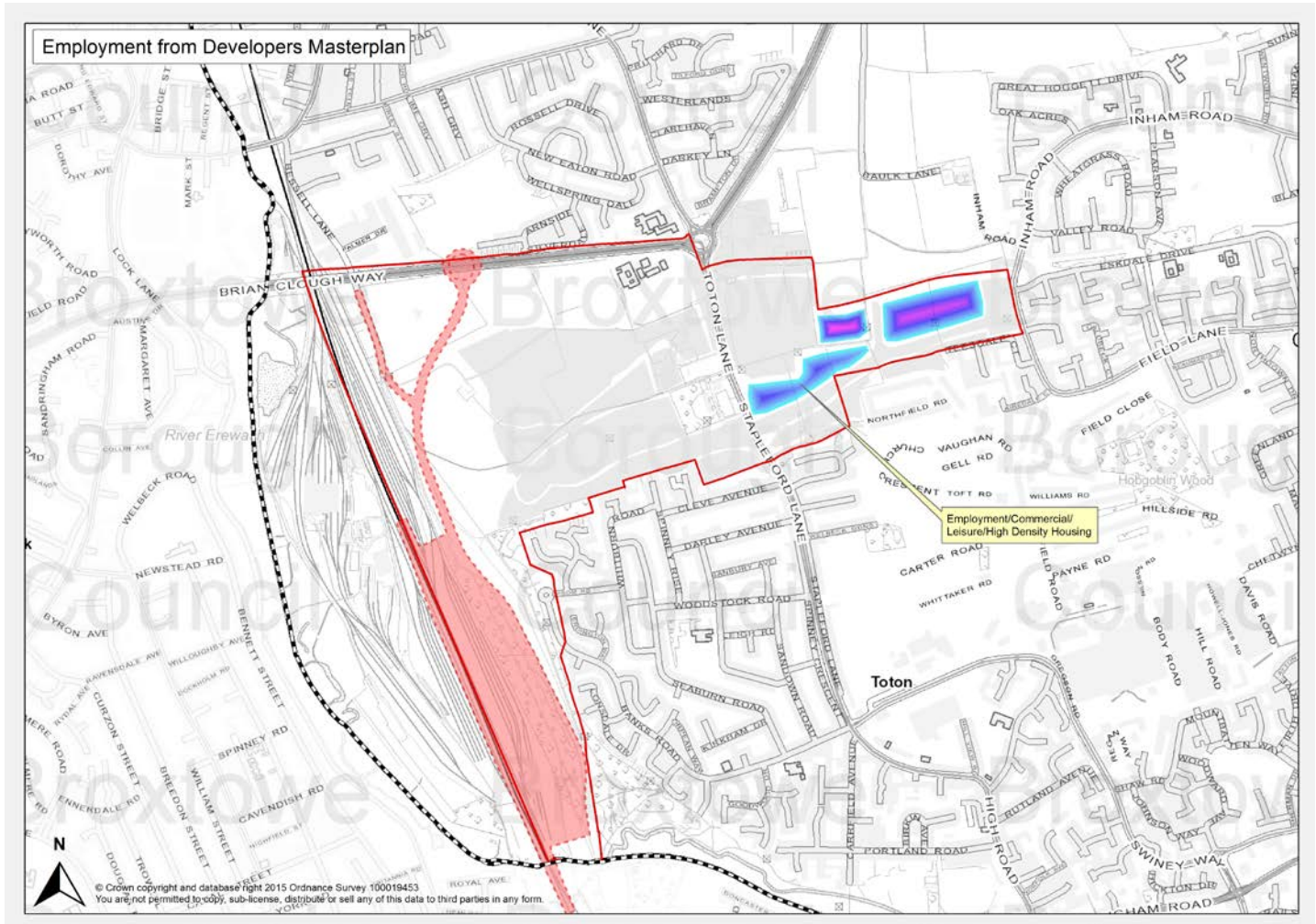
This addresses flood risk issues as raised by the Environment Agency by re-locating employment land further to east.

## East of Toton Lane:

### Option 1 –proportion of employment/leisure on the east side of Toton Lane



Option 2 –More flexible uses to the Eastern side of Toton Lane to include the possibility of employment land or high density housing



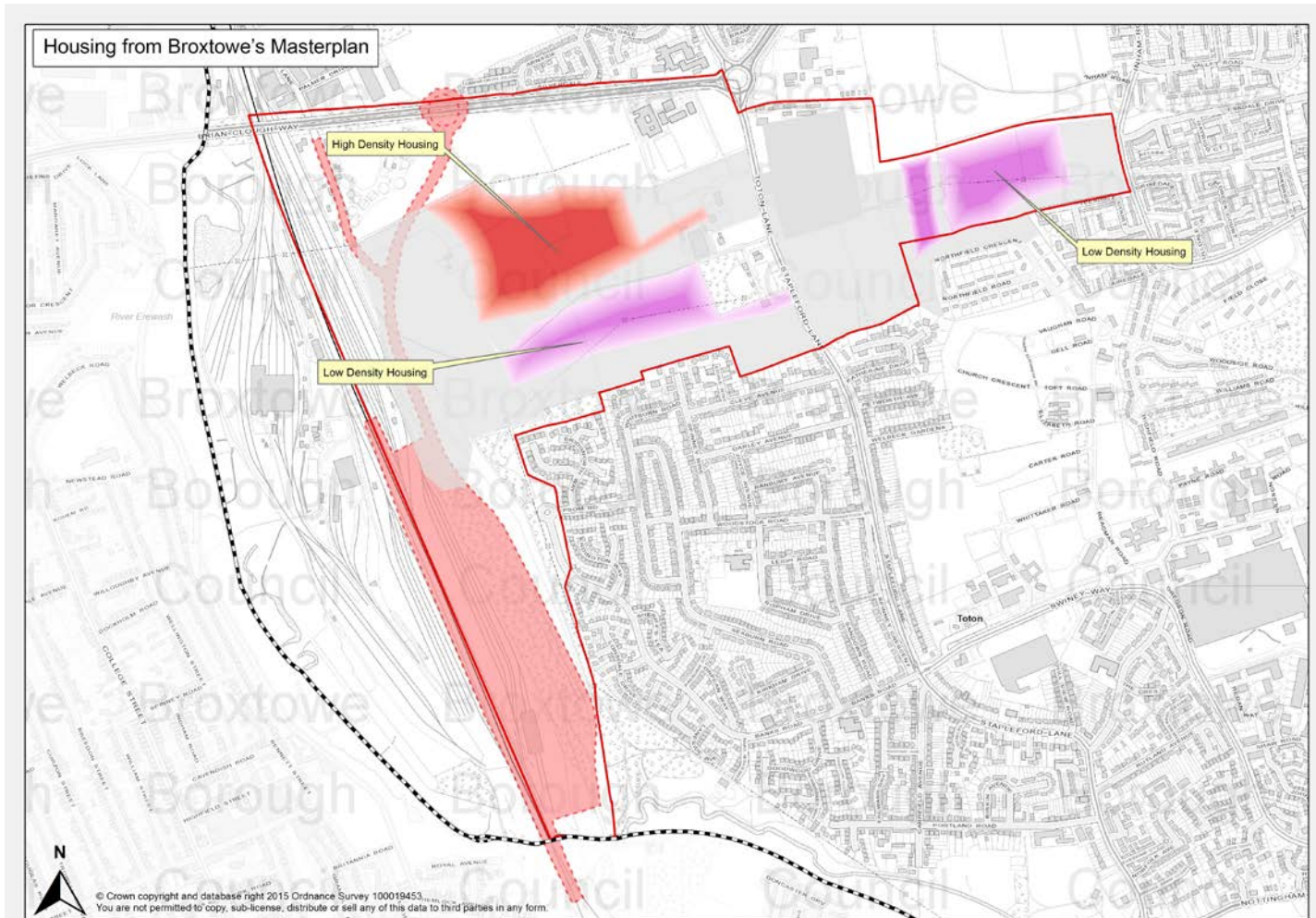
In urban design terms whilst employment land to the east of Toton Lane would have some proximity to the tram terminus and would have access to open space, this area might be better suited for residential development albeit that it may not be best suited directly adjacent to the NET route

## Housing

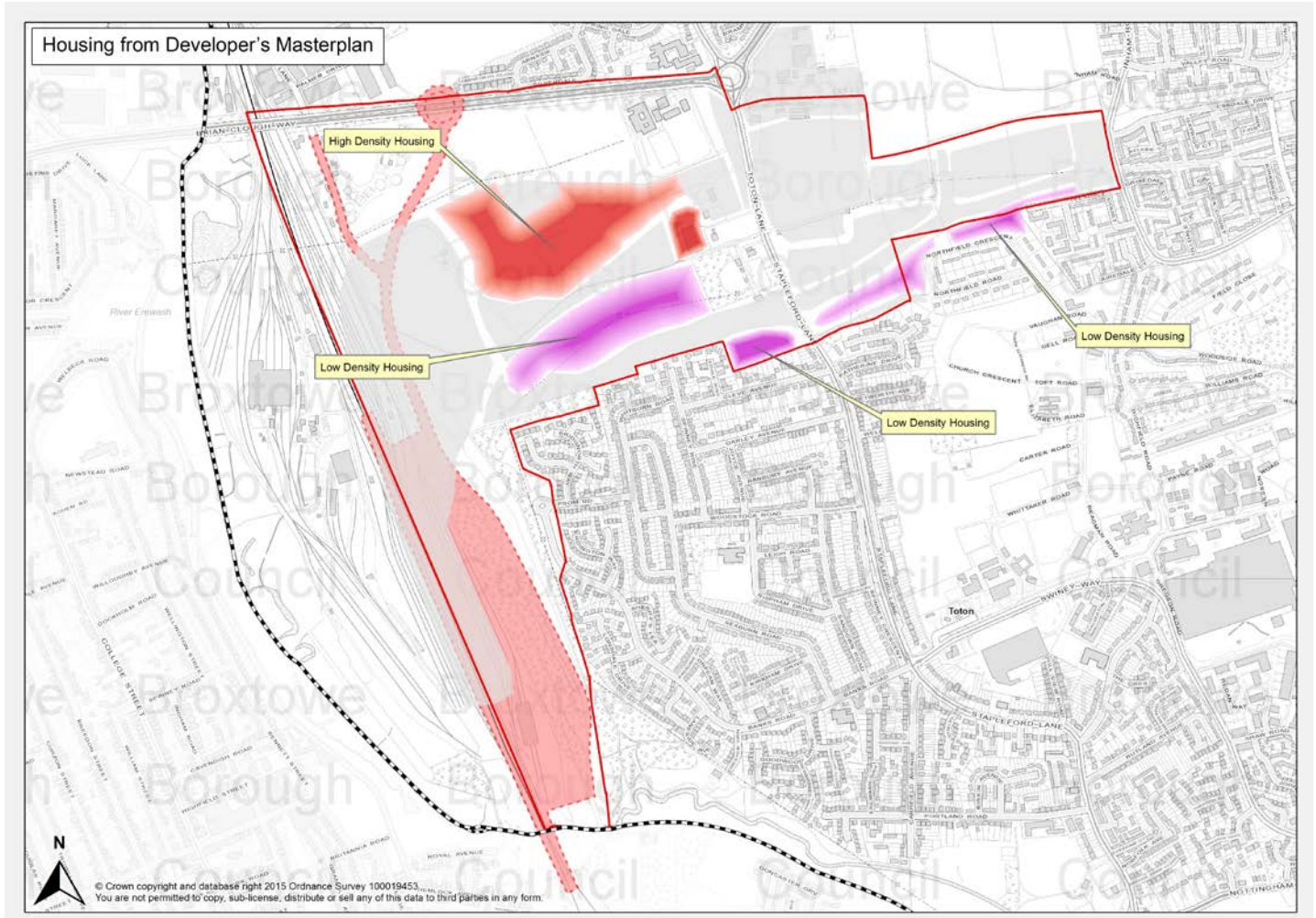
### Possible aspiration:

- Minimum of 500 housing units provided.
- Low density character adjacent to existing communities.
- Housing interspersed with areas of green infrastructure.

Option 1 - High density housing focus in the central portion of the site with low density housing separated from existing housing by buffer.



Option 2 - Higher density housing centrally with low density housing surrounding green corridor (adjacent in part to rear boundary of existing housing)



Lower density housing situated to the southern boundary is shown on the developer's plan. There are some urban design benefits. The housing potentially would provide an attractive frontage onto the linear park (and also increased overlooking) as opposed to the existing rear boundary treatments of properties on Cleve Avenue, Northfield Crescent, Katherine Drive and other properties which back onto the site which are less attractive.

## Amendments to the Green Belt:

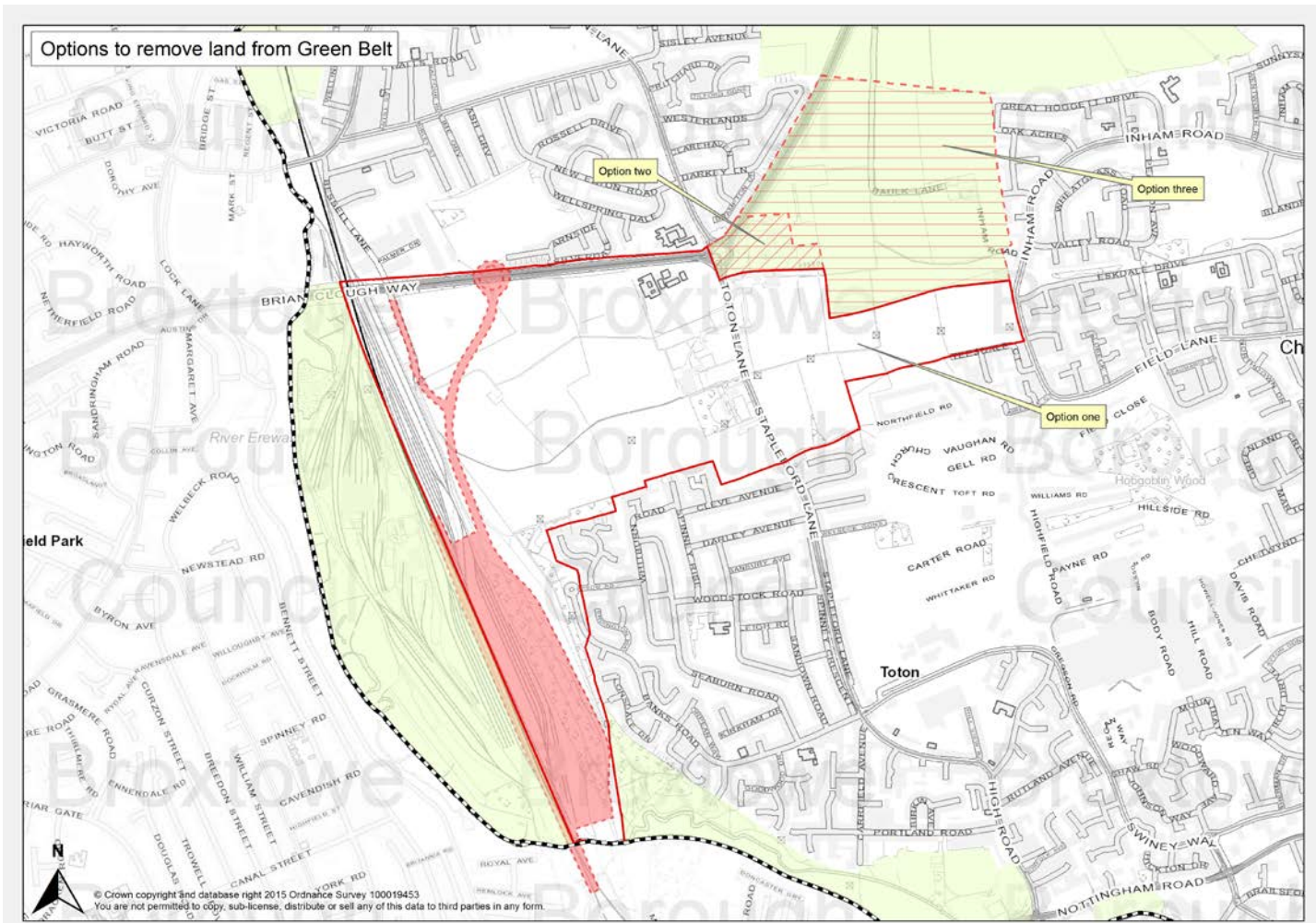
There are 5 different options proposed for Green Belt Amendments:

### Suggested boundary changes to remove further land from the Green Belt

**Option one** – Land as proposed in the Consultation (as proposed by Broxtowe Borough Council).

**Option two** – Land as proposed plus Bardills Garden Centre – to include further employment development provision (as proposed by developer).

**Option three** - Land as proposed plus Bardills Garden Centre plus additional area of land to the north of the tramline to continue line of development of Chilwell up to the A52 (as proposed by developer) – note: this option would have an impact on a local interest building.



Suggested boundary changes to retain land in the Green Belt:

**Option four** – to retain a portion of Green Belt to the south of the Station the extent of which will be dependent on land take for the station in order to provide a further Green Belt 'buffer' for Long Eaton (as requested by Erewash Borough Council).

**Option five** – to retain land to the east of Toton/Stapleford Lane within the Green Belt (as requested by Bramcote Conservation Society).

