

**Broxtowe Borough interim
Sustainability Appraisal Report for
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**

**Masterplan
Broxtowe's part 2 Local Plan**



**Broxtowe
Borough
COUNCIL**

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Introduction

1. This report is an interim Sustainability Appraisal (SA) for the proposed masterplan of the 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, as identified in Policy 2 3 a)iii) of the Broxtowe Core Strategy.
2. Broxtowe has reconsidered its approach to land in the vicinity of the proposed HS2 Station, given the potential economic and sustainable transport benefits that could result. This, along with the extension of the NET2 tram into the proposed growth area, could lead to plan led sustainable growth in the area.

Adopted Aligned Core Strategies

3. The aligned Core Strategies were adopted on 17th September 2014. This interim report provides an appraisal of the strategic location for growth supplement that Broxtowe Borough Council is proposing in the “Toton consultation on Strategic Location for growth in the vicinity of the proposed HS2 station”. This change can be viewed in the separate policy supplement consultation document. This SA takes into account changes to all supplementary text as shown in the “Toton consultation on Strategic Location for growth in the vicinity of the proposed HS2 station”.
4. This report appraises the masterplan only, with proposed details in Appendices 6 and 7 of the Report to Cabinet on 15 December 2015; a full sustainability appraisal is required for the part 2 Local Plan. The Core Strategy considered the sustainability of the area and alternatives have been proposed within the area- from no development; to development west of Toton/Stapleford Lane only, which has been the subject of planning applications; to developing the whole of the strategic location for growth.

SA Screening Methodology

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

Summary of the Appraisal

6. The Broxtowe SA team assessed the effect of the proposed update to the masterplan. In summary, the process concluded that the masterplan was

substantive enough to require a reassessment, because although the masterplan does not have local plan or Supplementary Planning Document status, it aids interested parties to interpret its sustainability.

The aim of the masterplan is to achieve sustainable development in this strategic location by making land available for a sustainable mix of uses, and providing a positive framework for local innovation and the economic structure, although a framework cannot guarantee development providers.

This masterplan, although not having local plan status, is proposed to be put forward as part of the Broxtowe part 2 Local Plan (including site Allocations) at which point a full SA of the whole plan will be undertaken.

History of Appraisal of Toton masterplan area

7. Part of the strategic location for growth at land in the vicinity of the proposed HS2 Station, to the west of Toton Lane Stapleford, was appraised at the Option for Consultation stage in 2010. The site was rejected because it was considered to be more prominent in the Green Belt than Field Farm. It was a prominent Green Belt site with significant local amenity value and there was concern that the road network around the site would not be able to cope with a significant increase in traffic movements. This appraisal concerned homes development rather than the mixed use development now proposed in the masterplan. Although the Toton area is more prominent in the Green Belt than Field Farm, the introduction of HS2 and any associated infrastructure is likely to urbanise the area in sustainability objectives terms, potentially making any new local development less intrusive.
8. An Addendum to the SA for the “Inclusion of the land in the vicinity of the proposed HS2 Station” was published in February 2013. The proposed change to the policies within the Core Strategies Publication Version were ‘scoped’ as having a substantive impact on the SA objectives in the cases of transport, employment and innovation. It is considered that the proposed change to the Core Strategies, as appraised in this addendum, materially alters the conclusions in the SA Publication Version Report (June 2012), in that a new strategic location for growth is appropriate for the sustainability of the plan area.
9. No further specific SA of the site was required in the SA of the proposed Main Modifications to the Aligned Core Strategies Publication Version published in March 2014 and so the conclusion of the site specific addendum of February 2013 was recommended by the Planning Inspector and adopted by the Council in September 2014.
10. Subsequent to the Aligned Core Strategies Publication Version, a strategic location for growth at land in the vicinity of the proposed HS2 Station in Broxtowe (Core Strategy Policy 2) was proposed in order to meet the development needs of the area in a sustainable way. This is subject to further consultation on the appropriate mix, amount and location of new development in this location with regard to the minimum development requirements specified in the Core Strategy. These Core Strategy requirements are a minimum of:

- 500 homes
- 18,000 square metres of employment land
- 16 hectares of green infrastructure
- Not prejudicing the potential tram route to the station
- Not prejudicing the vehicle route to the station

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

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

The relevant background information is available through the Document link on the webpage.

11. This strategic location for growth should help ensure that the Local Plan as a whole delivers sustainable development at a strategic location within the plan area. For the sake of consistency and in order to maintain a comprehensive approach to SA process for the Local Plan it was decided to undertake an interim Sustainability Appraisal of the new site area. It is considered necessary to re-appraise alternative scenarios and the new sustainability evidence, although, this SA does not appraise the HS2 project in itself as that is being done by the [Government](#). This will have duty to cooperate sustainability implications with Erewash Borough to the west, especially the Sandiacre Lock Conservation Area. In the case of the formerly rejected proposal in this part of the strategic location for growth and, indeed, its extension, the issue is whether the evidence that has emerged, including this SA, is so overwhelming that the Council might reconsider its proposals in the masterplan.
12. The SA schedule for the site can be viewed at Appendix 3. The result of the full appraisal can be viewed at Appendix 4. Alternative scenarios of no masterplan or allocation, and maximising built development in the location are included as Appendix 5. As the location has a SA for the Core Strategy policy it is considered that re-distribution of land uses within the location has no significant effects on sustainability which are not amalgamated within the SA evidence. Within the appraisal, it was also noted that, when making assessment of the proposal, reference will need to be made to all relevant policies within the local plan rather than the strategic location for growth alone. Therefore, although the strategic location for growth on its own is sustainable development, other policies will restrict or protect the effects of this development.
13. Overall the process highlighted the strategic location for growth as being likely to have positive effects on most of the SA objectives, except the 'environmental' ones - environment, biodiversity and green infrastructure; landscape and, natural resources and flooding- but the only significant impact is considered to be on the landscape objective; whereas the impacts on the employment,

economic structure, housing, innovation, social, health, and especially the transport, objectives are likely to be significantly positive. Sustainability has significantly improved as a result of the more certain proposal presented by the masterplan, including potentially more employment provision and economic development land use especially to the west, a health facility, defined green infrastructure and planned enhanced social infrastructure especially connected with the schools and sports facilities.

14. The alternative of no masterplan (contrary to Local Plan policy) has significant negative effects for the Borough on housing, health, employment, innovation and economic structure.

Increasing the developable area, especially for the alternative scenario of expanding the masterplan boundary beyond that shown below in order to re-distribute development and especially to significantly exceed the minimum of 500 homes, has a more positive effect on housing but a corresponding more negative effect on the landscape (in the Green Belt).

Likely Significant Effects of the masterplan

15. It is considered that the proposed masterplan, going forward to the part 2 Local Plan, will have a material effect on the SA objectives beyond those set out in Table 23 ('likely significant effects') of the SA Publication Version June 2012. Table 23 details the anticipated short, medium, long, permanent, temporary, secondary and cumulative/synergistic effects of the plan against each Sustainability Objective. The material effect is that this strategic location for growth offers the optimum sustainable location based on the transport objective, given the proposed HS2 station and route, NET2 line including park and ride; and enhancement that can be made to bus, cycling, walking routes and Green Infrastructure.

Conclusion

16. The proposed masterplan is 'scoped' as having a substantive impact on the SA objectives in the cases of transport, employment and innovation; and the significantly enhanced formal Green Infrastructure provision will mitigate the negative environmental effects alongside the built development. It is considered that the proposed masterplan, as appraised in this interim report, materially alters the conclusions in the SA Publication Version Report (June 2012), in that a new strategic location for growth and its proposed land uses distribution and boundary is appropriate for the sustainability of the plan area. With this significant change having necessarily been made to part of the appraisal within Broxtowe, the SA is robust and a credible Report which has been prepared in conformity with the required legislation.

Habitats Regulations Assessment

17. It was considered that no additional effects will arise and impact on the prospective Special Protection Area as a result of the proposed Main Modifications to the Aligned Core Strategies Publication Version, including this site, and the distribution of housing in the Aligned Core Strategies. The wider habitats effects of HS2 itself will be dealt with separately by the Government.

Appendix 1: Screening Exercise

Policy	Do changes to the policy significantly affect likely sustainability implications?	Further SA Required	Comments
A Presumption in Favour of Sustainable Development	Yes, the masterplan is intended to achieve sustainable development.	No, Core Strategy SA compliant	
1 Climate Change	No		
2 Spatial Strategy (leading part 2 Local Plan)	Yes. Strategic location for growth supplementary masterplan.	Yes, partial review	Masterplan gives greater certainty over the sustainability of the Plan by specifically identifying the geographical impact of development, for example, where the planned housing numbers and other development will go, and their effects.
3 Green Belt	No	No, but partial review will be connected to proposed addition to Policy 2 in subsequent local plan	The inclusion of the strategic location for growth in Policy 2 will require a full sustainability appraisal as part of the whole part 2 Local Plan.
4 Employment Provision and Economic Development (leading part 2 Local Plan)	Yes, partial. Strategic location for growth supplementary masterplan.	Yes	Masterplan gives greater certainty over the sustainability of the Plan by specifically identifying the geographical impact of development, for example, where the other development will go, and its effects; plus a likely significant increase in economic development.
5 Nottingham City Centre	No		

Policy	Do changes to the policy significantly affect likely sustainability implications?	Further SA Required	Comments
6 The Role of Town and Local Centres	No		
7 Regeneration	No		
8 Housing Size, Mix and Choice	No		
9 Gypsies, Travellers and Travelling Showpeople	No		
10 Design and Enhancing Local Identity	No		
11 Historic Environment	No		
12 Local Services and Healthy Lifestyles	No		
13 Culture, Sport and Tourism	No		
14 Managing Travel Demand	No		

Policy	Do changes to the policy significantly affect likely sustainability implications?	Further SA Required	Comments
15 Transport Infrastructure Priorities	Yes	No, sustainability appraisal and Strategic Environmental Assessment effects are considered in project programmes and transport plans, including the HS2 phase two initial preferred scheme	Reference the relevant transport scheme evidence, especially the HS2 phase two initial preferred scheme
16 Green Infrastructure, Parks and Open Space	Yes	No	Significant increase in publicly accessible GI
17 Biodiversity	Yes	No	Associated with GI provision as above
18 Infrastructure	No		
19 Developer Contributions	No		

Appendix 2: Refined Sustainability Appraisal Framework

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

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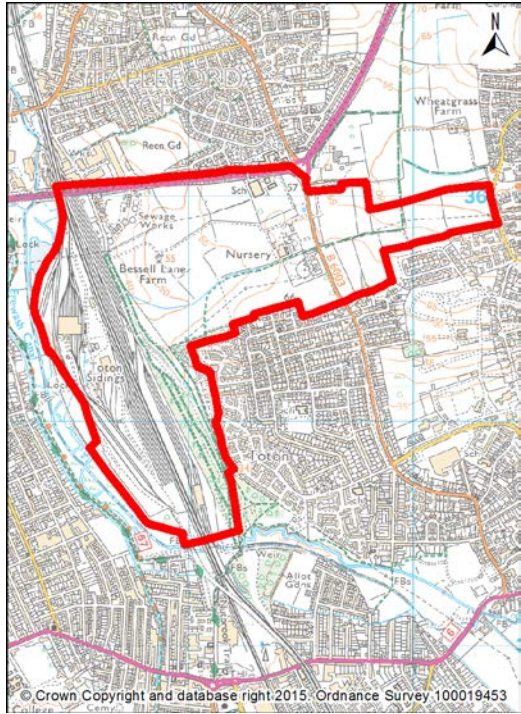
SA Objectives	Decision Making Criteria	Indicators
<p>6. Environment, Biodiversity and Green Infrastructure</p> <p>To increase biodiversity levels and protect and enhance Green Infrastructure and the natural environment across the plan areas</p>	<ul style="list-style-type: none"> • Will it help protect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

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SA Objectives	Decision Making Criteria	Indicators
<p>10. Energy and Climate Change</p> <p>To minimise energy usage and to develop the area's renewable energy resource, reducing dependency on non-renewable sources</p>	<ul style="list-style-type: none"> • Will it improve energy efficiency of new buildings? • Will it support the generation and use of renewable energy? • Will it support the development of community energy systems? • Will it support the development of community energy systems? • Will it ensure that buildings are able to deal with future changes in climate 	<p>Energy use – renewables and petroleum products</p> <p>Energy use (gas/electricity) by end user</p> <p>Renewable energy capacity installed by type</p>
<p>11. Transport</p> <p>To make efficient use of the existing transport infrastructure, help reduce the need to travel by car, improve accessibility to jobs and services for all and to ensure that all journeys are undertaken by the most sustainable mode available</p>	<ul style="list-style-type: none"> • Will it use and enhance existing transport infrastructure? • Will it help to develop a transport network that minimises the impact on the environment? • Will it reduce journeys undertaken by car by encouraging alternative modes of transport? • Will it increase accessibility to services and facilities? 	<p>Accessibility to education sites, employment sites, health care, leisure centres, open space, shopping centres</p> <p>Change in road traffic mileage</p> <p>Development of transport infrastructure that assists car use reduction</p> <p>Levels of bus and light rail patronage</p> <p>New major non-residential development with travel plans</p> <p>People using car and non-car modes of travel to work</p> <p>Railway station usage</p> <p>Road traffic levels</p>
<p>12. Employment</p> <p>To create high quality employment opportunities</p>	<ul style="list-style-type: none"> • Will it improve the diversity and quality of jobs? • Will it reduce unemployment? • Will it increase average income levels? 	<p>Average annual income</p> <p>Benefit claimants</p> <p>VAT business registration rate, registrations, deregistrations</p> <p>Businesses per 1000 population</p> <p>Employment rate</p> <p>Jobs</p> <p>New floor space</p> <p>Shops, vacant shops</p> <p>Unemployment rate</p>
<p>13. Innovation</p> <p>To develop a strong culture of enterprise and innovation</p>	<ul style="list-style-type: none"> • Will it increase levels of qualification? • Will it create jobs in high knowledge sectors? • Will it encourage graduates to live and work within the plan areas? 	<p>15 year olds achieving 5 or more GCSEs at Grade A* - C</p> <p>19 year olds qualified to NVQ level 2 or equivalent</p> <p>21 year olds qualified to NVQ level 3 or equivalent</p> <p>Working age population qualifications</p>
<p>14. Economic Structure</p> <p>To provide the physical conditions for a modern economic structure including infrastructure to support the use of new technologies</p>	<ul style="list-style-type: none"> • Will it provide land and buildings of a type required by businesses? • Will it improve the diversity of jobs available? • Will it provide the required infrastructure? • Will it provide business/university clusters 	<p>Completed business development floorspace</p> <p>Land developed for employment</p> <p>Employment land lost</p> <p>Employment land allocated</p> <p>Profile of employment by sector</p>

Appendix 3

SA site schedule: Strategic Location for growth in the vicinity of the proposed HS2 station

Details		Location:
Site Name:	Strategic Location for growth in the vicinity of the proposed HS2 station	
ACS Reference:	Policy 2.3.a)iii)	
Location:	Area either side of Toton/Stapleford Lane	
Local Authority:	Broxtowe Borough Council	
Direction for Growth:	Sites G2 and G3 Appraisal of Sustainable Urban Extensions (June 2008)	
SA Map Site ref:		
Assumed Capacity:	154ha.	

Environmental Characteristics	
Flood Risk:	Site in Flood Zone 1, 26.7% (41ha) Flood Zone 2, 13.5% (20.7 ha) Flood Zone 3
Formal Open Space network :	2.3% (3.5ha) covered by Banks Road Public Open Space
SSSI:	0% of area covered by SSSI
Local Wildlife Site (LWS) :	0.6% (0.9ha) Toton Sidings Riverside LWS, 8.2% (12.7ha) Toton Sidings LWS
Local nature reserves (LNR) :	1.8% (2.8ha) Toton Fields LNR
Ancient Woodland:	0% of area covered by Ancient Woodland
Air quality:	0% of area in Air Quality Management Areas
Green Belt:	100% of area covered by Nottinghamshire Green Belt
Greenwood Community Forest:	0% of area covered by Greenwood Community Forest
Historic Characteristics	
Listed Buildings:	0
Conservation areas:	Part in Broxtowe; but in the setting of the Sandiacre Lock CA which is mainly in Erewash Borough

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Registered Parks & Gardens:	0 % of area covered by Registered Parks & Gardens
Scheduled Monuments:	0
Accessibility Characteristics	
Distance to nearest bus/NET stops:	Bus Route Nottsbus Connect 510 runs hourly. The NET Phase 2 extension to Bardills Island constitutes, as noted by the Planning Inspector for the 2004 Local Plan, a very strong argument for development that can be linked to sustainable transport. Bus Route Link17 runs from Toton, Stapleford, Sandiacre and Long Eaton to the tram stop every 30 minutes throughout the daytime.
Distance to nearest Schools (separated by primary & secondary):	Banks Road Infant & Nursery and Bispham Drive Junior School on estate to the south/south-west; Chetwynd Primary Academy 1 km to the south east; George Spencer Academy in the area.
Distance to nearest GP surgeries:	Toton Surgery, 2 Banks Road, 1/2 km. to south.
Distance to nearest retail facilities (eg Post Offices / supermarket / shopping centres):	Toton Sub Post Office to south; local shopping centre at Woodstock Road on estate to south, Tesco Extra to south east; Chilwell Retail Park 1 km. to south; Stapleford District Centre 1.5km. to north.
Distance to nearest community facilities (eg community centres / leisure centres / libraries):	Greenwood Community Centre at Chester Green 1 km to south; Chilwell Olympia Sports Centre 2km to south east; Toton Library 1km to south east.

Appendix 4: Appraisal of masterplan for 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

Policy part appraisal masterplan														
														Very major/important positive
														Major positive
														Moderate to major positive
														Moderate positive
								?						Minor positive
1. Housing	2. Health	3. Heritage	4. Crime	5. Social	6. Environment, Biodiversity & Green Infrastructure	7. Landscape	8. Natural Resources & flooding	9. Waste	10. Energy and Climate Change	11. Transport	12. Employment	13. Innovation	14. Economic Structure	? = unknown impact No fill = negligible impact or No
								?						Minor negative
														Moderate negative
														Moderate to major negative
														Major negative
														Very major/important negative

SA Objectives	Appraisal : Policy appraisal masterplan 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 and new economic development	Ideas for mitigation
1. Housing	Confirmed early delivery of 500 homes at Land in the vicinity of the proposed HS2 Hub Station. Associated affordable housing would be viable in this strong housing sub market. Overall the delivery may be affected by access, transport infrastructure to connect to the HS2 station.	Negotiation for affordable housing, at least of the policy minimum. Delivery of IDP.
2. Health	Large area gives greater potential for additional health facilities. General health benefits of new housing but expected delivery of homes as mentioned above. New health facility proposed.	Health related planning obligations.
3. Heritage	Erewash Borough Council has the Sandiacre Lock Conservation Area mainly within its area.	Cooperate with Erewash Borough Council on design. Have reference to the Sandiacre Lock Management Plan.
4. Crime	New possibilities for crime	Design out crime.
5. Social	Extends a relatively modern suburban area. New community facilities proposed in masterplan.	New cultural facilities.
6. Environment, Biodiversity and Green Infrastructure	Will affect a wildlife corridor. Enhanced green infrastructure provision as evidence has been prepared.	Planned green infrastructure.
7. Landscape	Larger area than previous proposals will have increased landscape impact in an area of strong character according to the LCA for Greater Nottingham, 2009, although its condition is moderate.	Woodland planting.
8. Natural Resources and Flooding	Land take potentially greater than previous similar options. Increase in potential Flood Zone 2 land use in the west.	Use of Sustainable Drainage Systems (SuDS). Application of Sequential and exception test if required. Close liaison with the EA relating to flood mitigation work for the HS2 station. Cooperative working with the Environment Agency, the lead local flood authority (LLFA) and HS2 on a flood mitigation strategy.
9. Waste	No abnormal requirements.	

SA Objectives	Appraisal : Policy appraisal masterplan 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 and new economic development	Ideas for mitigation
10. Energy and Climate Change	Larger site than other options in Broxtowe presents possibilities for renewable energy generation and energy saving technologies on site. Proximity of HS2 access provides opportunities for mitigation of climate change impact from alternative longer journey modes of transport in the long term.	Maximise energy and climate change gains from planning obligations. Integrate development with HS2 provision.
11. Transport	Area has potential adjacent access to all sustainable transport modes- HS2 in the long term, NET2 and its potential extension into the Hub station, bus services, cycling and pedestrian facilities, and a Greenway route	Implement Policy 14
12. Employment	A larger area than previous proposals offers opportunity for an enhanced mixed use development providing employment. In the long term, HS2 may attract development providing for ABC1-2 social grade occupational people.	This Masterplan for mixed use, employment growth generating development; and the HS2 Growth Strategy for the East Midlands Hub
13. Innovation	Integrate development with HS2 provision. Development here may be significant to innovation within Greater Nottingham through HS2 attracting ABC1 social graded population and helping to retain graduates in the long term. The site may be of interest to the Universities in the East Midlands.	Implement Policy 8
14. Economic Structure	In the long term, HS2 may attract similarly high tech infrastructure to support the local economy.	Implement Policy 4

Appendix 5: Appraisal of masterplan for 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
If site was not planned for or allocated

Policy part appraisal masterplan														
														Very major/important positive
														Major positive
														Moderate to major positive
														Moderate positive
														Minor positive
1. Housing	2. Health	3. Heritage	4. Crime	5. Social	6. Environment, Biodiversity & Green Infrastructure	7. Landscape	8. Natural Resources & flooding	9. Waste	10. Energy and Climate Change	11. Transport	12. Employment	13. Innovation	14. Economic Structure	? = unknown impact No fill = negligible impact or No
														Minor negative
														Moderate negative
														Moderate to major negative
														Major negative
														Very major/important negative

SA Objectives	Appraisal : Policy appraisal masterplan 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 and new economic development	Ideas for mitigation
1. Housing	Site is a potential major contributor to 5 year land supply for homes and is the most sustainable location for them still to be granted planning permission in Broxtowe, as identified by the Core Strategy.	Allocate alternative significantly less sustainable locations potentially with lower affordable homes provision.
2. Health	No new health facility would be provided lowering choice. Homes are an acknowledged major contributor to health and poorer provision would have a significant negative effect.	Increased health and social care facilities needed elsewhere.
3. Heritage	Moderate positive contribution to neighbouring heritage assets as in the short term the Core Strategy led development would not be delivered which would preserve the setting.	
4. Crime		
5. Social	New community facilities potentially provided for by the development would be lost.	Alternative new cultural facilities.
6. Environment, Biodiversity and Green Infrastructure	No effect on environment and biodiversity here but negative effects may be displaced as homes would have to be provided elsewhere on potentially more sensitive sites. Potential new GI would not be gained where none exists currently.	Planned green infrastructure elsewhere.
7. Landscape		
8. Natural Resources and Flooding		
9. Waste		
10. Energy and Climate Change		
11. Transport	Development may be displaced to probably less accessible locations negating the benefits of HS2, NET and other proposed new transport infrastructure.	Development elsewhere would require unplanned infrastructure, affecting the viability of sites where the developer would be the likely funder.

SA Objectives	Appraisal : Policy appraisal masterplan 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 and new economic development	Ideas for mitigation
12. Employment	The employment provision and economic development would be lost.	Would negatively affect the HS2 Growth Strategy for the East Midlands Hub. At best would displace employment to elsewhere in the Borough but to less viable locations; at worst, employment would be translocated to other local authority areas probably in less sustainable locations given that the Government has identified Toton as the location for its most significant current transport project.
13. Innovation	This potentially attractive location adjacent to the current most innovative piece of national transport infrastructure would be lost.	At best would displace innovative development to elsewhere in the Borough but to less viable locations; at worst, innovative development would be translocated to other more welcoming local authority areas probably in less sustainable locations given that the Government has identified Toton as the location for its most significant current transport project. Also, innovative development is by nature different to other economic development in that it is wholly new taking advantage of the inspiration of new area based infrastructure in a cluster, a business environment which may not be replicated elsewhere in the Borough.
14. Economic Structure	This site has been identified as the most strategic in Broxtowe and therefore its loss would dismantle the best case scenario for economic structure in this plan period.	Alternative, probably more minor development elsewhere.

Appendix 5: Appraisal of masterplan for 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
Allocating the whole of the strategic location for growth for built development

Policy part appraisal masterplan														
														Very major/important positive
														Major positive
														Moderate to major positive
														Moderate positive
														Minor positive
1. Housing	2. Health	3. Heritage	4. Crime	5. Social	6. Environment, Biodiversity & Green Infrastructure	7. Landscape	8. Natural Resources & flooding	9. Waste	10. Energy and Climate Change	11. Transport	12. Employment	13. Innovation	14. Economic Structure	? = unknown impact No fill = negligible impact or No
														Minor negative
														Moderate negative
														Moderate to major negative
														Major negative
														Very major/important negative

SA Objectives	Appraisal : Policy appraisal masterplan 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 and new economic development	Ideas for mitigation
1. Housing	May increase homes provision as envisaged by the Planning Inspectors insertion of a “minimum” of 500 for the location. Additional affordable housing would be viable in this strong housing sub market. Overall the delivery may be affected by access, transport infrastructure to connect to the HS2 station.	Negotiation for affordable housing, at least of the policy minimum. Delivery of IDP.
2. Health	Large area gives greater potential for additional health facilities. General health benefits of new housing but expected delivery of homes as mentioned above. New health facility proposed.	Health related planning obligations.
3. Heritage	Erewash Borough Council has the Sandiacre Lock Conservation Area mainly within its area. Development to the east has progressively lower effect on the heritage assets to the west in Erewash.	Cooperate with Erewash Borough Council on design. Have reference to the Sandiacre Lock Management Plan.
4. Crime	New possibilities for crime	Design out crime.
5. Social	Extends a relatively modern suburban area. New community facilities proposed in masterplan.	New cultural facilities.
6. Environment, Biodiversity and Green Infrastructure	Will affect a wildlife corridor. Enhanced green infrastructure provision as evidence has been prepared.	Planned green infrastructure.
7. Landscape	Larger area than previous proposals will have increased landscape impact in an area of strong character according to the LCA for Greater Nottingham, 2009, although its condition is moderate. Progressive enlargement of the developable area would have equally larger effect on the landscape, especially to the east which becomes progressively more sensitive(prominent).	Woodland planting.
8. Natural Resources and Flooding	Land take potentially greater than previous similar options. Increase in potential Flood Zone 2 land use in the west. Equivalent enlarged effect but mitigated by the fact that some of the development may be displaced from more sensitive areas.	Use of Sustainable Drainage Systems (SuDS). Application of Sequential and exception test if required. Close liaison with the EA and LLFA relating to flood mitigation work for the HS2 station.
9. Waste	No abnormal requirements.	

SA Objectives	Appraisal : Policy appraisal masterplan 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 and new economic development	Ideas for mitigation
10. Energy and Climate Change	Larger site than other options in Broxtowe presents possibilities for renewable energy generation and energy saving technologies on site. Proximity of HS2 access provides opportunities for mitigation of climate change impact from alternative longer journey modes of transport in the long term.	Maximise energy and climate change gains from planning obligations. Integrate development with HS2 provision.
11. Transport	Area has potential adjacent access to all sustainable transport modes- HS2 in the long term, NET2 and its potential extension into the Hub station, bus services, cycling and pedestrian facilities, and a Greenway route	Implement Policy 14
12. Employment	A larger area than previous proposals offers opportunity for an enhanced mixed use development providing employment. In the long term, HS2 may attract development providing for ABC1-2 social grade occupational people.	This Masterplan for mixed use, employment growth generating development; and the HS2 Growth Strategy for the East Midlands Hub
13. Innovation	Integrate development with HS2 provision. Development here may be significant to innovation within Greater Nottingham through HS2 attracting ABC1 social graded population and helping to retain graduates in the long term. The site may be of interest to the Universities in the East Midlands.	Implement Policy 8
14. Economic Structure	In the long term, HS2 may attract similarly high tech infrastructure to support the local economy.	Implement Policy 4