



Broxtowe
Borough
COUNCIL

Broxtowe Borough Council

Response to Matter 7:

Toton Strategic Location for Growth

November 2018

BROXTOWE LOCAL PLAN PART 2 EXAMINATION

MATTERS, ISSUES AND QUESTIONS

Main Built Up Area Site Allocations

In responding to the questions on site allocations the Council should identify and address specific key concerns raised in representations e.g. in terms of adverse impacts, delivery etc

ISSUE: Whether the proposed site allocations are justified, effective and consistent with the Framework and the ACS.

Matter 7 Toton Strategic Location for Growth

1. What evidence is there that the site will be available, sustainable, viable and deliverable within the plan period?

- 1.1. There has been extensive dialogue with all stakeholders to ensure that these points are fully addressed. This includes the [Opun Design Review \(OPUN/08\)](#), Site specific workshop (detailed in the [consultation statement \(CD/20\)](#)), specific discussions with the site promoter's development team, Chetwynd: Toton and Chilwell Neighbourhood Forum and Nottinghamshire County Council amongst others ([also detailed in consultation statement CD/20](#)).
- 1.2. The site Key Development Requirements include the residential development to be located towards the southern part of the site which is greenfield, this land has no ownership constraints preventing early delivery in line with the trajectory. All infrastructure, viability and delivery issues were fully addressed with the approval of an Outline Planning Application ([12/00585/OUT](#)), the signed S106 agreement and/or planning conditions included all necessary infrastructure to ensure the comprehensive delivery of 500 homes and this included the undergrounding of the electricity pylons. There has been a Reserved Matters application ([17/00499/REM](#)) approved for part of this site. The site is in one of the strongest parts (Toton) of the strongest housing sub-market in Broxtowe (Beeston) ([VI/01](#)). These positive viability trends will be amplified with the construction of a HS2 hub station.
- 1.3. The Sustainability Appraisal ([CD/12](#) and [CD/13](#)) indicates the sustainability credentials of the site; the allocation was fully addressed in principle through the Aligned Core Strategy (ACS) (see [site selection document \(CD/26\)](#)). The exceptional circumstances for Green Belt release relating to this site were considered through the ACS process and found to be lawful by the high court judge when considering a legal challenge to the adoption of the ACS ([PD/03](#)), these exceptional circumstances still apply (see [site selection document \(CD/26\)](#)).

- 1.4. The [Green Belt review \(PD/13\)](#) indicated that the long term defensible boundaries are the A52 and the NET tramline and the allocation is in accordance with this evidence. The site size to be removed from the Green Belt is 154 hectares of which 12.5 hectares net would be required for the residential scheme (500 homes at 40 dwellings per hectare) this allows for the ambitions set out in the [Growth Strategy \(HS2/06\)](#) to be fully addressed with further development to be considered through the ACS Review.

2. Having regard to MM3, are the Key Development Requirements appropriate and justified?

- 2.1. Yes, these are the result of extensive dialogue with the local community, infrastructure providers and HS2 as evidenced in the [Consultation Statement \(CD/20\)](#) and are aimed at addressing some of the more detailed points regarding comprehensive development. These follow changes to the governance arrangements agreed by the East Midlands HS2 Strategic Board on 29th May 2018¹. This is part of comprehensive joint working arrangements in the East Midlands with the focus now shifting to delivery following agreement from East Midlands partners on the Growth Strategy [\(HS2/06\)](#) which was published in September 2017. There have been initial meetings of the Toton Hub Station Delivery Board and a Toton Planning and Delivery Routemap is evolving which includes reference to the significance of achieving a Local Plan allocation on this site which is consistent with the principles set out in the Growth Strategy.
- 2.2. The Key Development Requirements as submitted [\(CD/04\)](#) are intended to ensure a comprehensive development of the whole site. The Policy (3.2) covers the whole allocation with additional reference to the comprehensive planning including the Chetwynd Barracks (Policy 3.1) and sets key principles which will need to be achieved through any further masterplanning and planning applications.
- 2.3. The Policy as submitted is considered to strike the appropriate balance between clarity and certainty of development expectations to facilitate the 500 homes expected to be delivered during this plan period and at the same time providing a sufficient policy context for the comprehensive development of the whole site. It is recognised that the comprehensive development of the site will be concluded beyond the current plan period and the policy as submitted provides sufficient detail to ensure that any further masterplanning and / or planning applications will be consistent with the key principles as set in the Key Development Requirements.

3. Should the scale of development at Toton be outlined in the Policy?

- 3.1. The plan is specific regarding the scale of development anticipated at Toton to 2028 (to be read in conjunction with the ACS to avoid repetition). The site is proposed to be developed over several years, which makes confirmation of detailed development parameters beyond 2028 impossible at this stage, and this will be fully addressed as part of the ACS Review to be concluded in December 2021 [\(LDS \(CD/24\)\)](#). The Policy as drafted refers to the balance between delivery of development in the early

¹ <http://www.emcouncils.gov.uk/HS2-Strategic-Board>

part of the Plan in line with the ACS requirements, but also builds in key principles and flexibility regarding development to come forward beyond 2028.

- 3.2. The site size at Toton is 154 ha of which 12.5 hectares (net) will be required for 500 dwellings at 40dph. This leaves significant scope for an uplift in development consistent with principles set out in the Growth Strategy ([HS2/06](#)). It is more difficult to be explicit at Toton in comparison to Chetwynd regarding site capacity largely due to the higher density and scale of mixed use development anticipated around the HS2 station in particular. Chetwynd is envisaged to be a largely residential development. The review of the ACS is anticipated to be completed in 2021 and this will provide more details following the full Local Plan Review process including SA, assessment of reasonable alternatives and public consultation. This work can be progressed in tandem with more detailed masterplanning with a focus on delivery mechanisms as more details emerge.

How would the comprehensive development of the site, appropriate phasing and design principles be ensured?

- 3.3. An important component will be the ACS review with involvement from Broxtowe's Housing Market Area partners, infrastructure providers and the local community. This is an iterative process with work underway over a number of years. Completed work to date includes [Design Review \(OPUN/08\)](#), site specific Workshop (detailed in the [consultation statement \(CD/20\)](#)), background work to inform the Growth Strategy ([Growth Strategy \(HS2/06\)](#)), all of which have influenced the plan as submitted.
- 3.4. Dialogue with stakeholders including the County Council as infrastructure provider and the Neighbourhood Forum has been extensive and has been a process of ongoing discussion and agreement. This will continue through the consideration of additional work including further masterplanning and planning applications.
- 3.5. The HS2 governance arrangements referred to in response to question 2 will be fundamental in ensuring a comprehensive development of the site, and good progress is already being made. The Chancellor announced in the budget an extra £1.8m for a local delivery vehicle and existing design review work with OPUN is likely to be extended into ACS review work.

Is it sufficiently clear in the Policy how this would be achieved?

- 3.6. The Policy as submitted is considered to strike the appropriate balance between clarity and certainty of development expectations to facilitate the 500 homes expected to be delivered during this plan period and at the same time providing a sufficient policy context for the comprehensive development of the whole site. It is recognised that the comprehensive development of the site will be concluded beyond the current plan period and the policy as submitted provides sufficient detail to ensure that any further masterplanning and / or planning application will be consistent with the key principles as set in the Key Development Requirements.

What mechanisms are in place or proposed to achieve this? What work has been completed to date? How would all stakeholders be involved?

3.7. The mechanisms to achieve this and the completed work to date are referred to in paragraphs 3.3 to 3.5. Partners including The Chetwynd Neighbourhood Forum have a seat at the East Midlands HS2 Strategic Board ² and are actively involved in work to support the board. The Greater Nottingham Joint Planning Advisory Board will have an important role in co-ordinating the review of the Aligned Core Strategies for 5 Local Planning Authorities (see paragraph 4 of [Duty to Co-Operate CD/23](#)). The Core Strategy review will be subject to several rounds of public consultation. Dialogue is on-going with the landowner and delivery can be achieved in line with this Local Plan policy.

4. In the event of uncertainty or delay with the HS2 Project what would be the implications for bringing this site forward, in particular with regard to the delivery of housing in the plan period?

4.1. Nothing regarding the 500 homes. The ACS inspector concluded that the site was a sustainable and deliverable site ([PD/02](#)) irrespective of the confirmation of a HS2 station. Housing on the site was envisaged through the ACS process to be developed prior to the HS2 station and policies in this Local Plan ensure that the housing will be developed in such a way as to amount to a logical extension of Toton and not to compromise delivery of or access points to the HS2 station.

4.2. Decisions on HS2 will be clearer during the ACS review period and decisions on appropriate uplift in development can be taken through this process with more information regarding the certainty of HS2 available at that time.

5. What progress has been made in securing and delivering the Infrastructure requirements for the site summarised in Appendix A of the ACS? Are there any unresolved issues? How would these be addressed? What would be the impact of any delay in the delivery of this necessary infrastructure? Are there any cross boundary issues and how would these be resolved?

5.1. The infrastructure for the site in the ACS is substantially secured through the signed S106 agreement for the early delivery of 500 homes ([12/00585/OUT](#)).

5.2. There are no unresolved cross-boundary issues regarding infrastructure or anything else. There is a variation of condition approval ([17/00131/ROC](#)) regarding the timing of the M1 highways improvements at Junction 25 of the M1 in Erewash Borough, neither Erewash Borough Council, Derbyshire County Council or Highways England had any objection to this.

5.3. Any additional infrastructure associated with the comprehensive development of the HS2 station and wider Growth Strategy ambitions will be addressed through the HS2 Hybrid Bill, the HIF bid and additional work on establishing a local delivery body.

² <http://www.emcouncils.gov.uk/HS2-Strategic-Board>

6. In light of the above, is the delivery of dwellings on the site from 2019/20 as shown on the Housing Trajectory realistic?

- 6.1. Yes, Planning Permission and S106 addressing infrastructure requirements is in place. There will be no significant issues in securing a detailed approval in line with this Local Plan Policy (i.e. residential development toward the south of the Strategic Location for Growth). It is accepted that the 500 homes will not be complete by 2023 and with a 2019/20 start it is realistic to secure a completion of dwellings by 2024/25 in line with the trajectory.

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