

BROXTOWE GATEWAY VISION

An Alternative Vision For A Proposed Broad Location For Growth In Broxtowe

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PREFACE

The purpose of this submission is to provide a full and robust response to Broxtowe Borough Council's consultation on Proposed Changes to the emerging Core Strategy. The Council's proposed changes seek to reflect the proposal by Government for a new high speed rail line from Birmingham to Leeds, as part of a new national high speed rail network, with a station at Toton.

We don't believe that the response to high speed rail proposed by Broxtowe Borough Council is sufficiently ambitious or appropriately strategic.

This submission proposes an alternative, bolder vision.

It also reflects on related wider requirements and associated opportunities for the Core Strategy.

The potential vision set out at a high-level in this submission can overcome some existing problems and challenges, and improve the area with widespread benefits for Broxtowe and Greater Nottingham.

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EXECUTIVE SUMMARY

Our Vision And Concept For The Broxtowe Gateway

The high speed rail (HS2) station at Toton creates an opportunity to develop a new, strategic gateway development. Our vision takes a more ambitious and strategic approach than that proposed by the Council's proposed changes which risk under-selling the opportunity offered by HS2.

It takes forward the concept of a mixed-use development built around the high levels of accessibility provided by both an extended NET and HS2, and a greatly improved road network.

Our vision and concept for the Broxtowe Gateway includes:

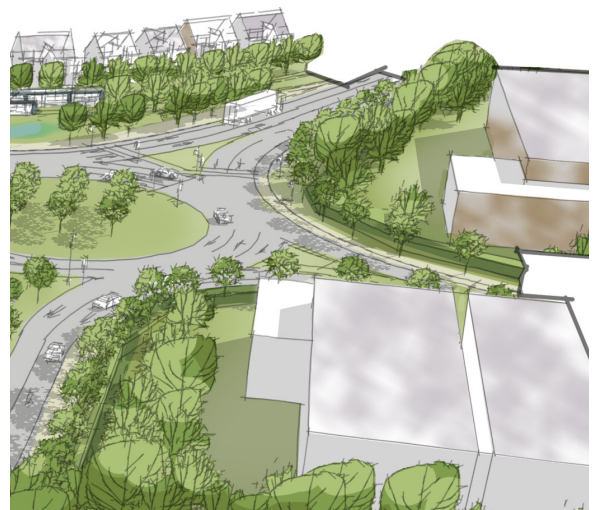
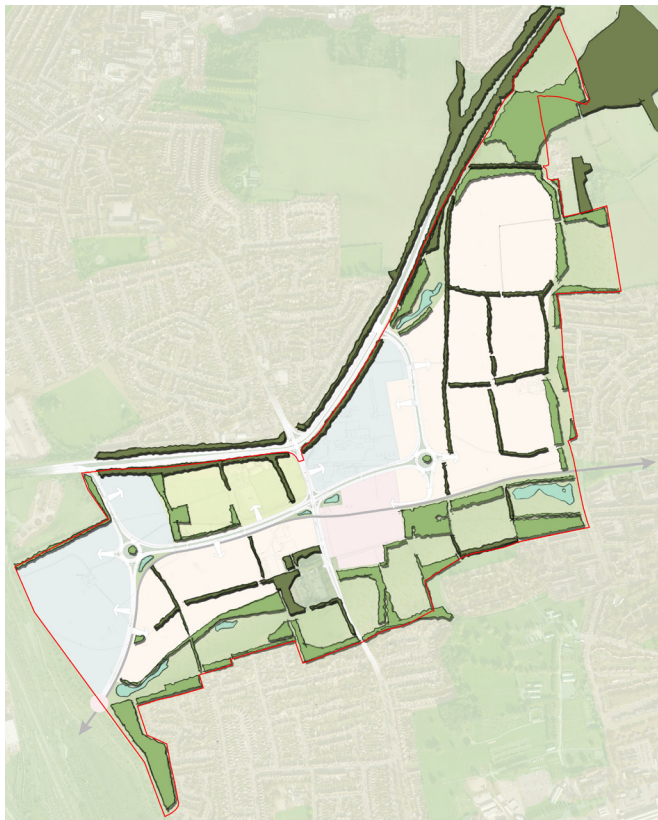
- **New works to eliminate traffic congestion;**
- **Up to 4000 new jobs¹;**
- **Retention of the Green Belt north of Toton and Chilwell;**
- **Up to 1200 dwellings alongside the NET**

Through a bold, positive response to HS2, Broxtowe Borough Council can seize the unique opportunity and potentially transformational economic advantages offered by high speed rail.

At the same time, it can create a high-quality new gateway to the Borough and wider region, providing a highly sustainable new development which meets local and wider needs over the short and longer-term.

¹ Based on HCA Employment Densities Guide, 2010 – assuming 50 acres developed at 20,000 sq.ft per acre, and 4 jobs per 1000 sq ft.'

Executive Summary - Plans



INTRODUCTION

HS2

High Speed Rail is coming to Broxtowe.

Broxtowe's High Speed Rail station at Toton will serve Greater Nottingham and Derby, as well as the wider East Midlands, as one of only two proposed stations between Birmingham and Leeds, with onward connections to Scotland. It will mean journey times to London of 51 minutes, and Birmingham of 19 minutes. Broxtowe to Paris by train will take approximately 3 hours 30mins. It will literally put Broxtowe on the international map, raising its profile, boosting existing economic sectors and employers, and transforming accessibility to new ones. It will provide access to new markets, to investment, and bring significant opportunities for economic growth.

It will mean jobs and investment.

The government has estimated that construction of the Eastern leg of the high speed network (known as HS2) alone will create around 10,000 jobs, with 1500 direct station related jobs at Toton alone. Further, more significant economic development and jobs will be generated as a result of wider 'agglomeration' impacts – businesses and supply chains attracted by the station and by the benefits of being close to it, and to each other. These benefits will only be maximised if the right land and premises are available around and close to the station.

As set out in this Vision document, with a strategic, employment led response to HS2, Broxtowe could see up to 4,000 jobs² in a new growth area associated with the station hub.

² Based on the HCA's 'Employment Densities Guide', 2nd Edition, 2010.



As a new strategic gateway, the broad location should create a high-quality place, in both physical (built) and natural environmental features and connections. Visitors to the wider region will arrive in Broxtowe from across the UK and elsewhere.

BACKGROUND & CONTEXT

Greater Nottingham & The Wider Region

High Speed Rail is a long-term initiative which enjoys cross-party support, initiated by the previous Government. The current Government is progressing the project, describing it as an ‘engine for growth’ and vital as part of national measures and investments to stimulate economic growth and to support creation of a modern, high-value and low-carbon national economy.

The Government has looked internationally and seen the benefits and opportunities high speed rail can bring³. HS2 is seen as an opportunity to “connect the historic powerhouses of the Midlands and the North and enable them to develop into a vibrant and competitive unit to counterbalance the South East”⁴. However, Government also recognises that while providing the significant national investment in the infrastructure is vital,

“to deliver these benefits there needs to be clear and strongly-led spatial and economic planning”.⁵

Broxtowe will be a key international and national gateway to Greater Nottingham and the wider region, and has an opportunity to ensure it captures the benefits and opportunities that will bring.

This document sets out a vision of the positive, appropriately ambitious local planning response which this potentially transformational initiative demands.

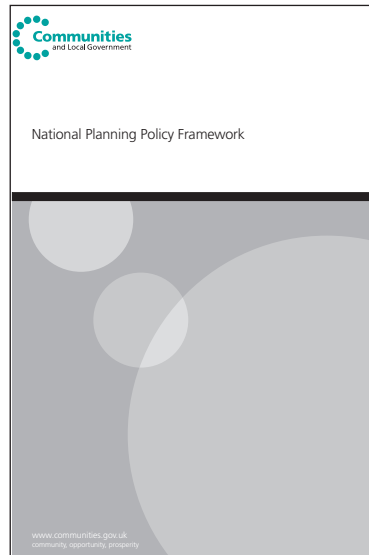
The National Planning Policy Framework (NPPF) provides clear and positive guidance on the importance of planning for economic growth. It emphasises the importance of a positive approach to meeting development needs and requires the planning system to “respond positively to wider

³ Considerable analysis and comparisons of high speed rail around the world is provided by HS2 Ltd: <http://www.hs2.org.uk/about-hs2/high-speed-rail-hs2/high-speed-rail-today>.

⁴ ‘High Speed Rail: Investing in Britain’s Future Phase Two, the route to Leeds, Manchester and beyond’, Dept for Transport, January 2013.

⁵ Para 3.5.9, ‘Economic Case for HS2: Updated appraisal of transport user benefits and wider economic benefits’, HS2 Ltd, for Dept for Transport.

opportunities for growth” (para 17), and plan proactively to support the economy. The general approach proposed in Broxtowe based around identifying a broad strategic location for growth is consistent with the NPPF guidance with regard to plan-making.



“Local Plans should indicate broad locations for strategic development.”

NPPF, para 157

However, this document proposes a larger and more ambitious broad location for growth associated with the station than the initial proposal of Broxtowe Borough Council, but one which is more appropriate given the transformational positive impact HS2 could and should have on Broxtowe.

Technical outputs from work undertaken on Highways, a Landscape assessment, and the detailed response to the Proposed Changes consultation, are attached as appendices:

- i) Planning
- ii) Highways
- iii) Landscape

“Local planning authorities should plan proactively to meet the development needs of business and support an economy fit for the 21st century.”

NPPF, para 20

WHY?

Why HS2 Is An Opportunity And Why The Council's Proposed Response Is Inadequate

The National Vision

Successive Governments have recognised the role high speed rail will play as part of wider strategy for delivering and supporting economic growth, as well as in providing a modern, efficient transport system. Delivering economic growth and development remains a key part of the national vision, and central to the background case for high speed rail which enjoys cross-party support nationally.

Phase 2 of high speed rail will cost around £18bn. It represents a significant and unique investment by Government in the nation's infrastructure, but also in the future of its economy. Estimates are that high speed rail will generate £47 billion in user benefits to businesses when the entire network is completed, as well as between £6 billion and £12 billion in wider economic benefits. These wider benefits include businesses being able to access markets and customers more easily, creating new supply chains and opportunities, and being able to recruit staff from a wider area as a result of being more accessible.

The Prime Minister, and numerous senior Government Ministers have repeatedly described high speed rail as an "engine for growth" in the UK, positioning it at the centre of their policy initiatives to rebalance and stimulate economic growth across the regions. Earlier this year, the Secretary of State for Transport, Patrick McLoughlin MP, who is a Derbyshire based MP, stated about HS2:

"I believe that we cannot simply hope for a better future; we have to build it – together. It's a once in a lifetime opportunity and I think we should seize it, for the national benefit."

Within this context, Government has emphasised the importance and the potential for HS2 to support and enable economic development and investment. As examples, HS2 Ltd, the company set up by the Department of Transport to develop and promote high speed rail says about Phase 2:

“The new station sites will provide a significant opportunity for regeneration and development, both around the stations and across the wider region. Station environs will be attractive sites for investment and new development, bringing new jobs to the area as well as new services and amenities for local communities.”

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HS2 Ltd

The Local Opportunity

The current focus is on the route of an Eastern arm of a proposed ‘Y shaped’ network as part of Phase 2 (after London to Birmingham) which would also see a route from Birmingham to Manchester. Government is proposing that on the Eastern network after Birmingham there should be an East Midlands Hub station at Toton, as well as stations serving Sheffield, and Leeds.

This is a major opportunity for Broxtowe and Greater Nottingham. It would, literally, put Broxtowe on the international map. It would make Broxtowe a key gateway for UK and international travellers, including tourists using high speed rail as a way of accessing, for example, the DH Lawrence Heritage attractions, the internationally loved legend of Robin Hood, visiting the Derwent Valley Mills World Heritage Site, and the Peak District National Park.

This creates a chance to capture the benefits of a strategic investment by Government, and to seize the potential economic, connectivity and competitiveness advantages it will bring Broxtowe, Nottingham and Derby.

The Derby Derbyshire Nottingham Nottinghamshire LEP (‘D2N2’) was quick to respond positively to the proposal, with the former Chairman stating:

“Opportunities like HS2 only come round once in a generation and we have to grab them.”

“If we want our businesses to compete in today’s global economy, we need quick, reliable connections to markets, suppliers and labour sources; and that’s precisely what HS2 will deliver.”

(Peter Richardson, D2N2 Local Enterprise Partnership, February 2013)

Enabling the delivery of the wider economic benefits referred to above are central to capturing the value of high speed rail to Broxtowe, and to Greater Nottingham. They represent the economic benefits from businesses effectively being closer together as a result of the new connectivity and shorter journey times provided by high speed rail, and can be captured through providing physical opportunities for businesses to be close together, and close to the station itself. Government is clear that:

“to deliver these benefits there needs to be clear and strongly-led spatial and economic planning”.⁶

This has clear and direct implications for the land-use planning in Broxtowe. There are signs that the Council understands the significance of the high speed rail proposal, with the Proposed Changes consultation documents acknowledging that the introduction of HS2 “materially alters” the earlier conclusions reached about development in this location, and that in the context of both high speed rail and the NET 2 line (now under construction) this area “offers the optimum sustainable location based on the transport objective” (para 13, Broxtowe Borough Council’s Sustainability Appraisal Report).

Despite this implicit recognition of the fundamental change it represents, the Proposed Changes to the Core Strategy are not bold or ambitious enough. The proposed response by Broxtowe Borough Council falls somewhat short of properly reflecting or capturing the scale of the opportunity, and

⁶ Para 3.5.9, ‘Economic Case for HS2: Updated appraisal of transport user benefits and wider economic benefits’, HS2 Ltd, for Dept for Transport.

greatly risk failing to secure the benefits on offer. It is vital that Broxtowe and Greater Nottingham ensure their local planning response is befitting of the high speed rail opportunity.

**“This area offers the optimum sustainable location
based on the transport objective.”**

(Broxtowe Borough Council's Proposed Changes Sustainability Appraisal Report)



High speed rail will attract businesses and employers to the station, and to the advantages of being near each other. Opportunities exist to provide a high-quality employment led development adjacent to the new station.

WHERE?

An Alternative Broad Location For Growth

The area associated with the station will be attractive to employers and investors keen to make use of the new connections and access it will provide. The Council has already assumed a mixed-use approach to development, and our vision also assumes that this location has a potentially vital role to play in the provision of high-quality, well located and accessible housing land. We believe a mixed-use development served by NET and new high-speed rail should form a core part of the emerging Core Strategy for Broxtowe in the context of high levels of housing need within the Borough and wider Housing Market Area.

The Council's Proposed Changes are explicit in suggesting development should be limited to West of Toton Lane, with limited development potentially located south of the NET line to the East. Reference is made to high-level assessments made several years ago of the sustainability of development locations around Greater Nottingham, and to concerns about landscape impact of any development on a larger scale. But, the supporting documentation associated with the Council's Proposed Changes consultation has recognised that the introduction of high speed rail, in addition to the NET, have 'materially altered' the relative sustainability and suitability of development in this location.

The Council's consultation documents recognise that the introduction of high speed rail, in addition to the NET, have "materially altered" the relative sustainability and suitability of development in this location.

Therefore, our proposal takes a more strategic approach to the identification of the broad location for development.

To inform this vision for Broxtowe Gateway, a thorough site based analysis of the landscape has been undertaken. It has drawn upon the previous landscape appraisals undertaken at Greater

Nottingham and County levels, and has been supplemented by an updated baseline review. This has included on site survey and appraisal work. The detailed report from this analysis is attached as Appendix iii.

It recognises that while this location represents a varied urban edge, it is an unremarkable landscape, and is consistent with the Greater Nottingham Landscape Assessment which described the strength of character as “Moderate to Weak”. That earlier study had advised that the area is heavily influenced by the urban environment. Our analysis recognises some features of value and interest, but that overall the landscape is not of high quality.

Similarly, the Tribal⁷ work of 2010 considered this area, and recognised the amenity value to local residents but also noted its development potential. Tribal explicitly recognised the A52 as a “defensible barrier” in strategic terms.

“Although this is a strategic Green Belt gap...the NET extension is projected to terminate here, strengthening the case for some development here”;

“Thanks to the defensible barrier of the A52, it could be regarded more properly as a northern expansion of Chilwell”

Tribal, with reference to ‘Area G’, and south of Common Lane

Our landscape analysis concludes that land within the area both east and west of Toton Lane can assimilate mixed use development. The new place has the potential to deliver an extensive array of landscape, amenity and environmental proposals, and to form an exemplar of Green Infrastructure provision.

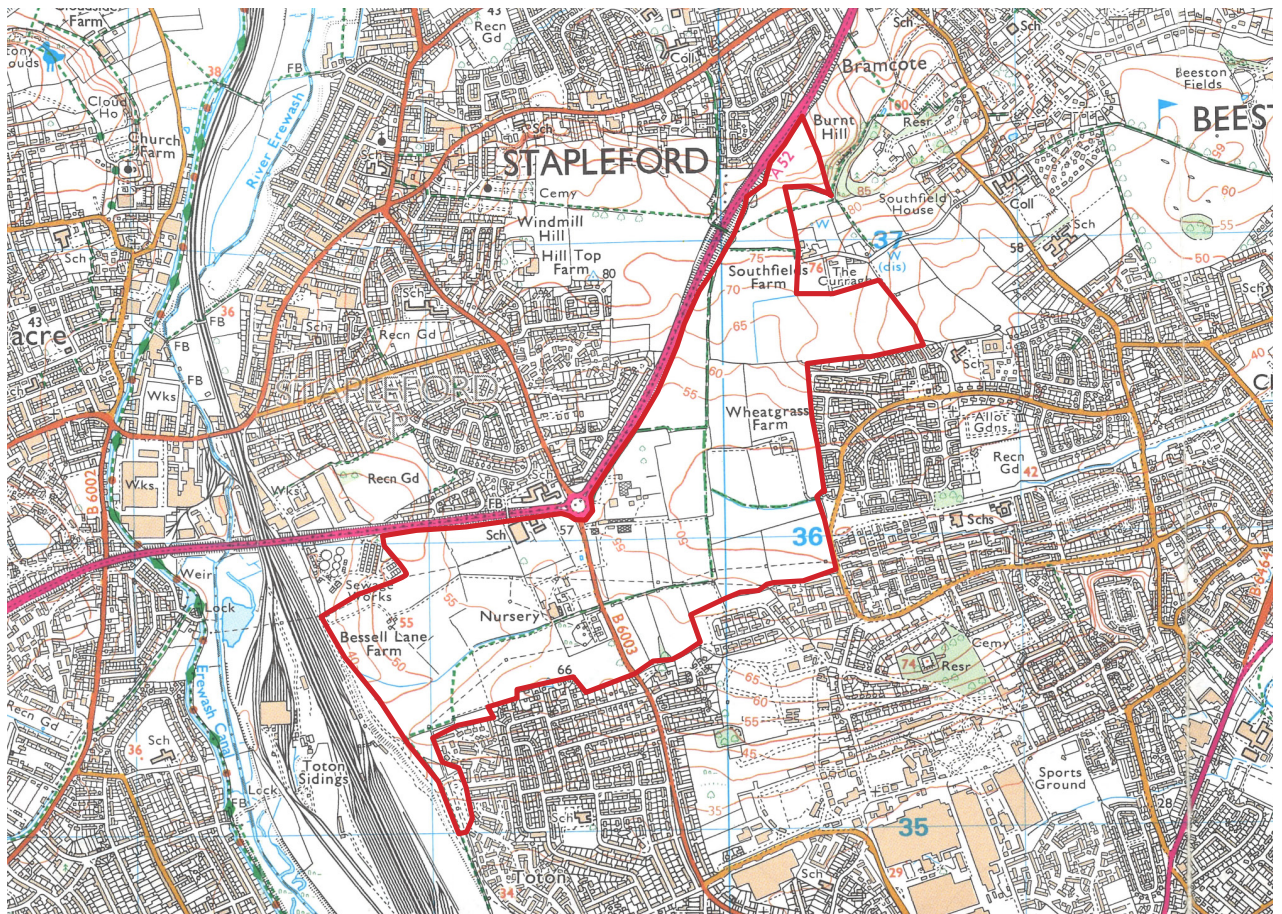
As described in Appendix iii, the most important reasons given by Tribal for discounting this area

⁷ Greater Nottingham Sustainable Locations for Growth, Tribal, Feb 2010.

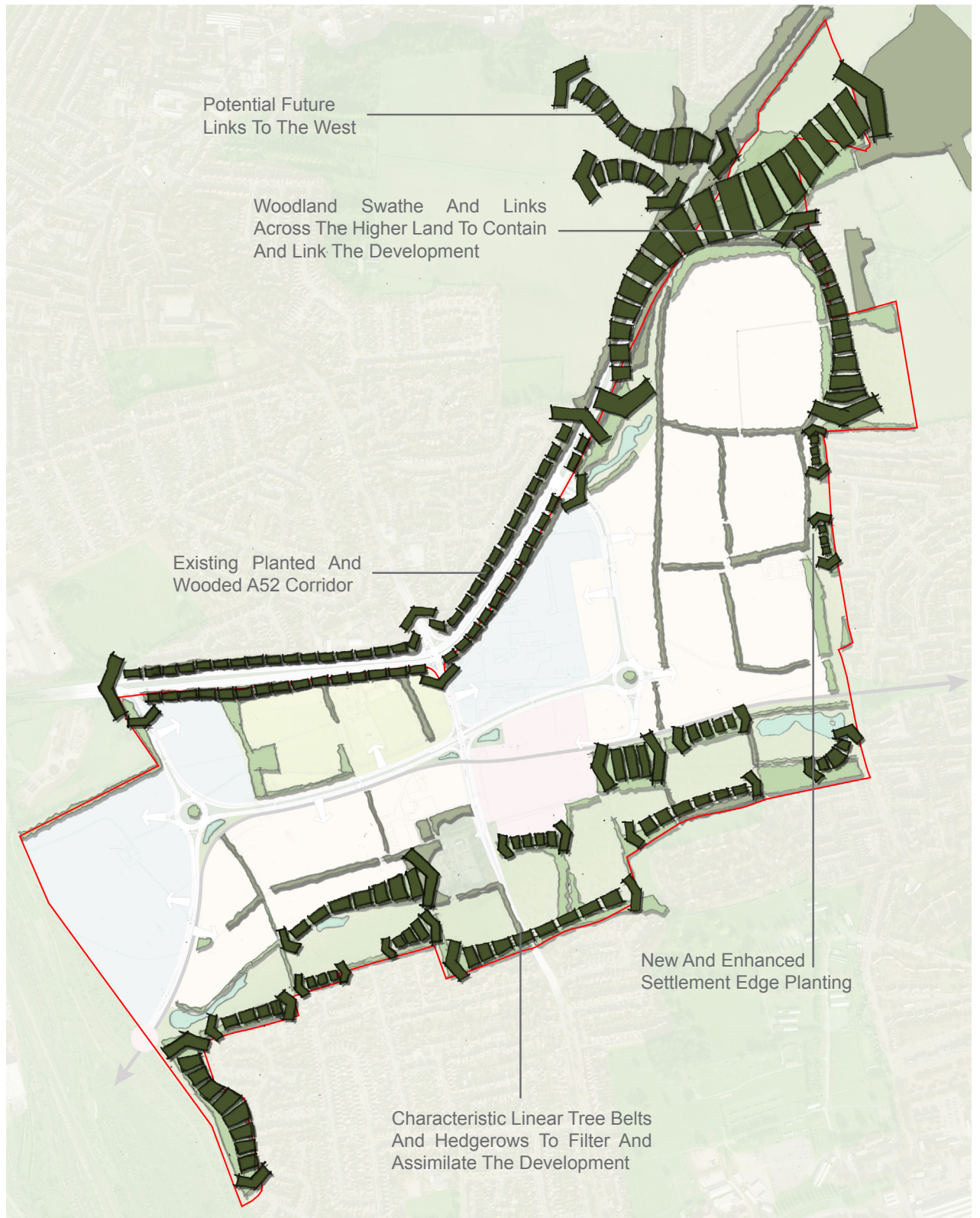
are instead important factors that can and could be used positively to shape suitable development at this location. A high quality response to these issues should realise the creation of a distinctive new place drawn from a clear understanding of the existing environment, and both current and planned future changes.

As a result, the vision of development potential presented here is based around landscape and green infrastructure principles, including strengthening some existing tree and woodland belts, and retaining and extending pedestrian links. The retention of a broad green belt landscape corridor to the existing edges of Chilwell and Toton and south of the new NET line would form part of this outer landscape framework.

The vision assumes the adoption of best practice 'placemaking' principles, maximising environmental and recreational opportunities, and minimising any perceived strategic or other landscape effects.



Vegetation Corridor Plan



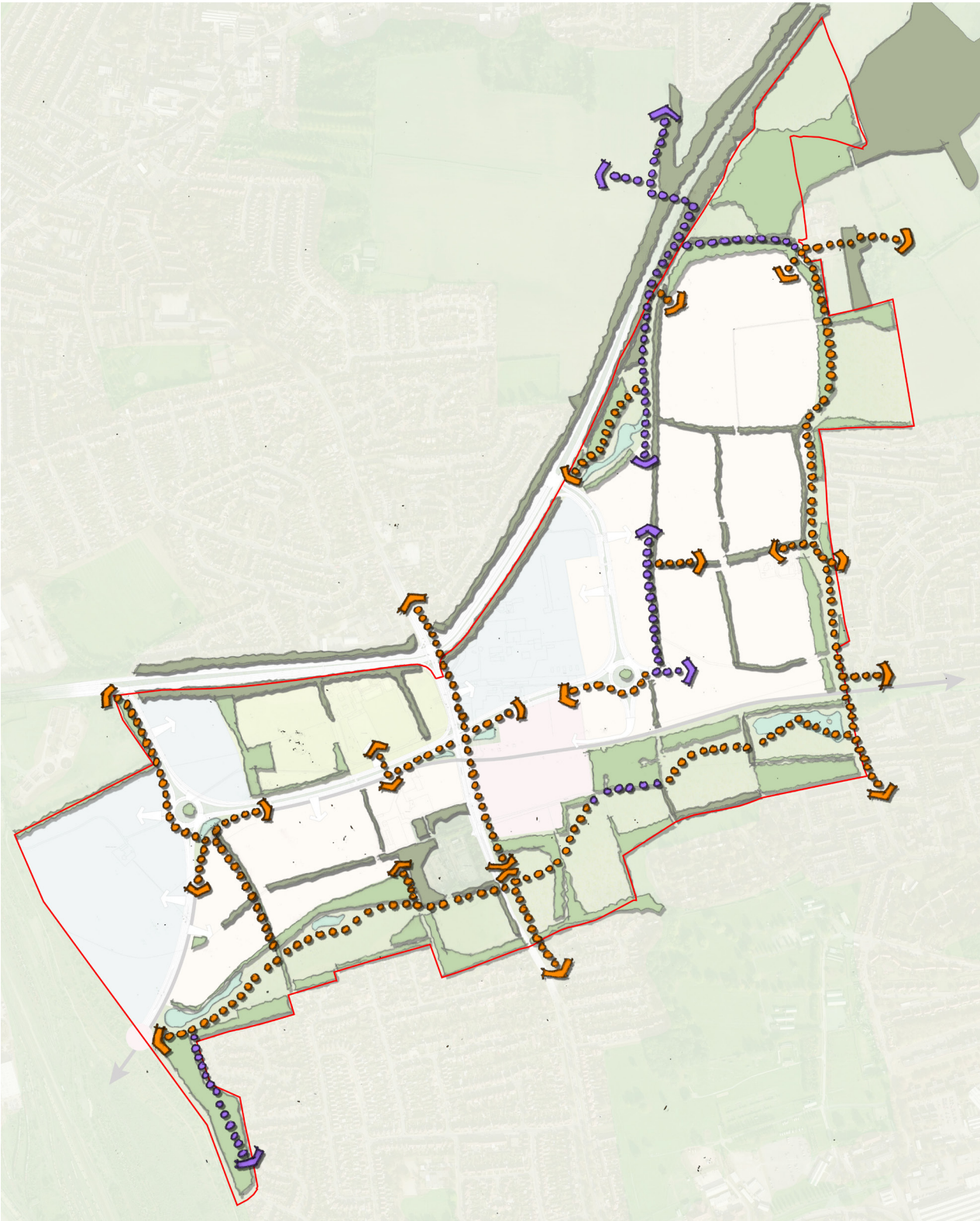
Site Boundary
350.4 Acres

Proposed Vegetation Corridors



0 100 200 300 400 500m

Public Rights Of Way Plan



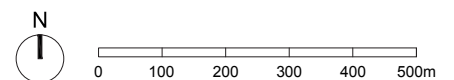
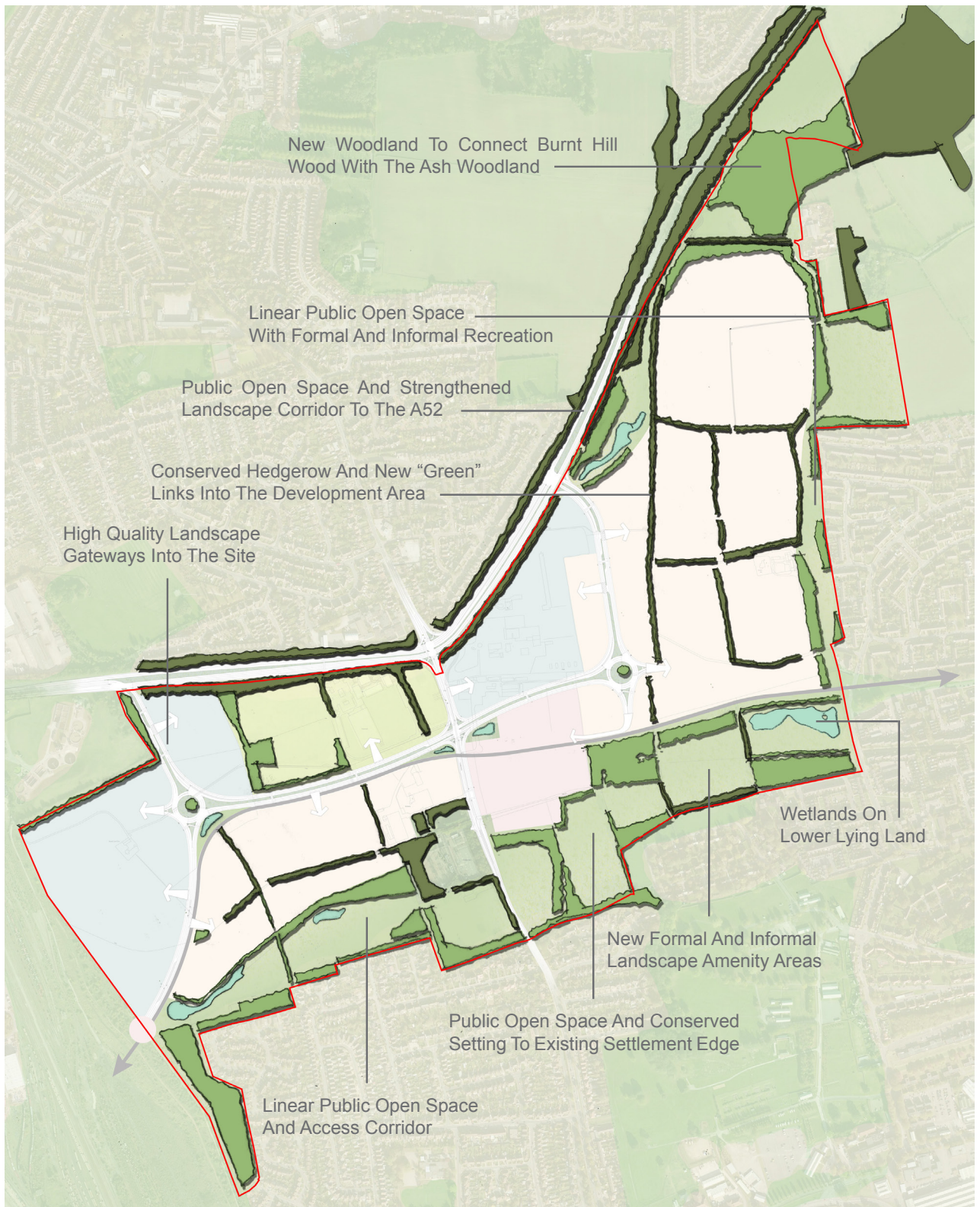
Site Boundary
350.4 Acres

Existing Public Rights Of Way

Proposed Public Rights Of Way



Green infrastructure Plan



WHAT?

What Is The Proposed Vision For The Broxtowe Gateway?

Our proposal is bold and ambitious.

It follows the lead provided by Broxtowe Borough Council's Proposed Changes for a broad location to accommodate mixed use development, but it proposes a much stronger emphasis on significant new employment space. It represents a strategic land-use proposal in response to the new strategic transport infrastructure and strategic connectivity proposed by Government. Our vision takes forward the Council's conclusion that high speed rail, plus the opportunities from NET, 'materially alter' the potential for sustainable development in this area.

The introduction of high speed rail at Toton demands high-quality place-making in terms of both the physical development, and treatment of the natural environment. As a new, strategic gateway, the area associated with the station must be planned as such, providing the right first impression to investors and visitors, and providing opportunities to realise the economic development and activity the high speed rail line and station will generate. A high-quality place needs to be created in response to, but in advance of, the station and opening of HS2.

Our vision is under-pinned by an emphasis on the importance of this as a new, strategic gateway. The vision includes an emphasis on the quality public spaces, high-quality buildings, and excellent connectivity. The attached indicative high-level vision concept plan indicates the potential of this location.

It is sustainable and appropriate in a location to be served not only by the NET, and the high speed rail network in due course, but which also enjoys a location adjacent to the A52 trunk road. A major component of our vision, as described in the attached appendix, seeks to eliminate existing traffic congestion along this stretch of the A52 and Toton Lane, therefore providing a major benefit to existing as well as new users, residents and occupiers.

Key headline elements of our vision of the development potential at Broxtowe Gateway are:

- Approximately 50 acres of employment land provided both east and west of Toton Lane, potentially accommodating up to 4000 jobs;
- Retained green belt separation north of the existing communities of Toton and Chilwell, retaining opportunities for informal recreation and exercise;
- Approximately 120 acres of residential development which could provide around 1200 new homes, phased in response to Broxtowe's land supply needs over the short and longer-term;
- Reconfigured highway junctions to serve the broad location, but crucially to improve existing travel conditions on and around the A52. **Congestion on the A52 around this location would be eliminated** by replacing the existing Bardills 5 way roundabout with a series of 4 new and interrelated junctions.

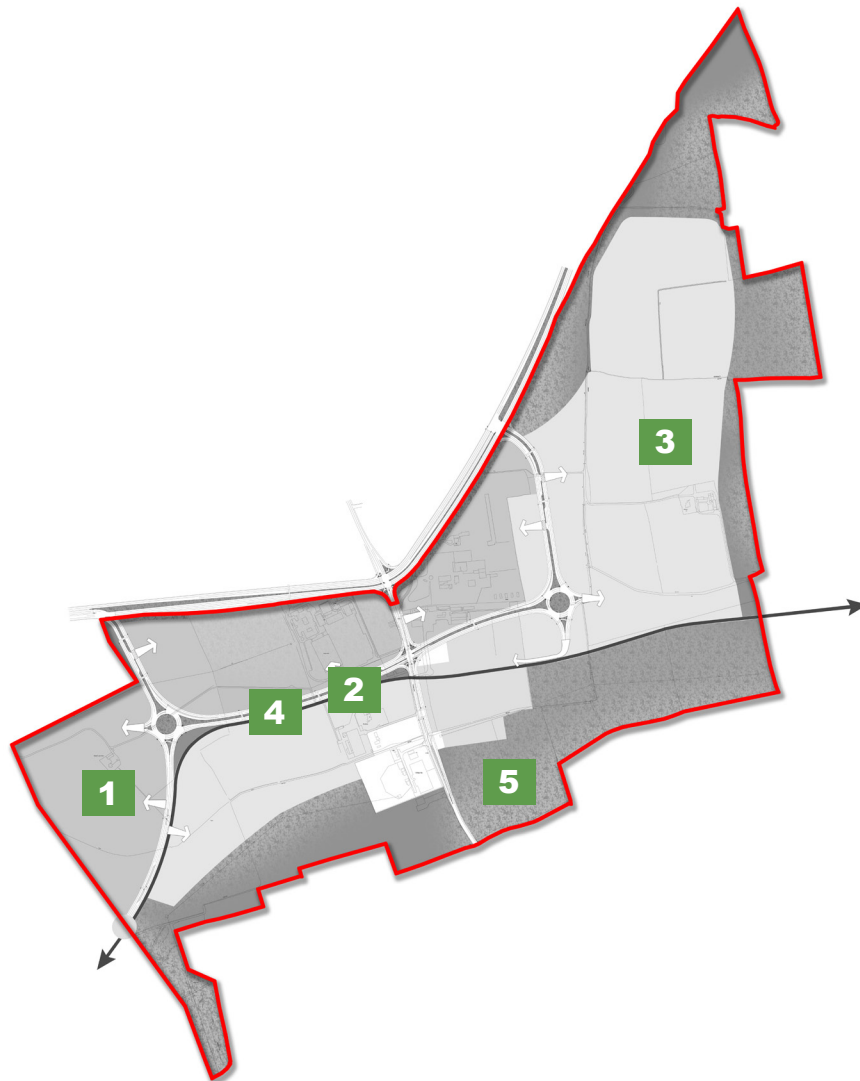
“Eliminate existing traffic congestion.”

(Appendix ii, Access Technical Note)

DEVELOPMENT POTENTIAL

The concept plan incorporates the following fundamental elements:

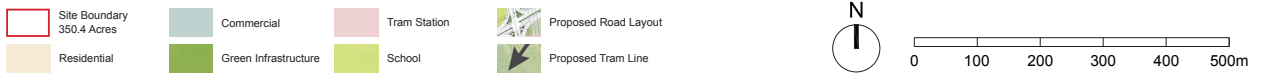
- 1** New employment uses focused on the areas closest to the HS2 station;
- 2** NET line extension running directly to the south of the existing Secondary School, offering opportunities for sustainable access by local students;
- 3** Residential development to include a range of densities, with potential for higher densities adjacent to the NET route – around half the residential properties would be within 250m of the NET;
- 4** NET running adjacent to new highways to provide opportunities for modal interchange;
- 5** A green buffer, and use of the existing landscape character to limit visual impact, but also provide recreation, plus walking and cycling links.



Ensuring excellent accessibility to the city centres of Derby and Nottingham, and the Enterprise Zone(s) will be vital, with NET being central to that in Nottingham. Our proposals are for the extension of the NET to the new high speed rail station itself, ensuring full integration of transport modes, including connectivity to the traditional (classic) rail network, and maximising the potential for travel by sustainable modes to and from Nottingham.

In addition, our proposals include significant investment in a reconfigured highway network which would **eliminate congestion** on the A52 and greatly reduce delays, benefitting not only the users of the station and associated development, but also existing users of this key trunk road between the cities. The proposed highways scheme would provide sufficient capacity for all existing movements, plus the proposed development, as well as the NET Park & Ride and all future growth up to 2026, including the potential HS2 Station.

Development Potential Plan



Reconfigured Highway Junctions

Junction 1 – Bardills Cross-Roads

The existing five-arm Bardills Roundabout would be replaced by a four-arm signalised cross-roads at the same location. The A52 eastbound approaches would be widened to four lanes, with Toton Lane to the south being dualled. The existing Garden Centre access would be relocated and replaced by a pair of split pair junctions; one to the south along Toton Lane and one to the east along one of the new Link Roads.

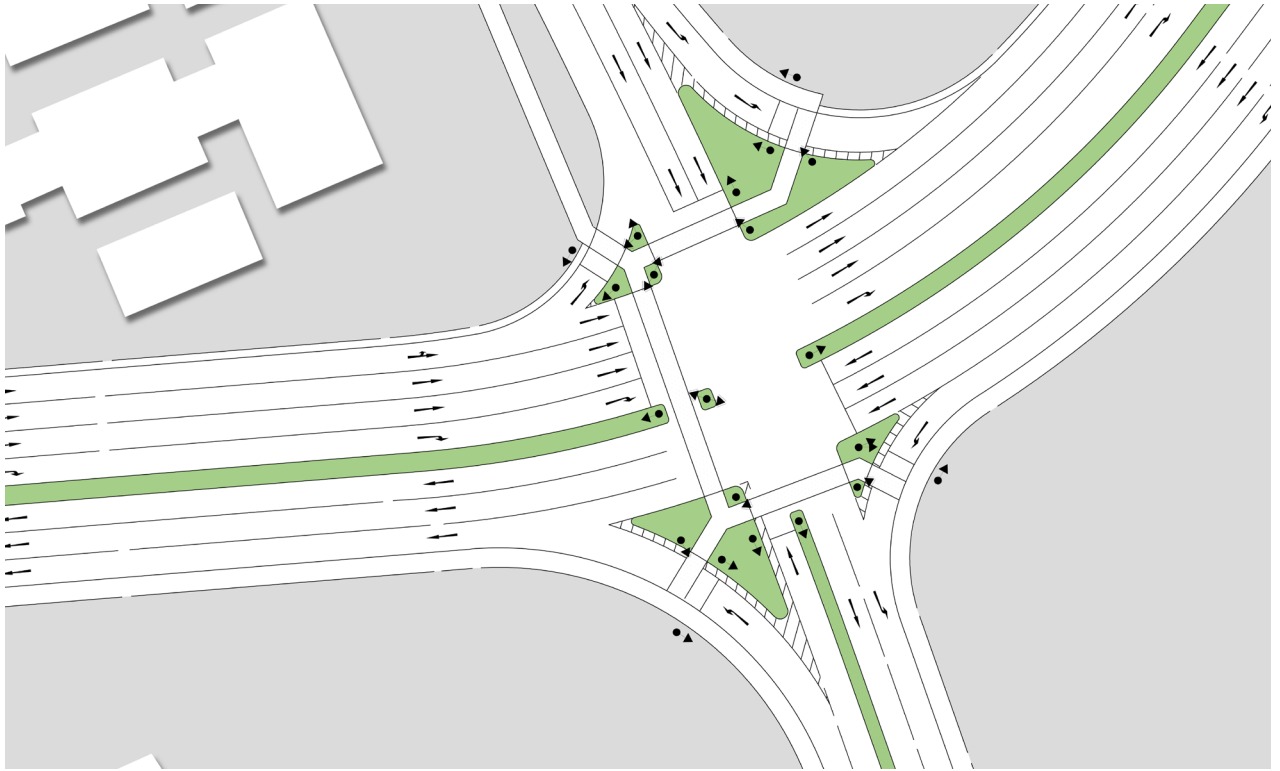
All right-turns would be banned at the new cross-roads. This would be enforced through the use of cameras and will enable the junction's traffic lights to operate in a simple two-phase manner, greatly increasing efficiency and capacity. As a result, modelling shows that the junction will be able to accommodate all existing traffic, the NET Park & Ride, the proposed Development, general traffic growth and even the HS2 Station without any queuing. This is a major benefit of the scheme.

Right-turns lost at the junction would be accommodated by a series of alternative movements as follows:

- Right-Turn into Toton Lane (North) – Westbound A52 traffic would come off the A52 at Junction 2 and then right-turn at both Junctions 3 and 4 before crossing Junction 1 from south to north. This is not a big traffic flow at present.
- Right-Turn into Toton Lane (South) – Eastbound A52 traffic heading for Toton and Chilwell or the NET Park & Ride would stay on the A52 through Junction 1 before turning right at Junction 2, where such a manoeuvre would be provided for via two new dedicated lanes on the A52 eastbound side. Park & Ride traffic would then access the NET directly at Junction 3, whilst that bound for Toton and Chilwell would right-turn there before rejoining Toton Lane at Junction 4 by turning left.
- Right-Turn out of Toton Lane (North) – This manoeuvre would be accommodated by heading straight ahead out of Toton Lane and then completing the anti-clockwise loop at Junctions 4, 3 and 2 respectively, where left-turn filters would be provided. Traffic would then head west across Junction 1 at the traffic lights.

- Right-Turn out of Toton Lane (South) – This manoeuvre would be easy to achieve by simply turning right at Junction 4, left at Junction 3 and then right at Junction 2.

Based on the above, it can be seen that all movements lost at Junction 1 would be readily available elsewhere on the network, without undue inconvenience.

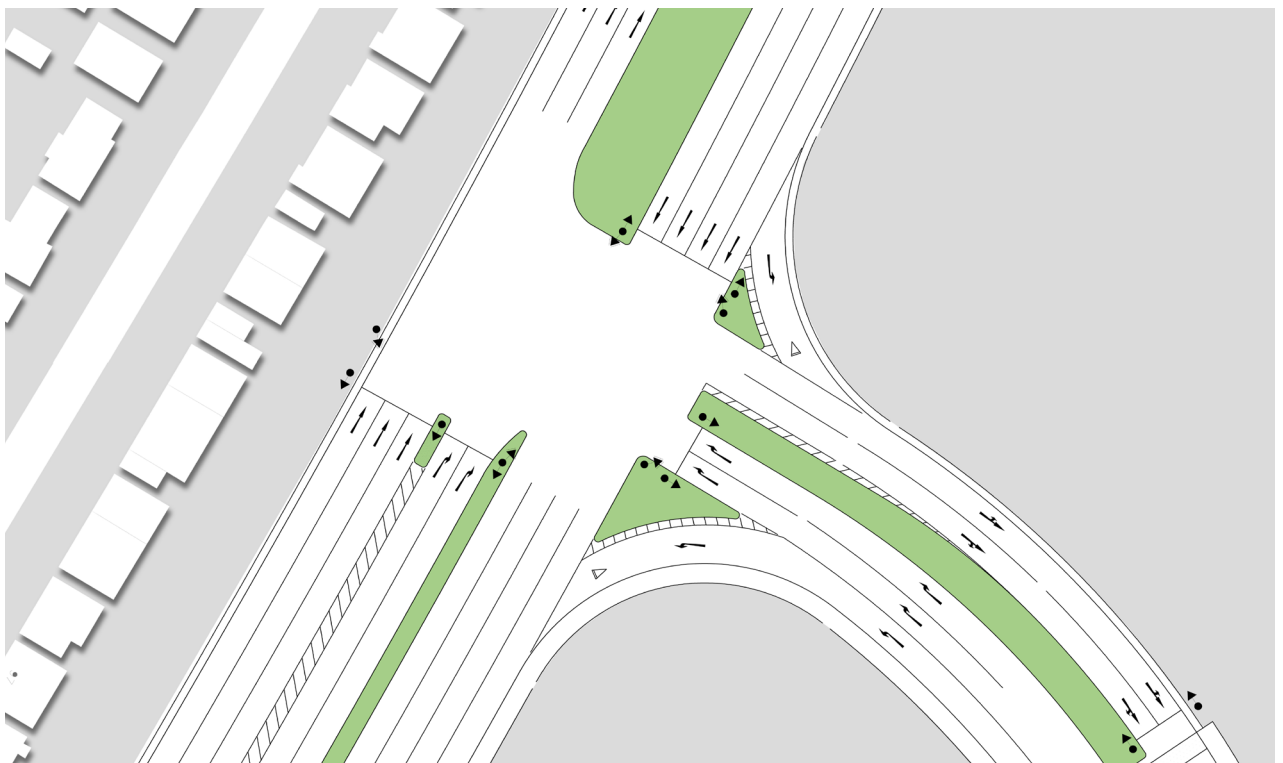


Junction 1 – Bardills Cross-Roads - Not To Scale

Junction 2 – Site Access (East)

Space is limited at Junction 1 to accommodate all movements required and even in a four-arm configuration, signals would be inefficient. The intention is therefore to provide a new signalised T-Junction to the east of Bardills, where land is available to better cater for what is needed. Two right-turn lanes would be provided for eastbound to southbound and Park & Ride traffic, whilst the A52 would be widened to three lanes eastbound and four lanes westbound through the junction for through traffic. The resulting layout has been tested and should easily be able to provide for all necessary traffic flows up to 2026.

Under the proposal, through traffic on the A52 in both directions will negotiate two junctions (Junctions 1 and 2) in the future, where as it only has to pass through the Bardills Roundabout at present. However, the existing junction is heavily congested and thus the peak hour journey time is significant, even if only one junction is involved. Modelling for the future scenario on the other hand shows that with the proposed Junctions 1 and 2 in place and operating in tandem, delays to traffic travelling on the 52 will be greatly reduced. Congestion would be entirely eliminated. There is therefore a distinct advantage in the proposed layout for strategic A52 traffic, when compared to the status quo.

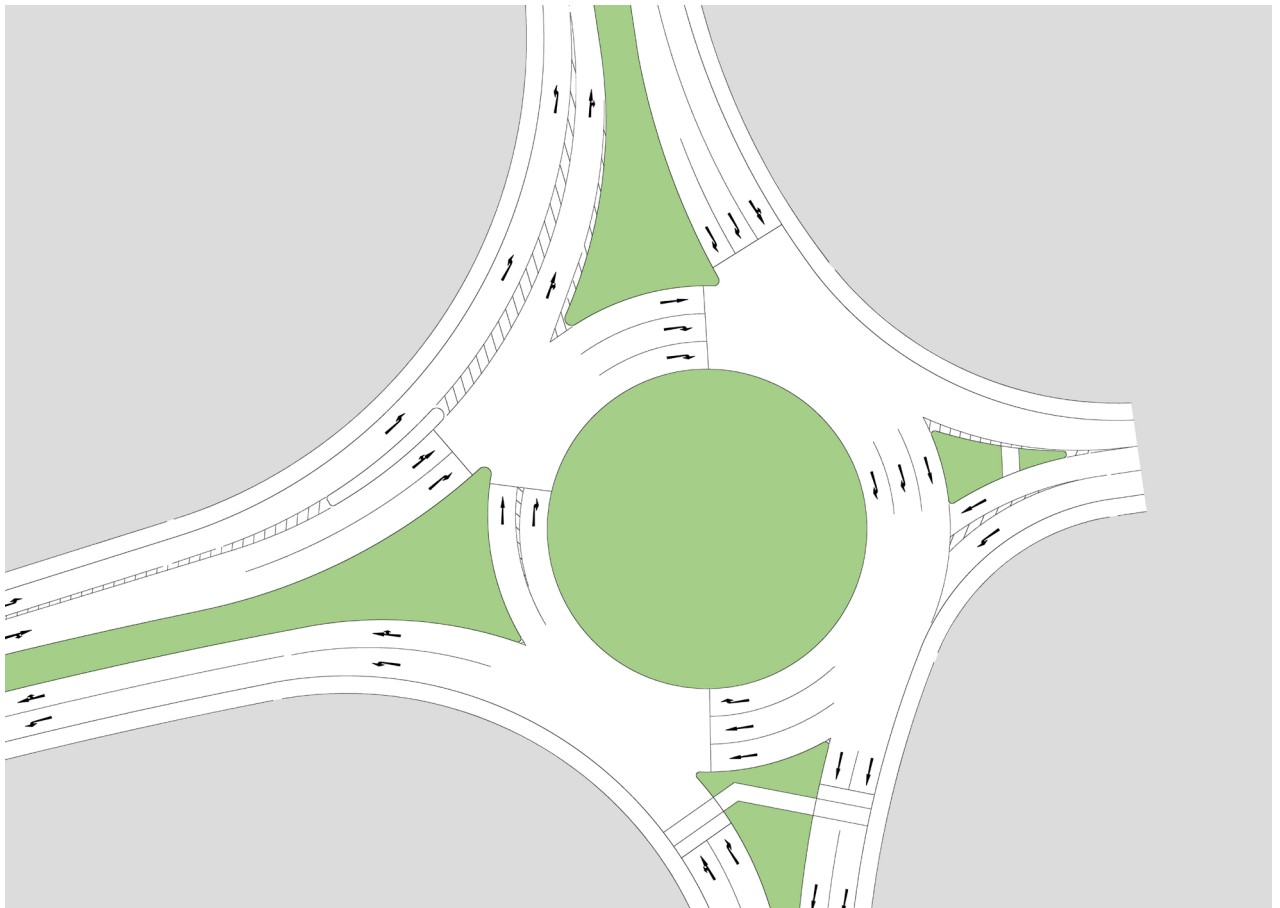


Junction 2 – Site Access (East) - Not To Scale

Junction 3 – NET Access Roundabout

A signalised roundabout is proposed to provide access to the NET and also development land to the east. Signals have been incorporated to allow better integration with the other proposed junctions and also to provide a degree of control and pedestrian priority. A roundabout layout has been retained however (as opposed to a signalised cross-roads) as this allows U-turns to be made from the main Link Road and is also much more efficient in terms of capacity and land-take.

All normal traffic movements can be made at this junction and modelling shows it would easily meet all capacity requirements over the Plan period.



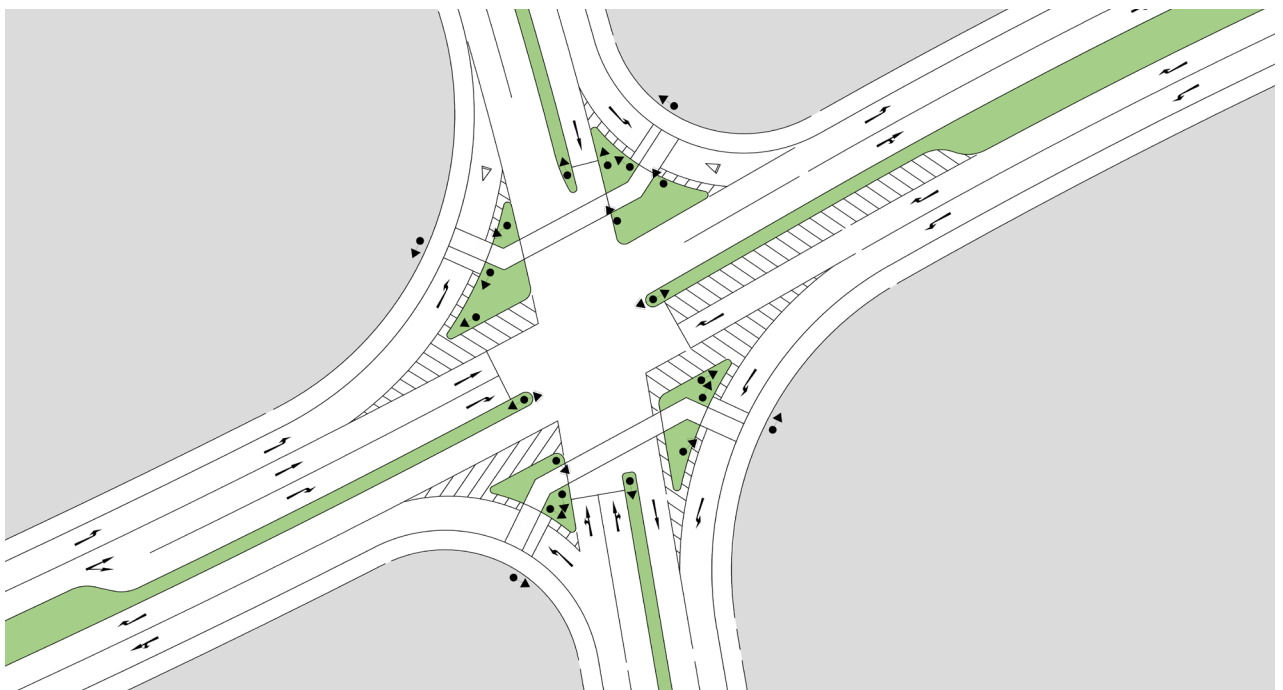
Junction 3 – NET Access Roundabout - Not To Scale

Junction 4 – Site Access (South)

A signalised T-Junction would be provided along Toton Lane to the south of the Bardills Roundabout to complete the layout, with the provision to allow its conversion into a cross-roads if required to serve development land to the west or the HS2 Station. All movements would be provided for and the junction would replace the NET access currently under construction. Modelling shows that in this format, the junction would have sufficient capacity to accommodate all existing, development and future traffic up to 2026.

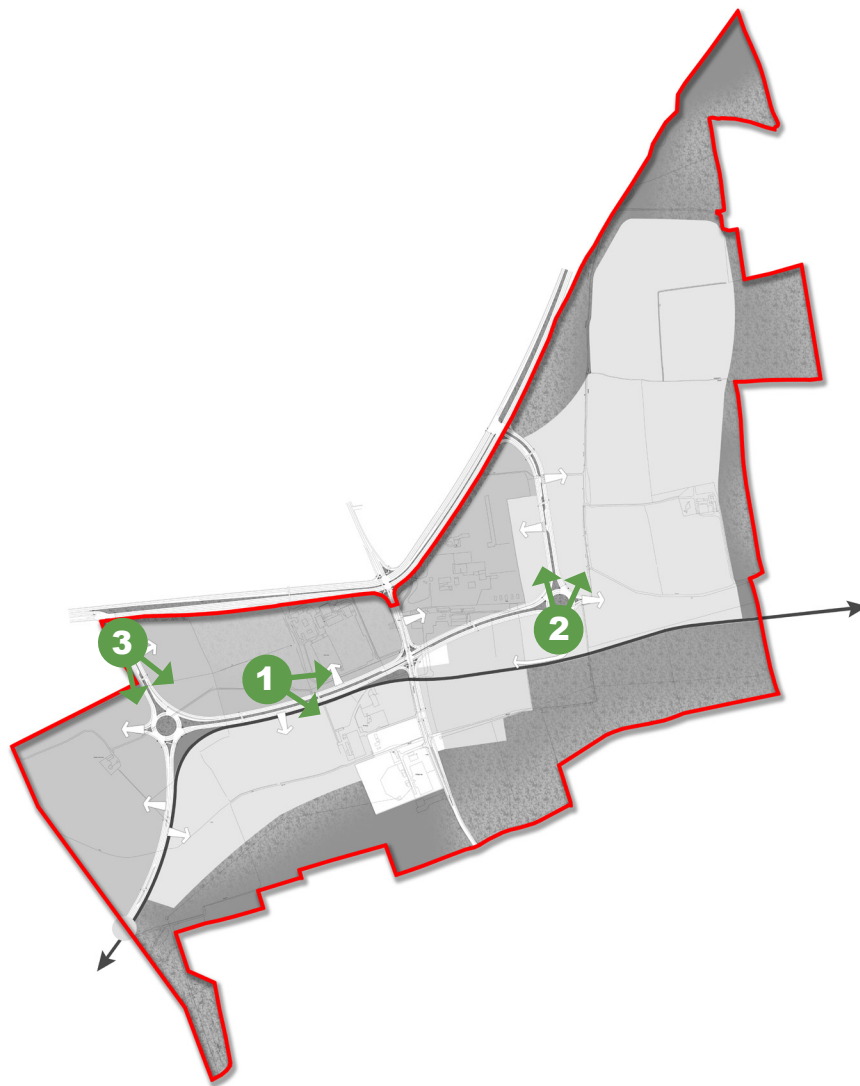
In its cross-roads configuration, the right-turn to the west from the southbound Toton Lane would be banned and re-provided for via Junctions 1, 2 and 3 in a clock-wise loop, with traffic then travelling straight across Junction 4 from east to west. In this mode, the lane layouts on the main dual carriageway Link Road would need to be changed, but this would be built into the initial layout through the use of hatching to minimise future works. Once these changes have been made, the junction would be capable of accommodating the development of land to the west as identified, as well as the HS2 Station, up to the year 2026.

Existing and future traffic congestion would be eliminated.



Junction 4 – Site Access (South) - Not To Scale

INDICATIVE SKETCHES



A high-quality, accessible and sustainable development. NET would directly serve both residential and commercial development, as well as the new high speed rail station.

Walking and cycling links would ensure integration, and maximise the opportunities for sustainable movement and lifestyles as part of a comprehensive mixed use development.



Sketch Viewpoint 1 - NET Integration

Boulevards, incorporating part of the comprehensive Green Infrastructure provision, would ensure the Broxtowe Gateway proposal would create a new, high-quality place to greet visitors to the region.

New highways would serve the broad location, and eliminate existing and future congestion from the A52.



As a key gateway location, high quality, modern office employment space will ensure an appropriate environment for inward investment. Employment space will be focussed adjacent to the HS2 station.



HOW?

How Should These Proposals And Vision Be Taken Forward?

High speed rail is a long-term and strategic project which will be delivered over the next 20 years; but planning for it at the local level must begin now, and we entirely support Broxtowe Borough Councils decision to make changes now to the emerging Core Strategy. Ensuring that the Core Strategy, which plans to 2028, makes appropriate provision for high speed rail and associated development at Toton must be the immediate focus.

Broxtowe Borough Council, working with partners including the D2N2 LEP, need to ensure they provide clear and strong leadership in taking the high speed rail proposal forward at the local and sub-regional level.

The Council must show to Government, and to the region's businesses, that it recognises the significance of the opportunity, and that it understands the importance of capturing the benefits to the local and national economy.

We don't believe that the current response to HS2 proposed by Broxtowe Borough Council in the Proposed Changes document is sufficient or appropriate.

As detailed in the earlier sections, we believe a different approach should be taken, and hope the vision set out is one which will soon be shared by Broxtowe Borough Council's members and wider leadership. This Vision can be realised through a collective and joined-up approach, with the Council working with the consortium of developers and landowners to ensure the policy framework provides for a strategic broad location for growth. Further work can then be undertaken, including in due course an agreed masterplan or development brief.

As referred in the previous section, we consider that this location provides a more sustainable and appropriate location to contribute towards Broxtowe's and the wider Housing Market Area's

housing land supply than alternative potential locations in the Borough and beyond which do not enjoy the benefits of NET and high-speed rail connectivity.

The broad location indicated should be removed from the Green Belt and identified for development associated with, and in response to, the high speed rail station.

The Council must show to Government, and to the region's businesses, that it recognises the significance of the opportunity, and that it understands the importance of capturing the benefits to the local and national economy.

This Vision can be realised through a collective and joined-up approach, with the Council working with the consortium of developers and landowners to ensure the policy framework provides for a strategic broad location for growth.