

**STATEMENT OF COMMON GROUND BETWEEN:
BROXTOWE BOROUGH COUNCIL & JLL ON BEHALF OF DIO**



POLICY 3.1: CHETWYND BARRACKS

BROXTOWE BOROUGH COUNCIL PART 2 LOCAL PLAN EXAMINATION

DATE: 29 NOVEMBER 2018

CONTENTS:

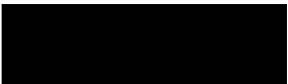
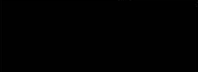
1. Executive Summary
2. Introduction
3. Allocation proposals
4. Key Development Requirements
5. Key Development Aspirations
6. Open Design Review
7. Delivery
8. Matters agreed
9. Matters currently not agreed.

Appendix 1: Letter from Director of Estates of DIO to Head of Neighbourhoods and Prosperity of the Council

Appendix 2: Land Ownership Plan

Appendix 3: Chronology

SIGNATORIES

BROXTOWE BOROUGH COUNCIL STEFFAN SAUNDERS HEAD OF NEIGHBOURHOODS AND PROSPERITY	
JLL ON BEHALF OF DIO PETER LEAVER	

Please note that the published version will be redacted

1. EXECUTIVE SUMMARY:

There are no significant areas of disagreement that that would affect the delivery of housing within the expected timescale.

The site is available (subject to MOD vacating the site as announced in 2016), sustainable, viable and has an overall capacity of 1,500 homes. The site can deliver 500 homes in the plan period. The key development requirements are an appropriate and proportionate response to ensure that infrastructure requirements will be provided and that the site's principal constraints and opportunities are addressed in a comprehensive manner.

There are a number of Key Development Requirements and Aspirations that need further discussion at the Examination Hearing Sessions. These concern their detailed wording, rather than the principle. These are:

1. Provision of the North / South Link Road;
2. Delivery of Highways Infrastructure;
3. Non-Designated Heritage Assets; and
4. Highways Impact.

2. INTRODUCTION:

This Statement of Common Ground (SoCG) is between Broxtowe Borough Council ('the Council') and JLL on behalf of DIO, the principal landowners and promoters for the Chetwynd Barracks allocation. The Defence Infrastructure Organisation (DIO) is an operating arm of the Ministry of Defence (MOD) responsible for the built and rural estate.

This SoCG relates solely to the proposed allocation of Chetwynd Barracks (Policy 3.1) in the Submission Version of the Part 2 Local Plan (CD/04).

3. ALLOCATION PROPOSALS:

Chetwynd Barracks is proposed for allocation through the Policy 3.1 of the Publication Version of the Part 2 Local Plan (CD/01) (incorporating modifications as detailed in the Consultation Statement (CD/20) and set out in the Schedule of Main Modifications (BBC/02) that will be subject to consideration by the Inspector) for the following:

4. KEY DEVELOPMENT REQUIREMENTS

New and Existing Homes:

- 500 Homes (within the plan period), with the capacity for 1,500 overall.
- Ensure that new development integrates with any retained MOD residential accommodation to the north of the site.

Connections and Highways:

- Provide attractive and convenient walking and cycling routes through the site connecting to the proposed HS2 station, the tram and to other recreational routes and nearby facilities.
- Provide a bus route through the site.
- Upgrade existing access points and road network within the site, with Chetwynd Road to be prioritised for buses, cyclists and pedestrians.
- Ensure that the ability to provide a North/South road to link to the Tram Park and Ride site is facilitated by development.
- Highway infrastructure must be considered in conjunction with requirements for the Toton Strategic Location for Growth and wider area as progressed through the Gateway Study and transport modelling.

Green Infrastructure, Open Space and Sports Pitches:

- Retain and enhance Green Infrastructure corridors around the eastern and northern areas of the site and create attractive links between open spaces.
- Retain and enhance the existing playing fields and sports facilities (including the pavilion) on the south eastern corner of the site.
- Retain existing mature trees and grass verges and incorporate these into a boulevard approach to the street scene.
- Retain existing Hobgoblin Wood.
- Ensure that management of woodland, green infrastructure and open spaces are secured in perpetuity.
- Provision of on-site sustainable drainage system.

New facilities:

- Provide a new Primary School and Medical Centre within close proximity to the playing pitches and sports facilities at the south east of the site.
- Provide small retail/service centre to meet local need along the main through route.
- Provision of small scale employment development.

Heritage:

- Provide public access to the Listed Memorial to workers of National Filling Factory No.6, provide public space to the south of the memorial and retain/ enhance the existing memorial garden.
- Retain and re-use existing military buildings (non-designated heritage assets) where possible, if not possible, the development should be designed to incorporate the existing footprint of the building into the development layout.

5. KEY DEVELOPMENT ASPIRATIONS

1. Mitigate highways impact on the wider road network to ensure that congestion is not made worse than currently exists.

All policies should be read in conjunction with the Local Plan Part 1 – Broxtowe Borough Aligned Core Strategy. No policy should be applied in isolation; account will be taken of all relevant policies.

6. OPUN DESIGN REVIEW (OPUN/06):

The Key Issues (as set out in the Executive Summary) were:

- Clarifying the role of the Chetwynd Barracks site as part of the development opportunities in the Chilwell / Toton as well as wider area.
- Provision of a development which positively responds to the site context and has a strong sense of identity including an assessment of the historic and landscape assets within the site and detailed site analysis, i.e. identifying and mapping character areas, key routes, connection points, movement pattern, key views to and from the site etc.
- An in-depth and detailed brief for the listed Grade II War Memorial and an assessment of the non-designated heritage assets within the site.
- Provision of a Masterplan for the site which should include a connectivity and movement plan, green infrastructure plan, identification of statutory and non-designated heritage assets and land ownership and a supporting landscape strategy linking connectivity and open spaces.
- A Connectivity and Movement Plan which focuses on promoting and achieving sustainable transport i.e. a network of robust, safe and legible pedestrian and cycle routes and bus routes that connect with key facilities and public transport stations / stops.

7. DELIVERY

Generic delivery assumptions from the Strategic Housing Land Availability Assessment (SHLAA) (HO/02) which apply to all large sites (and have been subjected to consultation with the development industry) are as follows:

- 2 developers building on-site.
- Maximum build-out of 110 market housing dwellings per year.
- Affordable housing can be delivered in addition to the market housing. Based on past average this would increase the build-out rate by 25 dwellings a year.
- Delivery would commence 3 years post grant of Outline permission (which allows for delay in getting detailed permission approved (including legal agreements), discharging conditions and undertaking preliminary works to the site before building can commence).

SITE LOCATION AND SIZE:
The site is a 91.5 hectares previously developed site located within the main built up area of Nottingham. The main built up area of Nottingham is the primary focus for new development (in accordance with the Settlement Hierarchy as set out in Policy 2: The Spatial Strategy of the ACS) (PD/01) with a minimum distribution of 3,800 new dwellings.
CURRENT USE:
The site is currently in operational use by the MOD. However, as part of the Defence

Estate Rationalisation Plan, the DIO has confirmed that the site is no longer required for defence purposes and will be released for housing development by 2021. A recent letter from the Director of Estates of DIO to the Head of Neighbourhoods and Prosperity of the Council, confirming the availability and deliverability of the site, is provided in Appendix 1.

OWNERSHIP:

The site is within two separate ownerships:

- 75 hectares is owned by the Ministry of Defence (MOD).
- Remainder of the site including the existing residential units is within the control of Annington Estates.

An ownership plan showing the extent of the two ownerships is attached (Appendix 2). It is however agreed between the parties that the 500 homes expected to be delivered within the plan period can be accommodated wholly on land belonging to the MOD and therefore this will not hinder delivery.

SITE ACCESS AND HIGHWAYS IMPROVEMENTS:

Access to the site is not considered to be a constraint given that the site is a brownfield site with existing access arrangements which cater for military vehicles.

JLL have confirmed that *"with regards to highway improvements, PBA have identified that these are likely to be fairly minor in the first instance (i.e. to serve the first 500 houses).*

This is for three reasons:-

- *the maturity of the road network serving the local area (as referred to above);*
- *the ability to use and upgrade existing access points (some of which are not used to serve the current operation); and*
- *the increase of traffic on the highway network will be factored down by the current operation (i.e. current traffic levels will be "netted off")".*

PLANNING STATUS:

No planning application submitted.

However, the agents acting on behalf of the landowner have been engaging in on-going discussions (as detailed in Appendix 3) with Broxtowe Borough Council, the Neighbourhood Planning Forum for the area and other key stakeholders including the County Council (with regards to Highways requirements) with a view to addressing concerns and issues prior to a formal application being submitted. This has included a public exhibition of DIO's proposals for the site held at three local venues in October.

JLL have commissioned a number of Technical Assessments in order to demonstrate the capacity of the DIO landholding for development and to ensure that the site can be delivered, this includes:

- Transport and movement;
- Flood risk and surface water drainage;
- Ecology;
- Air Quality;
- Ground Conditions;
- Utilities and Services;

- Heritage; and
- Retail Need and Impact.

These assessments have been shared with the Council, and other stakeholders, and were formally submitted by JLL, along with a Vision for Development (including a concept masterplan), in response to the Publication version of the draft Plan in November 2017.

The site is included in the Council's Brownfield Land Register.

The DIO has confirmed that Outline planning consent will be sought in advance of the planned closure (by 2021) and this will cover the whole of the land in their ownership and will include a S106 agreement to ensure sustained delivery and a comprehensive approach.

The DIO has been in recent discussions with a prospective delivery partner regarding the development of the site.

REQUIRED INFRASTRUCTURE

The table below has been extracted from Appendix 1 to the Infrastructure Delivery Plan July 2018. The Summary Assessment is a precis of comments received from relevant consultees. Further Work summarises the comments or reactions of the Borough Council.

The Consultation Statement July 2018 provides a full summary of all representations made by statutory consultees and other key stakeholders to the Publication draft of the Plan in respect of the mitigation of site constraints and the provision of infrastructure. In addition, it identifies the changes requested by consultees and how these comments have been taken into account by the Borough Council in redrafting Policy 3.1, particularly the Key Development Requirements.

Infrastructure	Summary Assessment	Further Work
Contamination:	MOD barracks site. Very large depot units on site. Former extensive use as MOD Chilwell Station / Royal Ordnance Depot. Former railway workings linking into site. A number of buildings on the site have since been demolished. Potential for contaminated land. This site is underlain by both Secondary A & Secondary B Aquifers. The Environment Agency stresses the importance that the water quality within the aquifers is protected and kept pollution free. The Environment Agency notes that, in	Further investigation in relation to contamination on the site will be required.

	<p>respect of the site's current and past uses, there may have been the potential to cause contamination to the aquifer. It is important that any land contamination issues associated with the previous use of the site are investigated and addressed prior to taking actions which could lead to the re-mobilisation of those contaminants into the aquifer. <i>[Environment Agency comments within pre-March 2017 stakeholder meeting representations]</i>.</p>	
Emergency Services:	No requirements identified.	Liaison with Nottingham West Clinical Commissioning Group necessary.
Flood Risk:	<p>The Lead Local Flood Authority notes that it does not have any issues in relation to this site. <i>[Nottinghamshire County Council comments within pre-March 2017 stakeholder meeting representations]</i></p> <p>Severn Trent response in relation to sewerage and surface water flooding: Sewer records do not exist for Chetwynd Barracks. Therefore the current drainage at the site is unknown. It is assumed the majority of flows will join the 300 diameter combined sewer on Chetwynd Road. RPA predicts flooding in a 30 year storm. D/S of Chetwynd Road there is a large flooding cluster on Crofton Road. An FA scheme has been delivered which protects properties internally up to 40 year storm and externally up to a 20 year storm. There are no pollution incidents recorded D/S at the Attenborough Lane PS. Surface Water flows can be drained to local brook running through Chetwynd barracks.</p>	Further discussion with the Environment Agency / Lead Local Flood Authority as part of the planning application process.

<p>Transport:</p>	<p>In strategic terms, Nottinghamshire County Council states that it would be useful if a strategic through link were created across this development linking Swiney Way and Chetwynd Road in an east -west direction and a further through link in a north-south direction from Swiney Way to Stapleford Lane preferably north of Katherine Drive (this would require use of the land to the north i.e. part of the Toton allocation). Through links would help distribute the traffic load of the proposed development and allow other local traffic to redistribute and permeate into the local road network. This would avoid the intensification of traffic at key congested junctions and provide more network-wide traffic carrying capacity.</p> <p>Public transport funding contributions for infrastructure and local bus service provision will be sought. Contributions to bus stop infrastructure will be required.</p> <p>A bus route through the site to be provided.</p> <p>Nottinghamshire County Council notes that the development should be designed in accordance with the 6C's Design Guide.</p> <p><i>[Nottinghamshire County Council comments within pre-March 2017 stakeholder meeting representations].</i></p>	<p>Transport assessment and travel plan required. Highway mitigation and potential contributions to public transport to be agreed as part of S106 discussions.</p> <p>There is a need to ensure that the ability to provide a North/South road to link to the Tram Park and Ride site is facilitated by development.</p> <p>Highway infrastructure must be considered in conjunction with requirements for the Toton Strategic Location for Growth and wider area as progressed through the Gateway Study and transport modelling.</p>
<p>Air Quality:</p>	<p>No issues have been identified. The site is not within an Air Quality Management Area (AQMA).</p>	<p>Mitigation (dependent upon detail of development).</p>

Community Facilities:	<p>Within representations to the 2017 Publication Consultation, the County Council stated that it will no longer be seeking contributions to library facilities as this cannot be presently justified with reference to library capacity and stock levels.</p>	<p>This would need to be subject to further consideration at the time of any planning application submission.</p>
Education:	<p>Combined with the development at Toton, land and new primary school required – full build cost recovery.</p> <p><i>[Nottinghamshire County Council comments within pre-March 2017 stakeholder meeting representations]</i></p>	<p>Further discussion required with LA as part of the planning application process.</p> <p>This will require both authorities to work together to plan appropriate solutions.</p>
Green Infrastructure Open Space:	<p>This site will require extensive open space, play facilities, natural green space and sports facilities. A lot of this will be dictated by what green space is already on the site, as was the case with earlier releases of MOD land. There again is a potential to enhance the existing sports facilities in the south/east corner of the site to create the non-turf football pitch required in the south of the borough as identified in the Playing Pitch Strategy.</p> <p><i>[BBC Parks and Environment advice note, May 2017].</i></p> <p>The July 2018 committee draft of the Part 2 Local Plan notes the following requirements for the site:</p> <ul style="list-style-type: none"> • Retain and enhance Green Infrastructure corridors around the eastern and northern areas of the site and create attractive links between open spaces. • Retain and enhance the existing playing fields and sports facilities (including 	<p>Further dialogue with BBC Parks & Environment required.</p>

	<p>the pavilion) on the south eastern corner of the site.</p> <ul style="list-style-type: none"> ● Retain existing mature trees and grass verges and incorporate these into a boulevard approach to the street scene. ● Retain existing Hobgoblin Wood. ● Ensure that management of woodland, green infrastructure and open spaces are secured in perpetuity. ● Provision of on-site sustainable drainage system. 	
<p>Health:</p>	<p>New GP practice may need to be provided.</p> <p><i>[Nottinghamshire County Council / Nottingham West Clinical Commissioning Group comments during March 2017 stakeholder meeting]</i></p> <p>Based on the multiplier of £551 per dwelling cost, the estimate for contributions is £275,500 (500 units).</p> <p><i>[Nottingham West Clinical Commissioning Group figures, April 2017].</i></p> <p>Land for Medical Centre required.</p> <p>Nottingham West Clinical Commissioning Group response to 2017 Publication Consultation: We are not in a position to confirm the size of site required at this stage; however based on similar size developments it would be no more than 1 acre to serve a potential population of around 18,000 patients. Funding</p>	<p>Further discussion with the Nottingham West Clinical Commissioning Group as part of the planning application process.</p>

	<p>contributions should be sought through Section 106.</p> <p>Nottingham West Clinical Commissioning Group response to 2017 Publication Consultation in relation to site Chetwynd Barracks and Toton sites: We will do more work on a potential hub servicing this area but would ask for a reserved site on the Barracks site to be identified for a potential health facility.</p>	
Utilities:	<p>Electricity – No abnormal requirements.</p> <p>Gas – no abnormal requirements.</p> <p>Sewerage – Please refer to ‘Flood Risk’ section.</p> <p>Water supply – no abnormal requirements subject to phasing.</p> <p>IT – No abnormal requirements.</p>	Further discussion with Utilities providers required as part of planning application.
Waste, Recycling & Energy Management:	<p>Beeston Recycling Centre site has limited potential for any additional throughput and cannot be further expanded. Developer contributions may be required. Each dwelling will require space for 4 bins to be located at the property.</p> <p><i>[All NCC comments within pre-March 2017 stakeholder meeting representations]</i></p>	Liaison with Broxtowe Borough Council Waste & Recycling will be required as part of the planning application process.
<p>The Technical Assessments submitted by JLL in November 2017 (and referred to above in Section 7 under the heading of Planning Status) have sought to respond to and address the issues raised by consultees on site constraints, the provision of infrastructure, and the delivery of the site.</p> <p>For example, PBA have produced a Ground Conditions Desk Study. This study does not identify any high risk or abnormal issues in terms of the site’s deliverability. The available historic records and studies show that there is a negligible possibility of contamination across the site. Most of the heavy vehicle maintenance elements were on the southern parts of the original depot site that have already been built on (to the south of the site). Any ground stability risk can be successfully minimised or eliminated by conventional mitigation measures. Identified potential sources of contamination associated with the historical and current use of the site are concentrated generally in the post-2028 phases of development. Their risk to future occupiers are assessed as low to moderate, with these being reduced to very low by the adoption of standard mitigation measures.</p>		

VIABILITY:

Evidence to inform the ACS (Three Dragons, Golland and GL Hearn) concluded that where very large sites are released (several hundred houses), these sites will have the potential to create their own market, which in many instances will exceed the prices being charged for new housing being on smaller sites. The evidence also suggests that in the higher sub-markets (which would include this area) the site should generate robust residual values up to and beyond 30% affordable housing.

Applicant has referenced the strong housing market within their submissions and has raised no viability issues.

DELIVERY ASSUMPTIONS

The site is currently operational but it is planned for closure by 2021 and will be available for development from this date.

Delivery on the site is expected to happen in phases, the initial phase of development (for 500 dwellings) is expected to take place on the western portion of the (which is currently largely open in nature and free from built development) and is expected to be delivered within the plan period. Later phases (to the east) are the more complex to deliver but these are not expected to be delivered within the plan period in any event.

ASSISTING DELIVERY OF THE SITE

The Council, Landowner and the Neighbourhood Forum have met regularly to discuss progress and to try and resolve issues that have arisen.

HOUSING TRAJECTORY

11- 12	12- 13	13- 14	14- 15	15- 16	16- 17	17- 18	18- 19	19- 20	20- 21	21- 22	22- 23	23- 24	24- 25	25- 26	26- 27	27- 28
												100	100	100	100	100

STEPS TO ACCELERATE DELIVERY FURTHER

Delivery is constrained by current occupation of the land by the MOD. There is the potential for a phased release in line with comprehensive masterplanning.

FUNDING BIDS

- **Garden Cities Bid - Broxtowe Borough Council** has approved a £10,000 request from Chetwynd: The Toton and Chilwell Neighbourhood Forum to be used to support a Garden Communities Bid to be submitted to the Ministry for Housing, Communities and Local Government by the 9th November 2018.
- **Housing Infrastructure Fund (HIF) Bid** – Nottinghamshire County Council has been shortlisted for a HIF bid for £100 million. Some of this money has been earmarked by the County Council to facilitate the significant road infrastructure required (in association with HS2) to the north of the site which will provide a link into the Chetwynd Barracks site at the north in order to facilitate the north/south link road. The next stage of the process requires further information to be submitted by Nottinghamshire County Council to the Ministry for Housing, Communities and Local Government in March 2019.

Delivery of these 500 homes is not dependant on the outcome of the bids. Instead, these bids, if successful, are intended to accelerate delivery beyond the trajectory referred to above.

8. MATTERS AGREED

Other than the issues set out below all parties have agreed that the Key Development Requirements and Aspirations set out in Policy 3.1 and the housing trajectory included in the submission version of the Part 2 Local Plan (CD/04) (and shown above) are appropriate and achievable.

9. MATTERS CURRENTLY NOT AGREED

Matter 1: Provision of the North / South Link Road

Broxtowe's Position (included as part of the Key Development Requirements):

Ensure that the ability to provide a North/South road to link to the Tram Park and Ride site is facilitated by development.

DIO's Position:

Land should be safeguarded within the operational Chetwynd Barracks site to allow for the future provision of a North/South road (or other means of movement) to link to the Tram Park and Ride site.

Matter 2: Delivery of Highways Infrastructure

Broxtowe's Position (included as part of the Key Development Requirements):

Highway Infrastructure must be considered in conjunction with requirements for the Toton Strategic Location for Growth and wider area as progressed through the Gateway Study and transport modelling.

DIO's Position:

Any contribution to highway infrastructure should be considered in conjunction with the requirements for Toton Strategic Location for Growth and wider area, as progressed through the Gateway Study and transport modelling, but be proportionate to meet the particular residual need arising from development traffic from the Chetwynd Barracks site, once allowance has been made for existing operational traffic and mode share to other more sustainable modes of transport, reflect the potentially different phasing of development of the two sites, and be capable of independent delivery.

Matter 3: Non-Designated Heritage Assets

Broxtowe's Position (included as part of the Key Development Requirements):

Retain and re-use existing military buildings (non-designated heritage assets) where possible, if not possible, the development should be designed to incorporate the existing footprint of the building into the development layout.

DIO's Position:

Identify the significance of the site and identify any potential non-designated heritage assets. The development should be designed to retain the memory of the historic buildings and their military function.

Matter 4: Highways Impact

Council's Position (included as the Key Development Aspiration):

Mitigate highways impact on the wider road network to ensure that congestion is not made worse than currently exists.

JLL's Position:

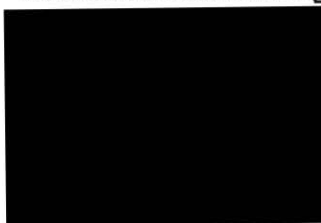
To mitigate highways impact on the wider road network as far as practicable, and recognising the opportunity for the development to create new opportunities for journeys to be undertaken by sustainable modes.

APPENDIX 1: LETTER FROM HEAD OF ESTATES OF DIO TO HEAD OF NEIGHBOURHOODS AND PROSPERITY OF THE COUNCIL



**Defence
Infrastructure
Organisation**

Defence Infrastructure Organisation



Telephone [MOD]:

E-mail address:



Date:

29 November 2018

Mr Steffan Saunders
Head of Neighbourhoods and Prosperity
Directorate of Legal and Planning Services
Broxtowe Borough Council
Council Offices
Foster Avenue
Beeston
Nottingham
NG9 1AB

Dear Mr Saunders

Chetwynd Barracks, Chilwell

I write to confirm the position regarding the procurement of this site for housing led-development.

On 24 March 2016, The Parliamentary Under-Secretary of State for Defence confirmed that a number of DIO sites was no longer required for national defence purposes and would be sold to fund the improvement of the estate and to release land for the construction of new homes. This announcement included the Chetwynd Barracks site, Chilwell. It was confirmed by the Secretary of State for Defence on 7 November 2016, in a statement to the House of Commons, that this site is scheduled to close by 2021 and will become available for development.

I can confirm that this is still the position. To this end, we instructed JLL in October 2016 to produce a concept masterplan, backed by a full technical assessment, to support the promotion of the site through the development plan-making process and engage with local stakeholders. This engagement is continuing with a public exhibition of our proposals held during October at local venues.

Chetwynd Barracks is a priority site for the DIO in terms its current programme of re-provision, which will involve moving the Army off-site and bringing it forward for development. For this reason,

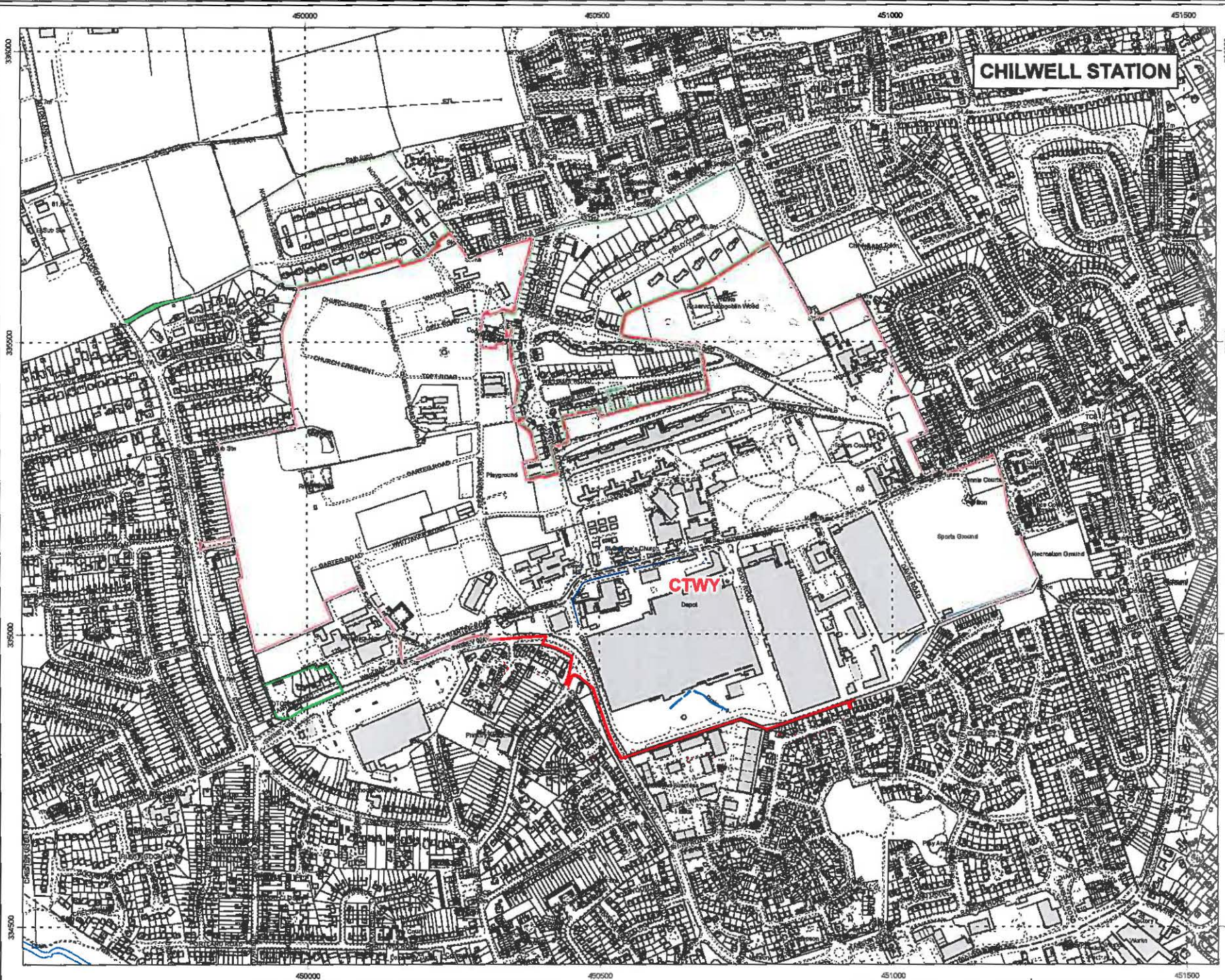
the DIO has already initiated discussions with a prospective delivery partner regarding the development of the site. In addition, the DIO is considering the possibility of an early release of land in the western part of the site, which is not used as intensively as other parts of the site.

I trust this statement provides clarity and certainty about the availability and deliverability of the site for development for new homes. We look forward to working with the Council, and other key stakeholders, to agree the masterplan for the site and realise the full potential of this site for a community of new homes and supporting development.



Robert Stone
Head of Estates
Defence Infrastructure Organisation

APPENDIX 2: SITE OWNERSHIP PLAN



Defence
Infrastructure
Organisation

**ESTABLISHMENT
RED LINE PLAN
NOTTINGHAM
CTWY**

- ▭ Site Area - 75.45ha
- ▭ SFA sites

Scale 1:6,000

IMPORTANT NOTE ABOUT SCALE
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Version Number:
1
Production Date:
01.03.2016
Drawn By:
JL
Checked By:

**GEOSPATIAL SERVICES
DATA ANALYTICS & INSIGHT**
Defence Infrastructure Organisation
St George's House
Kingston Road
SUTTON COLDFIELD B75 7RL
E-MAIL: DIC-Data@min.defence.gov.uk

APPENDIX 3: CHRONOLOGY

- **March 2016:** The MOD confirmed that the site was no longer required for defence purposes and was to be released for housing development. A further announcement was made by the Secretary of State for Defence in the House of Commons on 7 November 2016.
- **August – October 2016:** The Council undertook a 6 weeks public consultation on 'Potential Additional Sites' (of which Chetwynd Barracks was one). however, in brief
- **September 2016:** Opun Design Review.
- **October 2016:** The Council held a site-specific workshop with key stakeholders (including DIO), which was informed by the findings of the Opun Design Panel, to discuss how development of the site may progress.
- **November 2016:** Chetwynd: the Toton and Chilwell Neighbourhood Area and Forum Designation applications submitted to the Council.
** Note: members of the Neighbourhood Forum have been involved in planning matters for a significant amount of time prior to the formal application – they were involved in the site-specific workshop**
- **November 2016:** JLL commissions consultant team (PBA, PRP and JLL) on behalf of DIO to undertake necessary Technical Assessments and produce a masterplan.
- **March 2017:** Site Allocations Infrastructure Workshop hosted by the Council (and attended by JLL and DIO).
- **March 2017:** Chetwynd: the Toton and Chilwell Neighbourhood Area and Forum Designated.
- **April 2017:** Submission of Evidence Base of Technical Assessments and Vision of Development by JLL to the Council and NCC for consideration.
- **July 2017:** Initial meetings on site with Neighbourhood Forum.
- **September 2017:** Publication Version of the Part 2 Local Plan published for 6 weeks public consultation: Chetwynd Barracks is included as a site allocation.
- **November 2017:** Response to consultation by JLL on behalf of DIO and formal submission of associated evidence base (including Technical Assessments) and Vision for Development.
- **August 2018:** Plan Submitted to Secretary of State for Examination.
- **October 2018:** The Council approves £10,000 request from Chetwynd: The Toton and Chilwell Neighbourhood Forum to be used to support a Garden Communities Bid. ARUP, working on behalf of the Council, submitted the bid on 9 November 2018.
- **October 2018:** Public Exhibition by DIO of the proposed closure and development of the site, held from 18 to 20 October 2018 at three local different venues.