

STATEMENT OF COMMON GROUND BETWEEN:

BROXTOWE BOROUGH COUNCIL & NOTTINGHAMSHIRE
COUNTY COUNCIL



POLICY 3.2: LAND IN THE VICINITY OF THE HS2 STATION AT TOTON (STRATEGIC LOCATION
FOR GROWTH)

BROXTOWE BOROUGH COUNCIL PART 2 LOCAL PLAN EXAMINATION

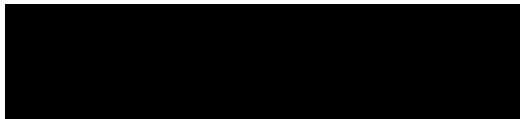
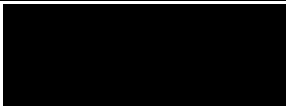
DATE: 5 DECEMBER 2018

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SIGNATORIES

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NOTTINGHAMSHIRE COUNTY COUNCIL SALLY GILL GROUP MANAGER PLANNING	

Please note that the published version will be redacted

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1. EXECUTIVE SUMMARY

There are no significant areas of disagreement that that would affect the delivery of homes during the plan period within the expected timescale.

A range of matters are considered to be agreed between BBC and NCC relating to:

- The delivery of 500 homes within the plan period
- Delivery of these homes towards the south of the site, on land both east and west of Toton/ Stapleford Lane
- Delivery of East Midlands HS2 Growth Strategy
- Highway improvements
- Comprehensive planning and delivery of the Toton Strategic Location for Growth

There are a number of minor issues that need further discussion at the Examination Hearing Sessions, these are:

- Reference to the 500 homes as minimum figure in this Local Plan
- The long-term capacity of Toton Strategic Location for Growth
- Density of residential development in the plan period
- Support for a strategic link road to provide necessary highways upgrades
- Detailed proposals relating to the preparation of a Strategic Masterplan
- Clearer policy structure and key development requirements

2. INTRODUCTION

This Statement of Common Ground (SoCG) is between Broxtowe Borough Council (BBC) and Nottinghamshire County Council (NCC) in its capacity as the following:

- Education authority;
- Highways authority;
- Economic development - as the lead local authority partner for the delivery of the aspirations set out in the East Midlands HS2 Growth Strategy.

This SoCG relates solely to the proposed allocation of the land in the vicinity of the HS2 station at Toton (strategic location for growth) (Policy 3.2) in the Submission Version of the Part 2 Local Plan (CD/04).

3. ALLOCATION PROPOSALS

Land in the vicinity of the HS2 station at Toton (strategic location for growth) is proposed for allocation through the Policy 3.2 of the Publication Version of the Part 2 Local Plan (CD/01) (incorporating modifications as detailed in the Consultation Statement (CD/20) and the

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Schedule of proposed Main Modifications and Additional Modifications (BBC/08) that will be subject to consideration by the Inspector). The proposed policy wording is set out in Appendix 1.

4. MATTERS AGREED

The following matters are considered to be agreed between the parties:

Development within the plan period

- a. The Toton Strategic Location for Growth represents a highly sustainable location for development (with or without High Speed Two).
- b. 500 homes can be delivered at the Toton Strategic Location for Growth within the plan period.
- c. The delivery of 500 homes within the plan period is not dependent on the proposed High Speed Two Hub Station.
- d. 500 homes can be serviced from Toton Lane subject to the highway mitigation measures identified in the extant planning permission for Lime Rise (17/00131/ROC) being delivered in accordance with the requirements set out in conditions 18 to 23.

Development to the south of the site

- e. Notwithstanding the extant Lime Rise planning permission (HS2/08 and HS2/09), the preferred location for the delivery of the first phase (of 500) homes at Toton is to the south of the site, on land east and west of Toton Lane.
- f. The principle of a multi-functional green infrastructure corridor to the south of the site that provides safe and convenient pedestrian and cycle access between Toton Fields Local Nature Reserve, the HS2 station and Chetwynd Barracks (site allocation 3.1). The green infrastructure corridor will also provide amenity and wildlife benefits.

Delivery of East Midlands HS2 Growth Strategy

- g. Support the delivery of the region's HS2 Growth Strategy (HS2/06) and recognise the importance of having a planning policy framework which enables this.
- h. The site can accommodate a minimum of 18,000 sqm of employment (B Use Class uses), which will support realisation of an Innovation Village/Campus and provide high skilled jobs to support economic growth in the immediate area and wider region.

Highway Improvements

- i. The principle that upgrades to the highway network will be required to provide more network-wide carrying capacity and support the long-term scale of growth envisaged at Toton Strategic Location for Growth and Chetwynd Barracks.

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Comprehensive planning and delivery of the Toton Strategic Location for Growth

- j. The principle of the preparation of a Strategic Masterplan to facilitate a collaborative and cohesive approach to development at Toton Strategic Location for Growth.
- k. The principle of the long-term capacity of the site being referenced to ensure parity between Toton Strategic Location for Growth and Chetwynd Barracks. It is also agreed that the review of the ACS would provide the appropriate mechanism for formally allocating the additional development at the Toton Strategic Location for Growth.

It should be noted that for a number of the areas of agreement, NCC is seeking to agree revised policy wording with BBC (which can then be considered by the Inspector). This is to ensure that the points of agreement are adequately reflected in Policy 3.2. NCC has shared the requested wording changes with BBC and continues to engage with BBC to reach agreement on these changes.

6. MATTERS CURRENTLY NOT AGREED

Matter 1: Insertion regarding delivery of a minimum of 500 homes in the plan period

BBC position: The Core Strategy already expressed the housing figure as a minimum and to repeat it is unnecessary and not required to make the part 2 Local Plan sound.

- The expression of housing numbers as a specific figure is consistent with every other Local Plan allocation.
- The follows detailed dialogue with various stakeholders including the Chetwynd Neighbourhood Forum.
- The housing provision should be seen in the context of an overall uplift of 1099 homes above the minimum 6150 specified in the ACS (18%).
- This uplift has been subject to SA, IDP and HRA screening work.

NCC position: The modification requested seeks the insertion of the word 'minimum' so that Policy 3.2 requires a minimum of 500 homes to be delivered in the plan period in accordance with the requirements of the ACS. The note to Policy 2 of the ACS recognises that strategic locations will be allocated through the respective authority Part 2 Local Plans. This includes Toton Strategic Location for Growth. Therefore, Policy 3.2 needs to make provision for the delivery of a minimum of 500 homes within the plan period since it is the Part 2 Local Plan which is allocating the site for development.

This proposed modification will ensure the policy is also sound in the following other regards:

- provides flexibility for other parts of the Strategic Location for Growth (aside from the extant outline planning permission for Lime Rise for 500 homes (HS2/08)) to deliver homes - an aspiration consistent with the region's HS2 Growth Strategy (pages 19 to 21 and in particular the aspirations for 'Parkside') (HS2/06);
- maximises the benefits of development in a highly sustainable location, reducing the need for further Green Belt release elsewhere in the Borough; and

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- will not undermine the assessment work undertaken as part of the SA, IDP or HRA since the modification being sought will not substantially alter the Plan or be likely to give rise to significant effects. Such an approach would be consistent with the guidance provided at paragraph 021 Reference ID:11-021-20140306 of the Planning Practice Guidance.

Matter 2: The long-term capacity of Toton Strategic Location for Growth

BBC position: 3,000 homes is an appropriate capacity figure which is consistent with the approach taken at Chetwynd Barracks. This recognises that there will be other uplift in development regarding employments uses, green and social infrastructure and transport connections

NCC position: The technical work which informed the region's HIF bid identified the potential for Toton to accommodate c. 3,700 homes plus significantly more (but unquantified) employment floorspace and supporting infrastructure (green, social and transport). NCC therefore considers that reference to around 3,500 homes to be an appropriate capacity figure recognising further technical work will be undertaken in the future to determine a more precise number.

Matter 3: Density of residential development in the plan period

BBC position (included as part of the Key Development Requirements):
500 homes of a minimum net density of 40 dwellings to the hectare and associated infrastructure to deliver this, these should be located towards the South of the Strategic Location for Growth.

NCC position: Policy 8 and Policy 10 of the ACS do not specify minimum densities; instead they set out a number of criteria which should be taken into account when bringing forward development proposals. It is therefore unclear on what basis the density requirement has been proposed and therefore whether this policy is sound (not justified).

As indicated in the region's HS2 Growth Strategy (HS2/06), a mix of homes will be provided on-site; this includes lower density areas broadly reflecting established residential areas of Toton within 'Parkside' which is the preferred location to residential development within the plan period. These densities are more in keeping with the development proposals approved as part of the Lime Rise development (HS2/08), which was approximately 30dph.

Matter 4: Support for a strategic link road to provide necessary highways upgrades

BBC position:

- Beyond delivery of 500 homes at Toton Strategic Location for Growth and 500 homes at Chewynd Barracks, upgrades to the highway network will be required as necessary to mitigate any severe highways impacts.

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- The delivery of a strategic link road comprising the following works represents a potential appropriate solution for addressing highway network constraints: re-modelling of Bardills Junction, a new junction off the A52 east of Bardills Roundabout and a new link road to Toton Lane with associated restrictions to movement options on the existing Toton Lane.

NCC position: NCC is not aware of the transport modelling which has been undertaken which demonstrates that beyond 500 homes at both Toton Strategic Location for Growth and Chetwynd Barracks there will be or are likely to be severe highway impacts.

There needs to be more explicit recognition of the proposals set out in the East Midlands HS2 Growth Strategy (HS2/06, page 35 (numbers 1a and 1b)) to ensure the policy is sound and provides an effective basis for facilitating the highway infrastructure, reflecting the County's (as highways authority) requirements. NCC is delivering against the region's aspirations, which has identified the proposed strategic link road as the most appropriate solution for addressing highway constraints and providing the additional capacity required. It is on this basis that Housing and Infrastructure Fund (HIF) funding has been sought.

Matter 5: Detailed proposals relating to the preparation of a Strategic Masterplan

BBC position: A Strategic Masterplan should be prepared prior to any planning application for additional development to the 500 homes proposed in this Local Plan.

NCC position: The Strategic Masterplan should demonstrate how the Key Development Requirements for the site (both within and beyond the plan period) will be met and provide a high-level overarching framework to ensure that planning and delivery of development and infrastructure is properly coordinated. It is therefore necessary for any new planning applications, which includes any planning application(s) that may be forthcoming to facilitate residential development to the east and west of Toton Lane to be subject to the Strategic Masterplan. Further, it is considered that details on how the Strategic Masterplan will be produced should be included within the supporting text so that there is clarity for all parties.

Matter 6: Clearer policy structure and key development requirements

BBC position: The amendments already agreed provide this clear policy structure to 2028, and recognise further work is needed prior to confirming development requirements post 2028.

NCC position: It is unclear as to the amendments BBC is referring; NCC's Hearing Statement on Matter 7: Toton Strategic Location for Growth sets out its concerns with regard to the proposed modifications subject to MM3 (BBC/08).

For a number of the areas of agreement, NCC is seeking to agree revised policy wording

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with BBC (which can then be considered by the Inspector). This is to ensure that the points of agreement are adequately reflected in Policy 3.2. NCC has shared the requested wording changes with BBC and continues to engage with BBC to reach agreement on these changes.

NCC has shared with BBC a suggested revised approach to the wording of Policy 3.2. This is set out in Appendix 2. As part of this approach NCC seeks to agree with BBC a high level, illustrative concept framework which identifies the preferred location for growth within the plan period (to the south of the site), strategic road links etc.

APPENDIX 1: BACKGROUND CONTEXT

A1. KEY DEVELOPMENT REQUIREMENTS

Key Development Requirements between 2018 - 2023

- 500 Homes of a minimum net density of 40 dwellings to the hectare and associated infrastructure to deliver this, these should be located towards the South of the Strategic Location for Growth.
- Limited local retail provision of a scale that does not compete with the retail offer in nearby centres including Long Eaton, Stapleford and Sandiacre.
- Development should be located and designed to complement and not prejudice proposals for access to the HS2 Hub Station and Innovation Village which is to be delivered beyond the plan period.
- Highway infrastructure must be considered in conjunction with requirements for the Chetwynd Barracks allocation (Policy 3.1) and wider area as progressed through the Gateway Study and transport modelling.

Key Development Requirements for the Strategic Location for Growth stretching significantly beyond the end of this Part 2 Local Plan

The development of an innovation village comprising the following minimum and to be confirmed as part of the review of the Greater Nottingham Aligned Core Strategies:

Community Provision

- Provide space for provision of an expanded or potentially relocated George Spencer Academy including a new Primary School.
- Provide space for provision of a relocated Leisure hub with space for a Leisure centre including indoor sports centre and 25m swimming pool and outdoor sports pitches.
- Provide a new community centre.
- Provide a new health centre.
- Provide a new neighbourhood scale retail centre.

Traffic / Transport / Connectivity

- A system that flows well for all modes of transport including a multi modal transport hub adjacent to the station and proper consideration of access both from Long Eaton and Stapleford, and how the HS2 site will connect and complement development at the Chetwynd Barracks site. As a minimum this will include good connectivity for cycling and pedestrians from the northern end of Chetwynd Barracks to access the tram and HS2 station via a network of interconnected Green Infrastructure. It will also enable the provision of high quality transport links to the other nearby centres in Broxtowe and Erewash, the three city centres of Derby, Leicester and Nottingham, the airport and strategic rail connected development at Roxhill in Leicestershire to the south and towns in East Derbyshire and West Nottinghamshire to the north.
- Maximise the potential for trips to and beyond the station to be achieved through non-private car modes of transport. This should include:

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- Tram extension to HS2 station which should be high level access and complete prior to the opening of the station. It should be designed in such a way as to allow for its potential expansion to Long Eaton, Derby and East Midlands Airport. This will need to include a bridge over the station of sufficient size to accommodate different modes of transport which in addition to the tram would be bus, car, cycle and pedestrian.
 - Safe and attractive pedestrian and cycling links between new and existing communities including Toton, Long Eaton, Stapleford and Sandiacre utilising attractive routes through the location to the HS2 hub and neighbouring areas.
- A hierarchy of attractive routes and interconnected places should be created. Green routes should be provided and, where necessary, preserved and enhanced to assist with this including the Erewash Valley/Canal and additional green space to the north of existing settlements at Toton and Chilwell and to the south of Stapleford.
- Pedestrian access should be provided to the station from the east with an additional secondary western access. This should include a safe route either over or under the station.
- In terms of cycling provision, development should be compatible with future north-south and east-west segregated cycle routes. Cycling should be made a viable option for accessing the hub from within a five mile radius. NET extensions should incorporate a tram-side shared path (to extend to Derby if the tram is extended this far).
- Bessell Lane should be incorporated in plans to access the station and significant improvements will need to be made to the quality of the public realm to encourage better connections to Stapleford Town Centre and to assure the quality of the cycling provision on this north-south route including extension of Midland Street, Long Eaton. On a wider scale the plan to open Bennerley Viaduct should be taken into account with its potential to create wider major leisure routes attracting visitors to use Toton Hub as a starting point for cycling tours. A link should be provided to national cycle route 6 along the Erewash Canal directly to the HS2 Hub station and cycle storage should be provided at the station.
- Private vehicle access to the station to be provided via the A52, terminating in ideally underground parking or failing this a multi-storey car park to serve the station. Good quality transport links from the HS2 station to nearby town centres including a north/south link road to provide local vehicle, walking and cycling access to the station and to facilitate through bus services.
- Onward rail service connections to other principal East Midlands Stations including Ilkeston Station.
- Prevent overspill parking in existing residential areas when the station is operational. This may include Toton to become 'residents only parking' area to mitigate issues with Station/Tram traffic.

Green Infrastructure

- Extensive multi-purpose interconnected Green Infrastructure routes to be provided to connect areas of growth and existing communities all of which should be of sufficient width and quality to provide attractive and usable links in the following locations:

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- Along the southern boundary of the location north of existing communities of Toton and Chilwell, between Hobgoblin Wood in the east and Toton Fields Local Wildlife Site in the west, this will be a significant corridor in the area, and should incorporate both pedestrian and cycle access to HS2 station;
- Along the northern boundary of the location south of Stapleford this should comprise a narrow, graded tree and shrub roadside corridor to improve screening of the Innovation Village from the A52;
- Along the Erewash Canal to the west of the location (incorporating flood mitigation on the low lying Sidings part of the site) and Erewash River (between Toton Washlands and Stapleford);
- Along a north/south corridor immediately to the west of Toton towards Bessell Lane.
- A new primary route through the centre of the location linking development areas to the HS2 Hub linking to a high quality 'station square' as part of a new attractive principal pedestrian route.
- No loss of trees which are the subject of Tree Preservation Orders and extensive additional planting to be undertaken at appropriate locations to enhance provision of wildlife corridors of varying widths.
- Multi use sporting provision should be provided in appropriate locations ideally adjacent to the school for use by school children and others.

Economic development

- The creation of an innovation village as part of a mixed use development to provide significant numbers of new high skilled jobs to drive economic development in the immediate area and the wider region.
- The provision of iconic tall buildings in close proximity to the station and on the western edge of the higher land further west. This is to provide suitable premises for economic ambitions to be met in a flexible format to allow for, and encourage, a mix of uses and also to provide a visual link to the northern gateway of the site leading to Stapleford District Centre and in doing so encourage additional investment in, and enhancements to, Stapleford District Centre.
- This development may include large scale conferencing facilities, university research/development provision, possible potential for hotels and other high tech developments seeking premises in proximity to a HS2 station.

School / Leisure

- Option to provide space on the eastern side of Toton Lane for a 'South Broxtowe Leisure Hub', if required. This would include a new Leisure Centre and associated indoor and outdoor facilities and a relocated GSA School campus.

Land Assembly

- Provide a School site of sufficient scale to accommodate the full educational needs of 3 to 18 year olds at George Spencer Academy within the strategic location and potentially as part of a school/Leisure hub on the eastern side of Toton/ Stapleford Lane.

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- Relocate the plant nursery, electricity substation, sewage works and Network Rail/DB Schenker off site.

A2. KEY DEVELOPMENT ASPIRATIONS

1. The relocation of the electricity substation and sewage works to ensure a more comprehensive and high quality development.

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.

A3. OPUN DESIGN REVIEW

The OPUN Design Review was undertaken in August 2015 in relation to the Lime Rise planning permission (HS2/08). The key issues identified were as follows:

- Provision of a legible, permeable, well connected development with strong linkages considered fundamental. A Movement Framework should illustrate hierarchy of routes.
- Importance of NET safeguarded route as a principle route through the development, and need to sensitively design how the route is integrated with the street hierarchy and urban form;
- Collaborative working with the Highways Authority to ensure routes and connections within the site have a strong emphasis on place making principles rather than highway engineering.
- Putting in place a strong landscape framework, specifying use, form and links between the open spaces
- Regarding the location of open space within the scheme, encouragement to consider tightening the area of open space to the south, to allow the central area within the development to expand;
- Importance of the landscape in contributing to the built form and highways in providing legibility, appeal and overall interest to the development; and
- Locating/ intensification of development at public transport nodes.

A4. DELIVERY

Generic delivery assumptions from the SHLAA 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).

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SITE LOCATION AND SIZE:		
<p>The site as a whole is 154.3 hectares and is a mix of greenfield and brownfield (albeit the residential element is wholly greenfield) located adjoining 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) with a minimum distribution of 3,800 new dwellings.</p> <p>As a result of the site proximity to the proposed HS2 East Midlands Hub Station the area was allocated as a 'Strategic Location for Growth' in the Aligned Core Strategy (Policy 3) a) ii)) to include a minimum of 500 homes.</p>		
CURRENT USE:		
<p>The area where housing is expected to be delivered is currently agricultural land. The Strategic Location for Growth as a whole includes the existing railway sidings, a small number of existing residential properties, a scrap yard, sewage treatment works, a school, an electricity substation and the NET Park and Ride site.</p>		
OWNERSHIP:		
Peveril and the Church		
SITE ACCESS AND HIGHWAYS IMPROVEMENTS:		
<p>Details of site access and highways improvements required are set out in the Infrastructure Delivery Plan summary (below) and form part of the planning consents gained for</p>		
PLANNING STATUS:		
<p>Part of the Strategic Location for Growth benefits from outline planning permission (12/00585/OUT) for 500 homes & a later Reserved Matters application (17/00499/REM) for 282 homes.</p>		
REQUIRED INFRASTRUCTURE:		
Infrastructure	Summary Assessment	Further Work
Contamination:	<p>Part greenfield site. Parts of site in use as Toton Traction Maintenance Depot (TMD) and marshalling yards. There is the potential for contamination on parts of the site.</p> <p>Condition 15 of the outline planning permission requires that a Ground Investigation Survey is undertaken and submitted to and approved by the local authority, prior to the start of development on the site. This should include an assessment of:</p> <ul style="list-style-type: none"> • Potential ground and water contamination; 	<p>Further investigations will be required in relation to the potential for contamination on the site.</p> <p>Note: The outline planning permission includes the demolition of 316 Toton Lane.</p>

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	<ul style="list-style-type: none"> • The potential for gas emissions; • Any associated risk to the public, buildings, and / or the environment. 	
Emergency Services:	No requirements identified.	Liaison with Nottingham West Clinical Commissioning Group necessary.
Flood Risk:	<p>The 'residential' development element of the site is located outside of both Flood Zone 2 and Flood Zone 3, according to Environment Agency flood risk mapping.</p> <p>Drainage from the site should be via a sustainable drainage system. For Greenfield areas, the maximum discharge should be the Greenfield run-off rate (Qbar) from the area. Condition 13 of the outline planning permission requires that a detailed surface water drainage scheme and foul sewerage scheme has been submitted to and approved by the local authority. Condition 13 also sets out further requirements in relation to surface water run-off and the provision of sustainable drainage systems etc.</p> <p>Severn Trent response in relation to sewerage and surface water flooding: It is likely that a capital scheme would be required for a new gravity sewer to take foul flow from the development to Stapleford STW in the North West. There are numerous hydraulic flood incidents on incoming pipes to the STW. If foul flows were to be discharged to the south the topography suggests a pumping station would be required. Pipes on Stapleford Lane where it would be expected to discharge to</p>	Further discussion with the Environment Agency / Lead Local Flood Authority as part of the planning application process.

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	are predicted to flood in low RPs. There are foul flooding incidents recorded to the south off Stapleford Lane. Surface water will be able to drain to pre-existing surface water systems in the vicinity of the development.	
Transport:	<p>The allocation of this site will need to be considered in the round with both the existing planning permission and the land at Chetwynd barracks and the needs for accessing HS2 both by road and public transport (tram extension). East-west connectivity across the line of HS2 for further tram connectivity towards Long Eaton will need to be considered and if possible safeguarded.</p> <p><i>[Nottinghamshire County Council representations prior to March 2017 stakeholder meeting]</i>. Public transport funding contributions for infrastructure and local bus service provision will be sought. Contributions to bus stop infrastructure will be required. Safeguarded land for a NET tramway extension and vehicular access to the HS2 station (including access from the A52 / a new junction) will be required. NCC notes that the development should be designed in accordance with the 6C's Design Guide. <i>[Nottinghamshire County Council representations prior to March 2017 stakeholder meeting]</i>.</p> <p>The outline planning permission requires that details of a safeguarded corridor for the (proposed) tramway are submitted to and approved by the local authority prior the start of development. The outline planning</p>	<p>Transport assessment and travel plan required. Highway mitigation and potential contributions to public transport to be agreed as part of S106 discussions. Network Rail / HS2 should be consulted when definitive proposals are available. It will be necessary to ensure that land is safeguarded within the site to accommodate the development of:</p> <ul style="list-style-type: none"> • The proposed HS2 railway station • A new highway to provide access between the station and the A52 • A new junction onto the A52 • An extension of the NET tramway line from its current terminus at the Toton Park & Ride station to the proposed HS2 station. <p>Key Development Requirements beyond the plan period for the Strategic Location for Growth stretching significantly beyond the end of the Part 2 Local Plan include:</p> <ul style="list-style-type: none"> • A system that flows well for all modes of transport including a

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	<p>permission (Condition 20) requires the implementation of highway improvement works to Junction 25 of the M1 and the roundabout adjacent to the Bardill's Junction (A52), to the north east of the site – and these improvements being operational, prior to the any permanent building being occupied or brought into use. There is currently a planning application under consideration by the Borough Council to vary this condition.</p> <p>The outline planning permission (Condition 18) requires the provision of a northern access on Toton Lane / Stapleford Lane and closure of another access to George Spencer School, prior to the first dwelling being brought into use.</p> <p>The outline planning permission (Condition 19) requires that not more than 150 dwellings shall be occupied or brought into use unless or until the southern site access on Toton Lane has been provided. This includes pedestrian crossing facilities. Conditions 21 – 23 of the outline planning permission require the provision of additional off-site highway works within the surrounding area, at different 'trigger points' (before the occupation / use of 100 dwellings (Condition 21) or 235 dwellings (Condition 22). These works are required at Stapleford Lane, Swiney Way, Banks Road, A6005 Queens Road, B6003 High Road, and at other junctions within the surrounding area.</p> <p>No part of the development shall be occupied or brought into use unless or until a Traffic Regulation Order</p>	<p>multi modal hub transport hub adjacent to the station and proper consideration of access both from Long Eaton and Stapleford, and how the HS2 site will connect and complement development at the Chetwynd Barracks site</p> <ul style="list-style-type: none"> • Maximise the potential for trips to and beyond the station to be achieved through non-private car modes of transport. • Tram extension to HS2 station which should be high level access and complete prior to the opening of the station. This will need to include a bridge over the station of sufficient size to accommodate different modes of transport which in addition to the tram would be bus, car, cycle and pedestrians. • A hierarchy of attractive routes and interconnected places should be created. • Pedestrian access should be provided to the station from the east with an additional secondary western access. This should include a safe route either over or under the station. • In terms of cycling provision, development should be compatible
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	<p>has been implemented to reduce the speed limit of the part of Toton Lane fronting the site to 30mph (Condition 23).</p> <p>There are other standard requirements in relation to highways and construction (for example in relation to construction traffic), the details of which would need to be set out within a Construction Method Statement, and approved by the local authority.</p>	<p>with future. North-south and east-west segregated cycle routes.</p> <ul style="list-style-type: none"> • NET extensions should incorporate a tram-side shared path (to extend to Derby if the tram is extended this far). • Bessell Lane should be incorporated in plans to access the station. • Private vehicle access to the station to be provided via the A52, terminating in ideally underground parking or failing this a multi-storey car park to serve the Station. Prevent overspill parking in existing residential areas when the station is operational.
Air Quality:	<p>The site is located to the south of the A52 and east of the Erewash Valley Railway Line (which is used for rail freight and as a passenger rail diversion route) – along part of the proposed HS2 route.</p> <p>Toton Traction Maintenance Depot (TMD) and marshalling yards are located to the west of the site.</p> <p>Toton TMD is operated by DB Cargo UK, and is the only Traction Maintenance Depot within the company where heavy maintenance is carried out on diesel locomotives.</p> <p>The site is not however located within an Air Quality Management Area (AQMA).</p>	<p>Mitigation (dependent upon detail of development).</p>

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Community Facilities:	<p>The outline planning permission included a 0.08 hectare plot for community use.</p> <p>Nottinghamshire County Council made representations in relation to the outline planning application in relation to libraries. They noted that the existing library in Stapleford is of sufficient size but a contribution towards additional stock was requested. However, 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 a planning application submission for 'reserved matters'.</p> <p>Key Development Requirements beyond the plan period for the Strategic Location for Growth stretching significantly beyond the end of the Part 2 Local Plan are listed as:</p> <ul style="list-style-type: none"> • Provide space for provision of an expanded or potentially relocated George Spencer Academy including a new Primary School. • Provide space for provision of a relocated Leisure hub with space for a Leisure centre including indoor sports centre and 25m swimming pool and outdoor sports pitches. • Provide a new community centre. • Provide a new neighbourhood scale retail centre.
Education:	<p>Combined with the development at Chetwynd Barracks, land and new primary school required – full build cost recovery. [<i>Nottinghamshire County Council representations prior to March 2017 stakeholder meeting</i>]</p> <p>The outline planning permission included a maximum of 2,300 sq. m of 'education floor space'.</p>	<p>Further discussion required with the LA as part of the planning application – reserved matters process – to progress an application for the new primary school. This will require both authorities to work together to plan appropriate solutions. Key Development Requirements beyond the plan period for the Strategic</p>

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	<p>The signed Section 106 Agreement for the outline planning permission requires that a planning application for a primary school is submitted and approved at the site, prior to the occupation of any dwellings on the site, and that before 200 dwellings are occupied, 4 class rooms must have been developed and be ready for use, and before 400 dwellings are occupied, the primary school must have been completed. The Section 106 agreement refers to 'approximately 1 hectare of land' for the school site.</p> <p>A separate contribution towards secondary school places was requested at the outline planning application stage.</p>	<p>Location for Growth stretching significantly beyond the end of the Part 2 Local Plan are listed as:</p> <ul style="list-style-type: none"> • Option to provide space on the eastern side of Toton Lane for a 'South Broxtowe Leisure Hub', if required. This would include a new Leisure Centre and associated indoor and outdoor facilities and a relocated George Spencer Academy School campus. • Provide a School site of sufficient scale to accommodate the full educational needs of 3 to 18 year olds at George Spencer Academy within the strategic location and potentially as part of a school/Leisure hub on the eastern side of Toton/ Stapleford Lane.
Green Infrastructure/Open Space:	<p>Minimum of 16 hectares of Open Space to be provided to incorporate Green Infrastructure of sufficient width and quality to provide attractive and usable links between Hobgoblin Wood in the east and Toton Fields Local Wildlife Site in the west and the Erewash Canal, that blends with a high quality built environment around the station.</p> <p>The signed Section 106 Agreement (for the 500 unit residential development) requires that public open space and playing fields are provided as a part of this part of the proposed development.</p>	<p>Further dialogue with BBC Parks & Environment required.</p> <p>Key Development Requirements beyond the plan period for the Strategic Location for Growth stretching significantly beyond the end of the Part 2 Local Plan include:</p> <ul style="list-style-type: none"> • Extensive multi-purpose interconnected Green Infrastructure routes to be provided to connect areas of growth and existing communities all of which should be of

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	<p>The playing fields should be transferred to the George Spencer Academy, the Borough Council or a management company. The public open space and SuDS should be transferred to either the Borough Council or a management company to be maintained and managed into perpetuity for public access and recreation only.</p> <p>If transferred to the Borough Council, the following on-site maintenance contributions would need to be paid to the Borough Council at the following milestones:</p> <ul style="list-style-type: none"> • Completion of 100th dwelling (or prior to the transfer of all of the playing fields and / or public open space, whichever the sooner) -£58,759. • Completion of 200th dwelling (or prior to the transfer of all of the playing fields and / or public open space, whichever the sooner) -£58,759. • Completion of 450th dwelling (or prior to the transfer of all of the playing fields and / or public open space, whichever the sooner) -£176,277. <p>There is an existing Public Right of Way (PROW) that crosses the site from east to west and this should be retained and incorporated within the proposed central green corridor. An additional western landscape corridor has also been included which was added following the design consultation process and there is a separation channel that runs along a large proportion of the southernmost border of the site.</p> <p><i>[Source: Broxtowe Borough Council Decision Notice / Section 106]</i></p>	<p>sufficient width and quality to provide attractive and usable links in a number of locations.</p> <ul style="list-style-type: none"> • Tree Preservation Orders and extensive additional planting to be undertaken at appropriate locations to enhance provision of wildlife corridors of varying widths. • Multi use sporting provision should be provided in appropriate locations, ideally adjacent to the school for use by school children and others.
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	<p><i>Agreement]</i></p> <p>Potential for a non-turf football pitch that could satisfy the requirement in the Playing Site Strategy for such a facility in the south of Broxtowe. This would need to be linked with George Spencer School. <i>[Broxtowe Borough Council Parks and Environment advice note, May 2017]</i>.</p>	
Health:	<p>The outline planning permission included a 0.04 hectare plot for a medical centre.</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>	<p>Further discussion with the Nottingham West Clinical Commissioning Group as part of the planning application process. A Key Development Requirement beyond the plan period for the Strategic Location for Growth stretching significantly beyond the end of the Part 2 Local Plan is listed as:</p> <ul style="list-style-type: none"> • Provide a new health centre
Utilities:	<p>Removal and /or undergrounding of the electricity supply cables currently carried across the site by pylons will be necessary. The outline planning permission description of development included the demolition of electricity pylons and overhead cables and the erection of a terminal pylon.</p> <p>Gas – no abnormal requirements.</p> <p>Waste water – Please refer to ‘Flood Risk’ section.</p> <p>Water supply – no abnormal requirements anticipated.</p> <p>IT – No abnormal requirements.</p>	<p>Further discussion with Utilities providers required as part of planning application.</p> <p>Key Development Requirements beyond the plan period for the Strategic Location for Growth stretching significantly beyond the end of the Part 2 Local Plan are listed as relocating the plant nursery, electricity substation, sewage works and Network Rail / DB Schenker works off site.</p>
Waste, Recycling &	Beeston Recycling Centre site has limited potential for any additional	Liaison with BBC Waste &

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Energy Management:	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. [All Nottinghamshire County Council comments within pre-March 2017 stakeholder meeting representations]	Recycling will be required. Key Development Requirements beyond the plan period for the Strategic Location for Growth stretching significantly beyond the end of the Part 2 Local Plan are listed as relocating the plant nursery, electricity substation, sewage works and Network Rail / DB Schenker works off site.														
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. No viability issues raised by the applicant.																
DELIVERY ASSUMPTIONS																
Reserved Matters for 282 dwellings has been granted and the planning conditions are currently being discharged. It is expected that delivery will commence on site within the next financial year and that a further Reserved Matters application will be submitted for the remaining dwellings during this period so as not to halt delivery.																
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
								50	100	100	100	100	50			
STEPS TO ACCELERATE DELIVERY FURTHER																
FUNDING BIDS																
<ul style="list-style-type: none">Housing Infrastructure Fund (HIF) Bid – A bid prepared by NCC on behalf of the local authority partners has been shortlisted for a HIF bid for £100 million. Some of this money has been earmarked to facilitate the strategic link road to provide more network-wide carrying capacity and support the long-term scale of growth envisaged at Toton Strategic Location for Growth and Chetwynd Barracks. The next stage of the																

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process requires further information to be submitted to the Ministry for Housing,
Communities and Local Government in March 2019.

APPENDIX 2: Policy 3.2: Toton Strategic Location for Growth – NCC PREFERRED POLICY APPROACH

Strategic policy context

Aligned Core Strategy (ACS) Policy 2: The Spatial Strategy and Policy 4: Employment Provision and Economic Development

What the Aligned Core Strategy says

Policy 2.3a iii) identifies a strategic location for growth on land east and west of Toton Lane including Toton Sidings in the vicinity of the proposed HS2 station at Toton, in Broxtowe. The note to Policy 2.3 confirms that as a strategic location for growth, it will be allocation through the Part 2 Local Plan. The ACS specifies that the strategic location for growth will include a minimum of 500 homes with the appropriate mix of this and other development to be determined in the Part 2 Local Plan.

Policy 2.4b confirms that significant new employment development will take place at land in the vicinity of the proposed HS2 station at Toton, in Broxtowe. This is consistent with the requirements of Policy 4e and the supporting text to this policy (para 3.4.6).

Policy 3.2: Toton Strategic Location for Growth

Strategic Masterplan

- A. A Strategic Masterplan must be prepared for the Strategic Location for Growth that incorporates and demonstrates how the requirements set out in this policy and Figure [XX] (Toton Illustrative Concept Framework) have been complied with.

Key Development Requirements to 2045

- B. Land allocated at the Toton Strategic Location for Growth will be bought forward on a phased basis to achieve a comprehensive, high quality development to include:
- i. Minimum of 500 homes delivered within the plan period with an overall capacity of around 3,500 homes;
 - ii. Minimum of 18,000 square metres for mixed employment (B Use Classes) to be delivered by 2045 to support realisation of an Innovation Campus and provide high skilled jobs to support economic growth in the immediate area and wider region;
 - iii. New High Speed 2 hub station and associated public transport interchange;
 - iv. An extension to the tramway (the NET) from Toton Lane to the High Speed 2 hub station;
 - v. Necessary highways improvements to provide acceptable access the site,

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Chetwynd Barracks (site allocation 3.1) and other nearby settlements;

- vi. Local centre(s) to meet local needs;
- vii. An expanded George Spencer Academy;
- viii. Appropriate health and community and other education facilities including primary schools and early years facilities together with consideration of the provision of a leisure centre;
- ix. Strategic 'green infrastructure' and open space;
- x. Undergrounding of high voltage electricity pylons at the south of the site;
- xi. Remediation of land to the east of the railway line; and
- xii. Flood and surface water mitigation required to ensure any development is appropriately protected from the risk of flooding.

Development within the Plan Period

C. A minimum of 500 homes will be delivered within the plan period. Should the extant planning permission lapse (17/00131/ROC) or not be implemented (in full or part), the homes will be located to the east and west of Toton Lane at the locations identified on Figure [XX] (Toton Illustrative Concept Framework). The Strategic Masterplan and development proposals must incorporate and demonstrate how the following requirements have been complied with:

- i. Provision of local centre and appropriate health, community and education facilities to meet the needs of the proposed development;
- ii. Provision of a multi-functional green infrastructure corridor to the south of the area that provides safe and convenient pedestrian and cycle access between Toton Fields Local Nature Reserve, the HS2 station and Chetwynd Barracks (site allocation 3.1) as well as amenity and wildlife benefits;
- iii. Facilitates new highway links from Toton Lane into Chetwynd Barracks (site allocation 3.1);
- iv. Optimises the development potential of the site by incorporating a mix of densities and typologies. In determining the appropriate development mix, regard will be had to the character of the existing residential development to the south of the site and the role of development on the north-west of the area forming a key frontage to the wider development; and
- v. Sets out a development pattern that will not prejudice tram, road, cyclist and pedestrian access to the HS2 Station Hub and development elsewhere on the site.

Delivery

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- D. Development proposals will be required to be in general conformity with the Strategic Masterplan for the Strategic Location for Growth, which has been formally endorsed by the Council prior to any planning application being submitted.
- E. Infrastructure requirements must be delivered at a rate and scale to meet the needs that arise from the proposed development, in accordance with the Infrastructure Delivery Plan.
- F. Development proposals must contribute proportionately towards the delivery of those infrastructure items set out in this policy and in the Infrastructure Delivery Plan, unless subsequent iterations of the Infrastructure Delivery Plan or discussions with infrastructure providers determine that these requirements have changed.

Justification

Toton Strategic Location for Growth is a site of approximately 154 hectares which will be brought forward for a mixed-use development both within and beyond the plan period. The site has good sustainability credentials being in the south of the Borough and adjoining the main built up area of Nottingham. It provides an opportunity to deliver well-integrated, high quality, mixed tenure housing and employment development, which makes best use of the land around HS2 hub station and reflects the policy and aspirations in the Greater Nottingham Aligned Core Strategy and the East Midlands HS2 Growth Strategy.

Strategic Masterplan

The Council requires a joined-up, collaborative, cohesive and proactive approach to be taken to the planning and implementation of this Strategic Location for Growth. A Strategic Masterplan will be required to provide a high-level overarching framework to ensure that planning and delivery of development and infrastructure is properly coordinated. It must be informed by the Toton Illustrative Concept Framework (Figure [XX]) and provide further guidance on site specific matters including demonstrating how the requirements of Policy 3.2 will be complied with (both within and beyond the plan period).

As a minimum, the Strategic Masterplan will set out:

- The vision and guiding principles/objectives for the Strategic Location for Growth.
- The strategic framework for the Strategic Location for Growth including key roads, landscape features, development plots and land use mix. Linkages to integrate the development with Chetwynd Barracks (site allocation 3.1) will be identified.
- The phasing requirements for the residential and employment development.
- The infrastructure requirements for the Strategic Location for Growth including when, how and whom would deliver each requirement. Where infrastructure requirements will be shared with Chetwynd Barracks (site allocation 3.1) this will be identified.

Production of the Strategic Masterplan will be led by Nottinghamshire County Council with input from landowners/site promoters. It will be developed in consultation with the Council and other relevant stakeholders (including adjacent landowners, infrastructure providers

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and statutory consultees). Public consultation must be undertaken on the draft Strategic Masterplan prior to finalisation.

Planning applications and any other consenting mechanisms must be in general conformity with the Strategic Masterplan, which has been formally endorsed by the Council.

Key Development Requirements

The Key Development Requirements apply to the whole strategic location for growth to ensure the allocation is planned as a single entity thereby ensuring a comprehensive and cohesive development is achieved. Part C of the policy identifies those elements of the development that are expected to be delivered within the plan period. The High Speed Two station hub should make provision for: interchange between classic and HS2 services, bus and tram services, cycling and walking, park and ride, taxi services; and drop-off facilities.

To facilitate the full scale of development at Toton and Chetwynd Barracks and provide necessary capacity on the local highway network highway improvements will be required. These should be consistent with the proposals set out in the East Midlands HS2 Growth Strategy (at page 35 (numbers 1a and 1b)) and comprise: re-modelling of Bardills Junction, a new junction off the A52 east of Bardills Roundabout and a new link road to Toton Lane with associated restrictions to movement options on the existing Toton Lane.

Development within the Plan Period

Outline planning permission (17/00131/ROC) was granted in 2017 for 500 homes, which comprises 282 homes on land to the north of the safeguarded tram route and 212 homes to the south. Reserved Matters approval (17/00499/REM) has been granted for the northern part of the scheme. The outline planning permission makes provision for a range of other uses including: a local centre (380 sq m convenience store, two 95 square metre retail outlets (Use Classes A1, A3, A4 A5 and AA)), primary school, day nursery, pub/restaurant, residential care facility, open space, medical surgery and community use. Should the extant planning permission lapse (17/00131/ROC) or not be implemented (in full or part) new development proposals should accord with the requirements set out in the policy.

Delivery

In order to deliver sustainable development at the Strategic Location for Growth and realise the aspirations set out in the East Midlands HS2 Growth Strategy, significant investment in infrastructure is required to meet the needs of residents and businesses. This includes transport, utilities, flood and surface water management measures, green infrastructure and open space and community infrastructure. The Council has prepared an Infrastructure Delivery Plan that sets out the infrastructure required to support growth at this location over the plan period and beyond.

The Council will undertake a periodic review of the Infrastructure Delivery Plan as information changes. This is to ensure it continues to provide an effective tool to support co-ordinated delivery of development and associated infrastructure across the Toton Strategic Location for Growth. The Council will ensure that the necessary infrastructure identified in the Infrastructure Delivery Plan is delivered and phased appropriately.

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What the Sustainability Appraisal says

The Toton Strategic Location for Growth is confirmed as highly sustainable, in part as a result of its large size (which is consistent with the Greater Nottingham Aligned Core Strategy). It strategically meets the housing and health objectives of the Borough and has major positive economic, innovation and transport effects, the latter being of national significance. Minor negative effects were identified that arise from the scale of the proposed development which will strategically change the green outlook and landscape. These effects may be mitigated by high quality design incorporating provision of strategic green infrastructure and enhanced connectivity to the surrounding sites.