

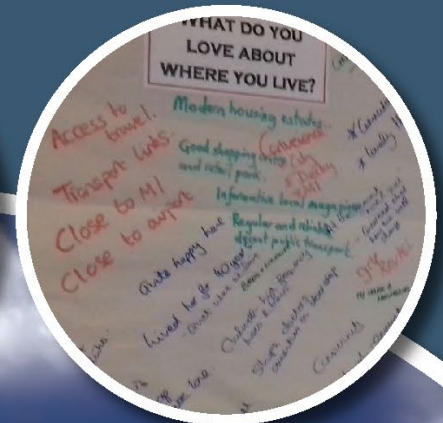
**THE TOTOON AND CHILWELL
NEIGHBOURHOOD FORUM**

The Neighbourhood Plan

2020 – 2040

Our vision of the future:

**Housing • Green Space • Infrastructure
Community Facilities • Heritage • Employment**



Shaping the future of Toton & Chilwell

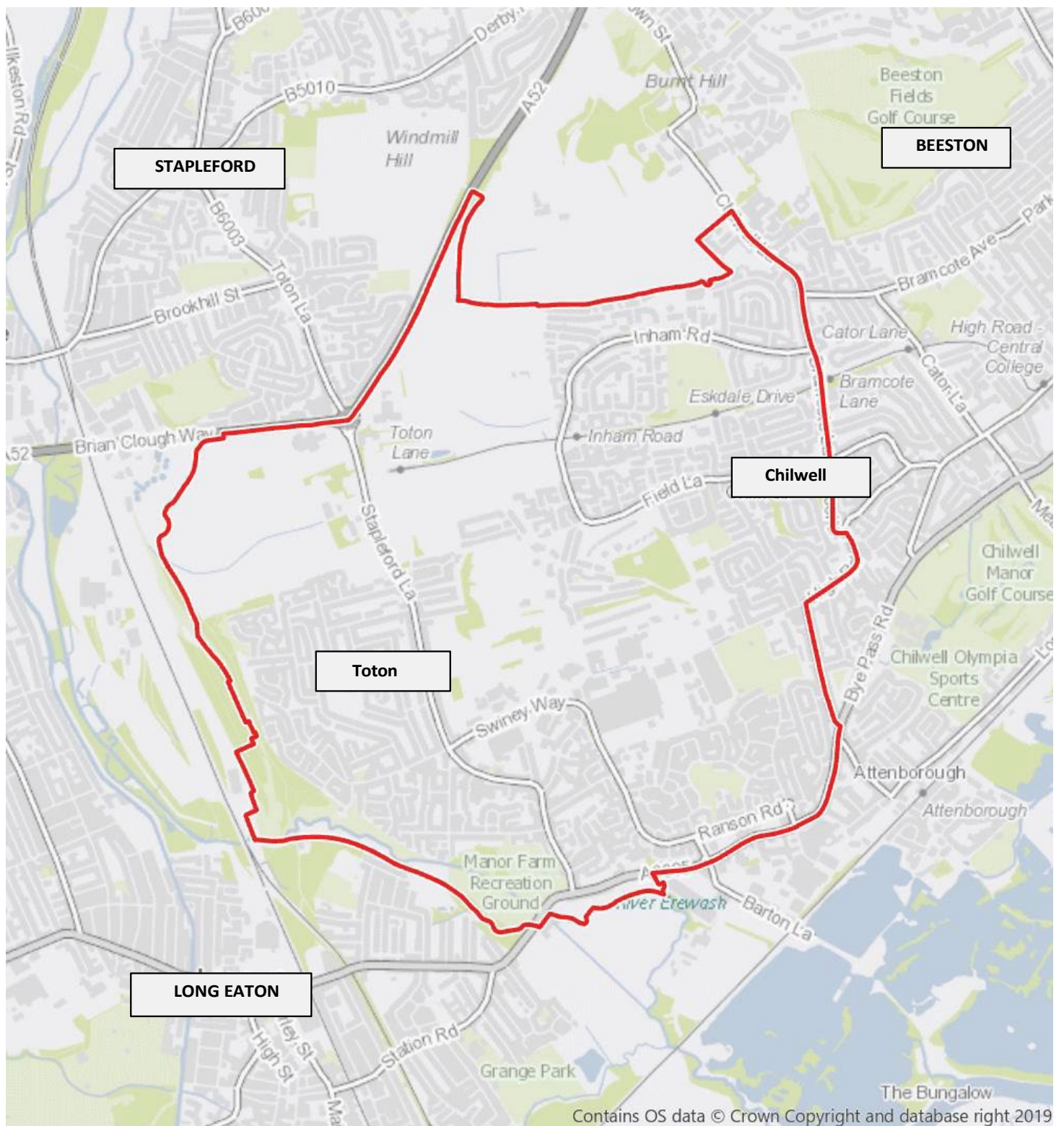


Figure 1: Map of South/West Nottinghamshire (just east of M1 Junction 25)

PREFACE

The Broxtowe Borough wards of Toton and Chilwell Meadows, and Chilwell West are located in the south west corner of Nottinghamshire. These wards share a unique heritage and a dynamic future. At the heart of the community lies Chetwynd Barracks, and its sale, along with the development of the Strategic Location for Growth on the northern and western borders, will result in significant inward investment and change over the next 20 years. This investment will make a real difference to the lives of local people and the future of the community.

The Neighbourhood Plan (the 'Plan'), led by Chetwynd: The Toton and Chilwell ('CTTC') Neighbourhood Forum (the 'Forum'), was started back in the summer of 2016. The announcement of the sale of Chetwynd Barracks (the 'Barracks') brought together local residents who wanted to have a say in the future of the site and more importantly wanted to decide where new housing should go, rather than leaving the decision to a mixture of the Defence Infrastructure Organisation (DIO), commercial developers, and Broxtowe Borough Council (BBC) as has happened in the past.

The CTTC Plan sets out a vision for the Neighbourhood Area (the 'Area') over the next twenty years that reflects the thoughts and aspirations of local people with a real interest in, and knowledge of their community. The Plan sets objectives on key themes such as the environment, infrastructure, housing, leisure and community facilities, and employment. It builds on current and planned activity and explains how the Forum and its partners will work to deliver the Plan.

The Forum is committed to developing and strengthening the contacts and groups that have emerged as a result of the Neighbourhood Planning process. It believes that by working together to implement the Plan it will make the Area an even better place to live, work and enjoy life.



Richard Hutchinson
Chairman June 2020
(updated February 2024)

CONTRIBUTORS TO THE NEIGHBOURHOOD PLAN



CONTENTS

PREFACE	3	6. THE CHANGING FACE OF OUR AREA	29
1. INTRODUCTION	5	7. CONSULTATION: ISSUES AND OPPORTUNITIES	32
Section A		8. EVIDENCE AND ANALYSIS	38
Toton and Chilwell: Past and Present	8	9. THE VISION FOR THE NEIGHBOURHOOD AREA	40
2. A SENSE OF PLACE	9	10. THE CORE OBJECTIVES	46
3. A SENSE OF HISTORY	12	11. ACHIEVING THE VISION AND OBJECTIVES	48
4. TOTON AND CHILWELL: TODAY	15	Section C	
RIVER EREWASH CORRIDOR	16	Neighbourhood Plan Policies	51
TOTON AND CHILWELL GREEN FRINGE	17	12. INTRODUCTION TO POLICIES	52
TOTON AND CHILWELL RESIDENTIAL AREAS	18	13 ENVIRONMENT	53
CHETWYND BARRACKS	19	14 INFRASTRUCTURE/GETTING AROUND	66
5. KEY CHARACTERISTICS	20	15. HOUSING AND SUSTAINABILITY	73
ENVIRONMENT	20	16. URBAN DESIGN	78
INFRASTRUCTURE / GETTING AROUND	21	17 LEISURE, HERITAGE AND COMMUNITY	84
HOUSING, SUSTAINABILITY AND URBAN DESIGN	23	18 EMPLOYMENT AND BUSINESS	92
LEISURE, HERITAGE AND COMMUNITY	24	19 IMPLEMENTATION, MONITORING & REVIEW	95
EMPLOYMENT AND BUSINESS	26	Section D	
Section B		Appendix	98
Toton and Chilwell: A Vision for the Future	28	APPENDIX I: GLOSSARY	99

ACKNOWLEDGEMENTS

The Neighbourhood Forum would like to thank the following for their contributions:

- Broxtowe Borough Council
- Beeston and District Local History Society
- Dept. of Architecture and Built Environment, University of Nottingham
- Friends of Toton Fields
- Rural Community Action Nottinghamshire (RCAN)
- Locality
- AECOM
- KEFA Design

NOTES TO APPENDIX I AND EVIDENCE BASE

Please note:

- **Appendix I:** Text defined in the Glossary will be highlighted the first time it appears with a trailing: [I]
- **Evidence Base:** References to background information contained in the Evidence Base will be highlighted with a trailing: [EB: *document name identifier*].

1. INTRODUCTION

The CTTC Neighbourhood Plan [I] is a document which is part of the Government's approach to planning that aims to give local people more say in what occurs in their area. This is set out in the 'Localism Act 2011' which came into full effect in April 2012.

1.1 The Plan provides a vision for the future of the Area and sets out clear planning policies to realise this vision. These policies are in general conformity with the strategic policies contained within the Aligned Core Strategy [I] and the Part 2 Local Plan [I], as required by the Localism Act.

1.2 The Plan has been developed through extensive consultation with the people of the Neighbourhood Area and others with an interest in the Area. Details of the consultation have been recorded in a series of reports that are available in the Evidence Base from the Forum's website: www.cttcnf.org.uk

1.3 A Consultation Statement [I] provides an overview of the consultation, demonstrating that it is in full agreement with the requirements of the Localism Act. This consultation meets the requirements of Regulation 14 of the Neighbourhood Planning (General) Regulations 2012. The Plan has been amended where appropriate in response to consultation comments.

HOW THE NEIGHBOURHOOD PLAN FITS INTO THE PLANNING SYSTEM

1.5 Although the Government's intention is for local people to be involved in decisions within their area, only a Neighbourhood Plan that meets each of a set of basic conditions can be put to a referendum and be made. The basic conditions are set out in paragraph 8(2) of Schedule 4B to the Town and Country Planning Act 1990 as applied to neighbourhood plans by section 38A of the Planning and Compulsory Purchase Act 2004. One of the basic conditions is that all Neighbourhood Plans must be in general conformity with the strategic policies of the Local Plan (the Broxtowe Aligned Core Strategy 2014 and Part 2 Local Plan 2019).

1.6 The Local Plan has allocated between 1,000 and 1,300 new homes to be provided in our Area by 2028. Relevant strategic Part 2 Local Plan policies include Policy 3.1 (Chetwynd Barracks) and Policy 3.2 (Toton Strategic Location for Growth). These policies set out the key requirements for the strategic allocations at these sites.

1.7 The Neighbourhood Plan gives local people the power to decide where new housing and employment should be situated, and how other changes should take place.

1.8 Broxtowe Borough Council's Part 2 Local Plan required the preparation of a Strategic Masterplan to set out a long-term overarching framework to ensure that a comprehensive and cohesive approach is taken to development across the Toton and Chetwynd Barracks sites.

1.9 The Toton and Chetwynd Barracks Strategic Masterplan Supplementary Planning Document (SPD) [I] will be used by Broxtowe Borough Council to guide planning application decisions within the masterplan area, providing more detail to the Local Plan and Neighbourhood Plan which together form the Development Plan for the Area.

1.10 The Neighbourhood Forum helped to develop the SPD and prepared extensive representations which assisted the Borough Council in improving the document.

1.11 Broxtowe Borough Council adopted the Toton and Chetwynd Barracks Strategic Masterplan Supplementary Planning Document (SPD) on 7th February 2023.

WHAT IS IN THE NEIGHBOURHOOD PLAN

1.12 Although deciding where new housing should go is an important part of the Plan, it also provides an overview of the whole area, addressing a much wider range of issues including:

- where new green infrastructure [I] is needed to promote a positive approach to sustainability;
- integrating and improving walking, cycling and public transport within the Area;
- the development of the whole Area and where new retail local centres(s) could be created;
- where new community facilities are needed to provide for the proposed growth in population.

HOW THE PLAN IS ORGANISED

1.13 The Plan is divided into 3 main sections followed by an appendix.

SECTION A. TOTON AND CHILWELL: PAST AND PRESENT

Sets out:

- a description of the Area today;
- a brief history of the Area;
- description of main geographic sub-areas;
- main characteristics of the Area.

SECTION B. TOTON AND CHILWELL: A VISION FOR THE FUTURE

Sets out:

- the issues and opportunities that have influenced the vision;
- the Core Objectives [I] and Vision Statement.

SECTION C. NEIGHBOURHOOD PLAN POLICIES

Details specific policies for the Area.

SECTION D. APPENDIX 1 GLOSSARY

Provides a Glossary of terms used within the Plan.

1.14 A large amount of background information (the Evidence Base) has informed the Plan, and is available as a separate document providing links to the key evidence documents from the Forum's website: www.cttcnf.org.uk

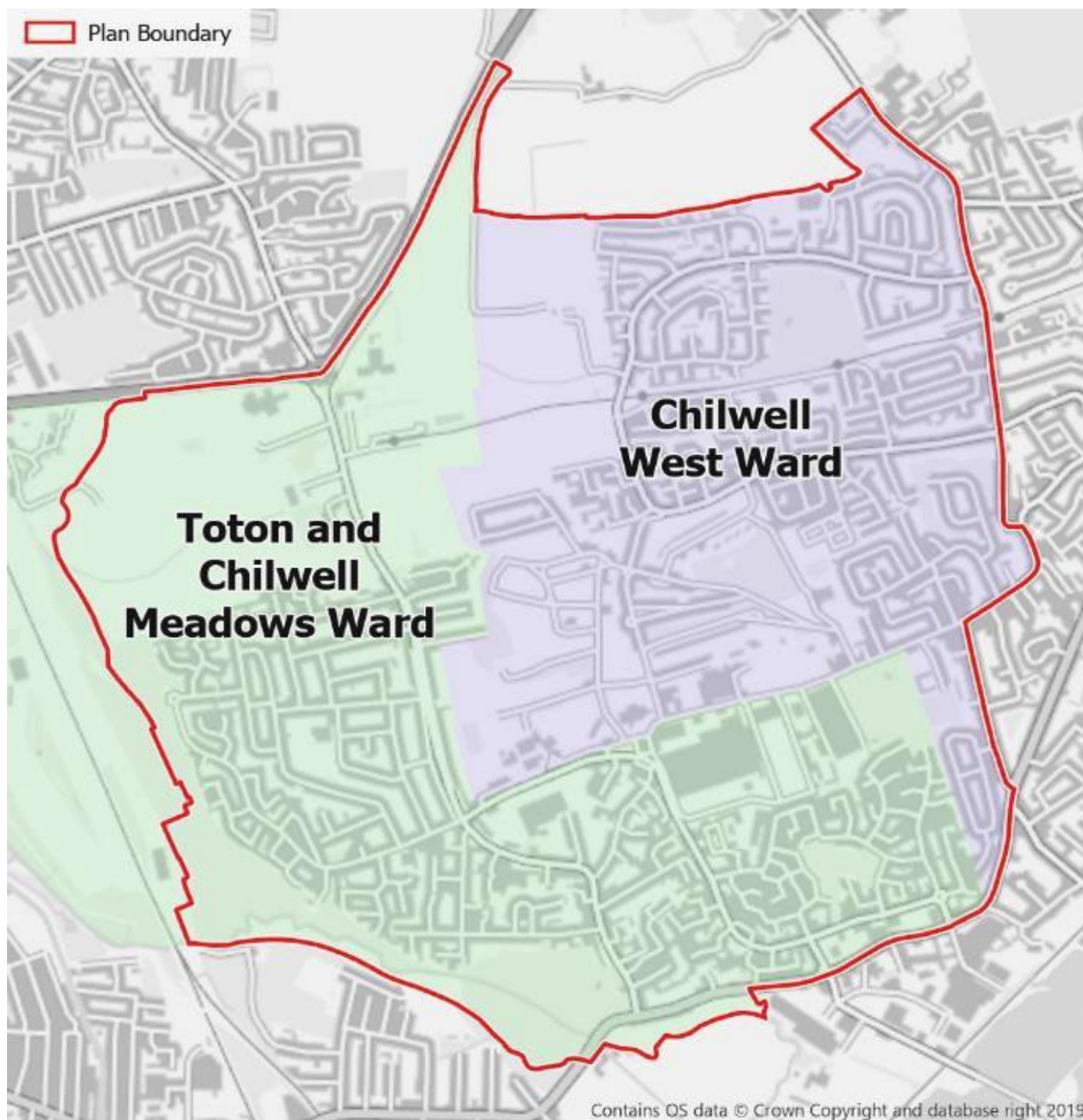


Figure 1.1: Chetwynd: The Toton and Chilwell Neighbourhood Area



Section A

Toton and Chilwell Past and Present



2. A SENSE OF PLACE

Understanding Toton and Chilwell West (the 'Neighbourhood Area' or 'Area') is the starting point in building a Neighbourhood Plan relevant for the Area.

LOCATION

2.1 The Neighbourhood Area is located within the Borough of Broxtowe, which is part of the Greater Nottingham Urban Area.

The Area comprises two Borough wards: Chilwell West and Toton and Chilwell Meadows (as shown in Figure 1.1) that encompass approximately 5.5 square kilometres, with a population of circa 15,500 (2021 census).

2.2 From Nottingham, the primary routes into the Area are the A52 and A6005. These form part of the northern and southern boundaries to the Forum's Area. The A52 dual carriageway links Derby and Nottingham via Junction 25 of the M1, with access to Toton Lane Tram Park and Ride from A52/B6003 junction at Bardill's Island. The tram (Nottingham Express Transit, or NET), provides access to the city centre through Beeston. The A6005 provides access eastwards to Beeston and west to Long Eaton with frequent bus services to both towns and further afield to Nottingham and Derby.

2.3 Immediately adjacent to the western boundary of the Forum's Area lies Toton Railway Sidings, once the largest in the country, but now much reduced since their heyday as a focus for coal traffic in the 1960s. The Sidings nevertheless still form a significant barrier between Toton and Long Eaton and they are currently safeguarded by HS2 Ltd, although the government's Integrated Rail Plan (IRP), published in 2021, has confirmed that an HS2 station at Toton is no longer planned. However, the IRP does note that a new (non-HS2) railway station could still be developed at Toton, subject to public and private sector investment. The nearest existing mainline railway station is Attenborough, approximately 330m east of the A6005, providing access to Nottingham and Derby. At the centre of the Forum's area is Chetwynd Barracks, a Ministry of Defence (MoD) site which is due to be disposed of in 2026. The Barracks are located on the former WW1 National Shell Filling Factory No. 6 site.

2.4 A network of public footpaths is accessible to residential areas adjacent to the Green Belt which acts as a 'green wedge' that encloses the north and west of the Neighbourhood Area. The River Erewash forms part of the south-western boundary of the Area. The river is the focus of recreational routes and accessible open spaces, with footpaths and bridleways that link to Bramcote, Stapleford and Sandiacre to the north and Long Eaton to the west. These routes provide welcome access to fragments of open space that represent relics of the once-extensive farmland to the west of Nottingham.



*Looking north from the Toton Lane tram terminus
towards Burnt Hill in neighbouring Bramcote*

2.5 The Erewash forms the county boundary between Nottinghamshire and Derbyshire. The Erewash joins the River Trent 1.25km south of the Area at the former gravel pits of Attenborough Nature Reserve's extensive wetlands. The two rivers formed the flat flood plains at approximately 30m Above Ordnance Datum (AOD) in the south and west of the Area.

2.6 The landform rises broadly to the north from the flood plain, with an east-west ridge resulting in locally steep slopes and a high point of around 75m AOD on Great Hoggett Drive. A shallow east-west valley runs through the Inham Nook estate, before rising again towards Burnt Hill. The height difference means that in the north of the neighbourhood there are often long distance, open views across the Trent Valley towards Ratcliffe Power Station and Charnwood Forest in Leicestershire to the south; and high ground around Stanton-by-Dale in the west.

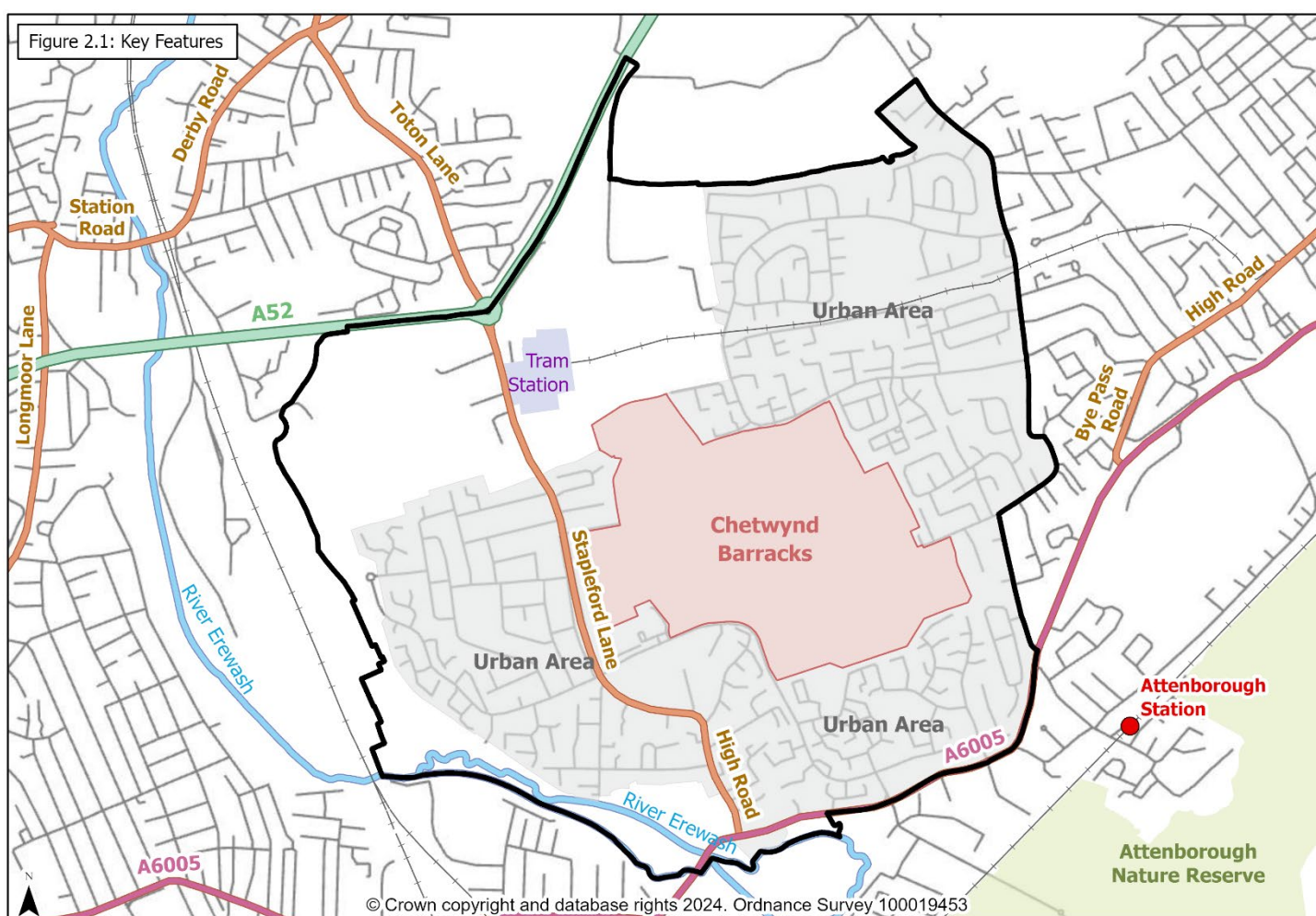
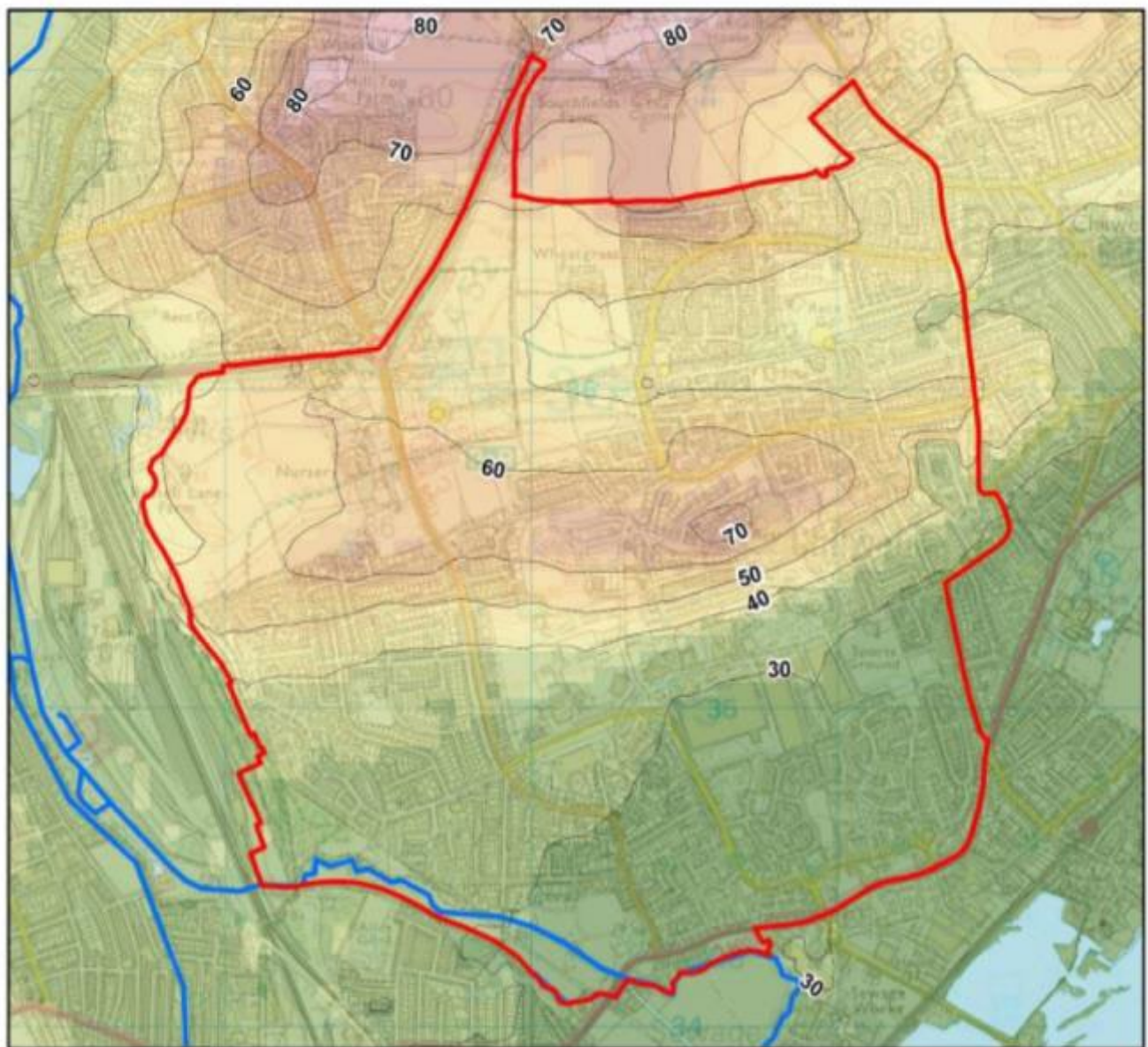


Figure 2.1 Key Features within the Area
(courtesy of Broxtowe Borough Council)



Legend

- Chetwynd, Toton and Chilwell Neighbourhood Area
- Contour
- Watercourse
- Surface Water

Elevation (m above ordnance datum)

 25 - 30	 60 - 65
 30 - 35	 65 - 70
 35 - 40	 70 - 75
 40 - 45	 75 - 80
 45 - 50	 80 - 85
 50 - 55	 85 - 90
 55 - 60	 90 - 95

0 0.25 0.5
km

Figure 2.2: Topography and Hydrology
(illustration courtesy of AECOM)

Reproduced from Ordnance Survey digital map data © Crown copyright 2018. All rights reserved. Licence number 100019453. Contains Ordnance Survey Data © Crown Copyright and database right 2018.

3. A SENSE OF HISTORY

3.1 The Domesday book of 1086 is the first documentary record for Toton, Chilwell and the surrounding area. Toton was a Manor, with two water mills, arable and grazing land as well as osiers (willows) used as a resource. It was a medieval manor, with an absentee landlord, working a strip farm system of agriculture.

3.2 Little is known about the history of the area during the following centuries. However, both settlements were initially small villages dominated by agriculture, surrounded by fields and orchards. From the 17th century, many local people moved from agriculture into the expanding stocking manufacturing business and by the mid-19th century many worked as framework knitters and in the lace trade.

3.3 One of the key influences in Toton's history is the development of Toton Railway Sidings. Construction of the Sidings started around 1856. Shunting yards were established to service the northern coalfields, and these became the largest marshalling yards in Europe. Coal wagons were shunted and attached to engines going to all parts of Britain.

3.4 To cope with ever increasing traffic the site was widened. In 1948 excavators and tanks were used to remove 400,000 tons of earth to create another 22 miles of track and 5½ miles of points/crossings. The River Erewash was also diverted. By 1951, work was finished and the 1960s saw the hey-day of the yards.

3.5 For Chilwell, the 19th century was an age of expansion. The railways brought accessibility and speed. Chilwell expanded as industry arrived. Framework knitting started in cottages and developed into large mills in Chilwell (and Beeston). During the 19th and early 20th century horticulture businesses grew (the area being ideal for orchards and roses) and, along with brick making in Chilwell, employed large numbers of people.

3.6 With World War I came the need to produce shells. In 1915, Lord Chetwynd was tasked to find land close to a main railway line, away from large population centres but with a nearby labour supply. His chosen site became known as National Shell Filling Factory No.6. The station at Attenborough was enlarged, gravel was carted from the Trent and the factory was up and running in months. Workers who dealt with the explosive materials absorbed TNT through their skin which turned yellow. The women workers became known as the Canary Girls. Tunnels were built into the hillside to store explosives. Chetwynd Road, the main road through Chilwell, was gated and access through the site was restricted.

3.7 The shell filling factory was a dangerous place to work and on July 1st, 1918 a huge explosion killed over 130 people and destroyed two-thirds of the factory. This was the worst ever wartime disaster on the home front resulting in the biggest loss of life by a single explosion. Despite that, work resumed the next day. A monument to those who lost their lives now stands on the site of the explosion, with a memorial garden close by. At the end of the war some buildings were dismantled, but it was not long before Chilwell Ordnance Depot took over.

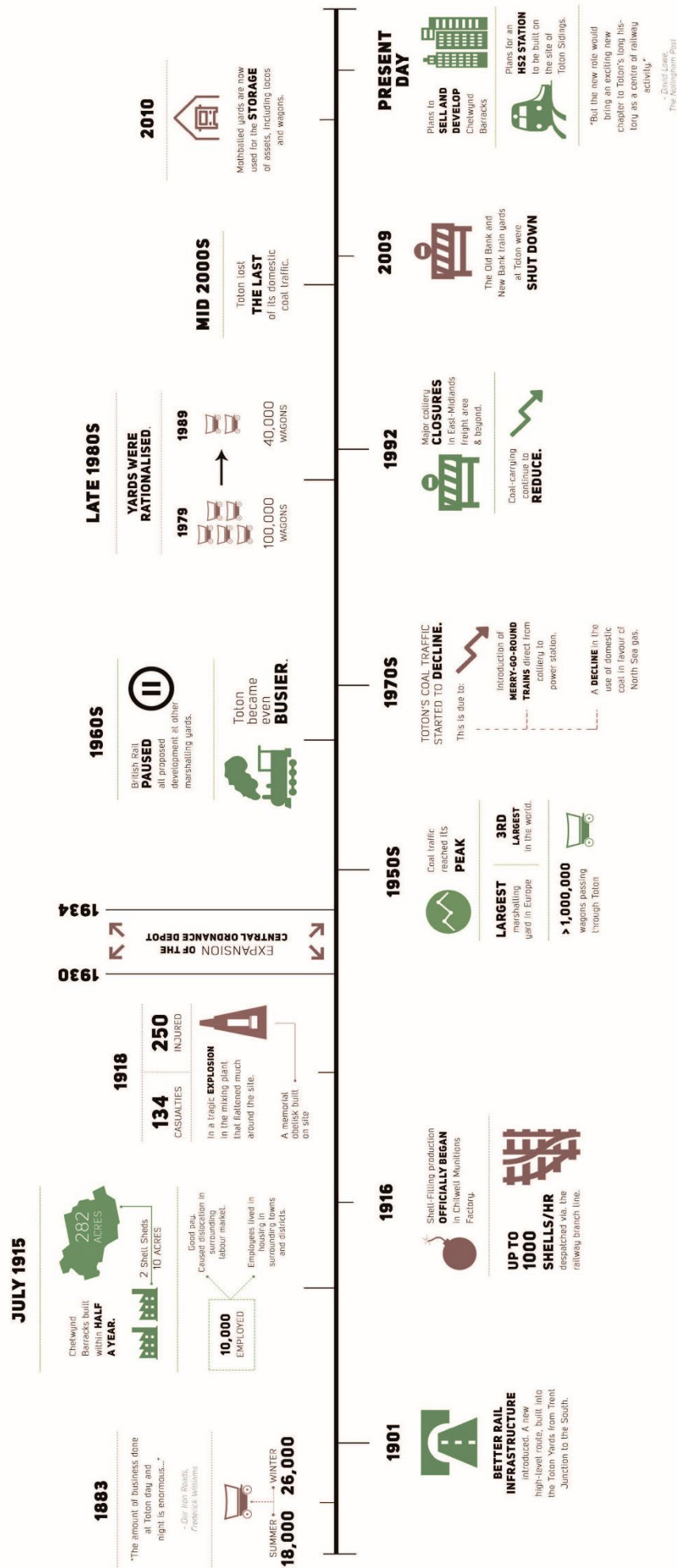
3.8 Following WWI, Toton Manor estate was sold. Private developers stepped in and houses were built on Portland Road and Stapleford Lane. Chambers cardboard factory moved from Long Eaton. Having started out making cardboard coffins for WWI, they continued in Toton until the 1990s, when bigger lorries resulted in complaints from local residents causing the company to relocate elsewhere.

3.9 The 1930s saw the beginning of residential growth. The old village school had become too small and too dilapidated so a new one was built, albeit it was, in fact, some 'recycled' army huts. Chilwell Ordnance Depot ('Depot') continued to expand.

3.10 The two decades following WWII saw a rapid expansion in the number of houses in both Toton and Chilwell. With both Inham Nook (Chilwell) and Woodstock Road (Toton) estates being built. With nearby access to the A52 and the M1 the area continued to grow and became a desirable place for commuters and their families.

3.11 This led to a doubling of households in the area, and the 'Depot' was a key local employer up until the 1990s. However, development has been piecemeal including Banks Road estate built on what was Green Belt and Chilwell Meadows on land sold by the MoD. Without a coherent plan for the whole Area, there has been less than ideal provision of services which has resulted in a range of negative impacts upon local communities.

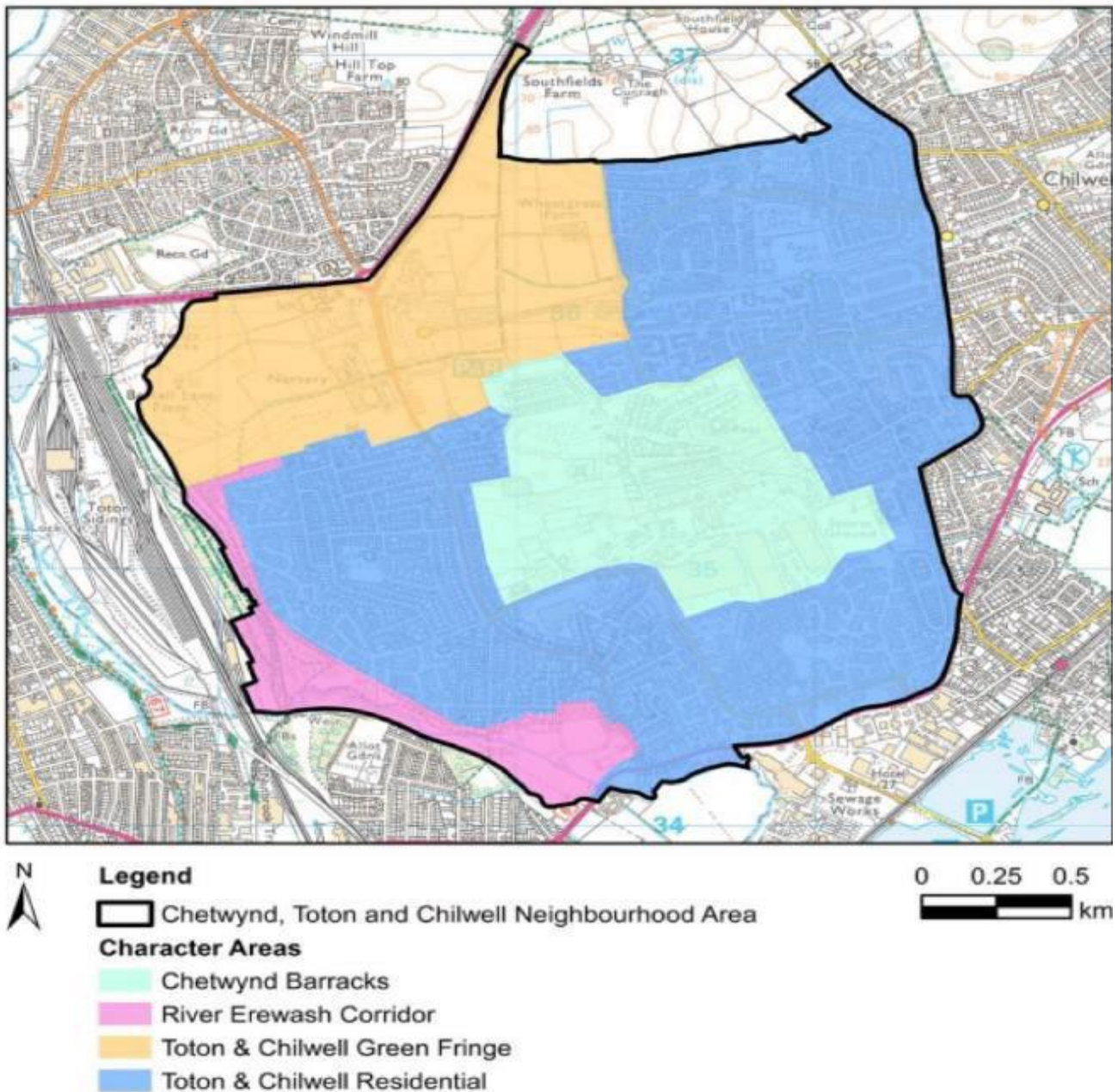
Figure 3.1: A brief history of Toton Sidings and Chetwynd Barracks
(illustration courtesy of Nottingham University)



4. TOTON AND CHILWELL: TODAY

4.1 Today, there are four distinct geographic sub-areas that make up the Neighbourhood Area. Their designations have been determined using the following criteria:

- historical development: including street pattern, land use, and heritage assets;
- movement: including physical boundaries such as railway lines, roads, and rivers;
- urban structure and built development: including density, building height, and architectural style;
- land use and levels of activity;
- green space and public realm [I];
- views and their contribution to an understanding of character, including landmarks.

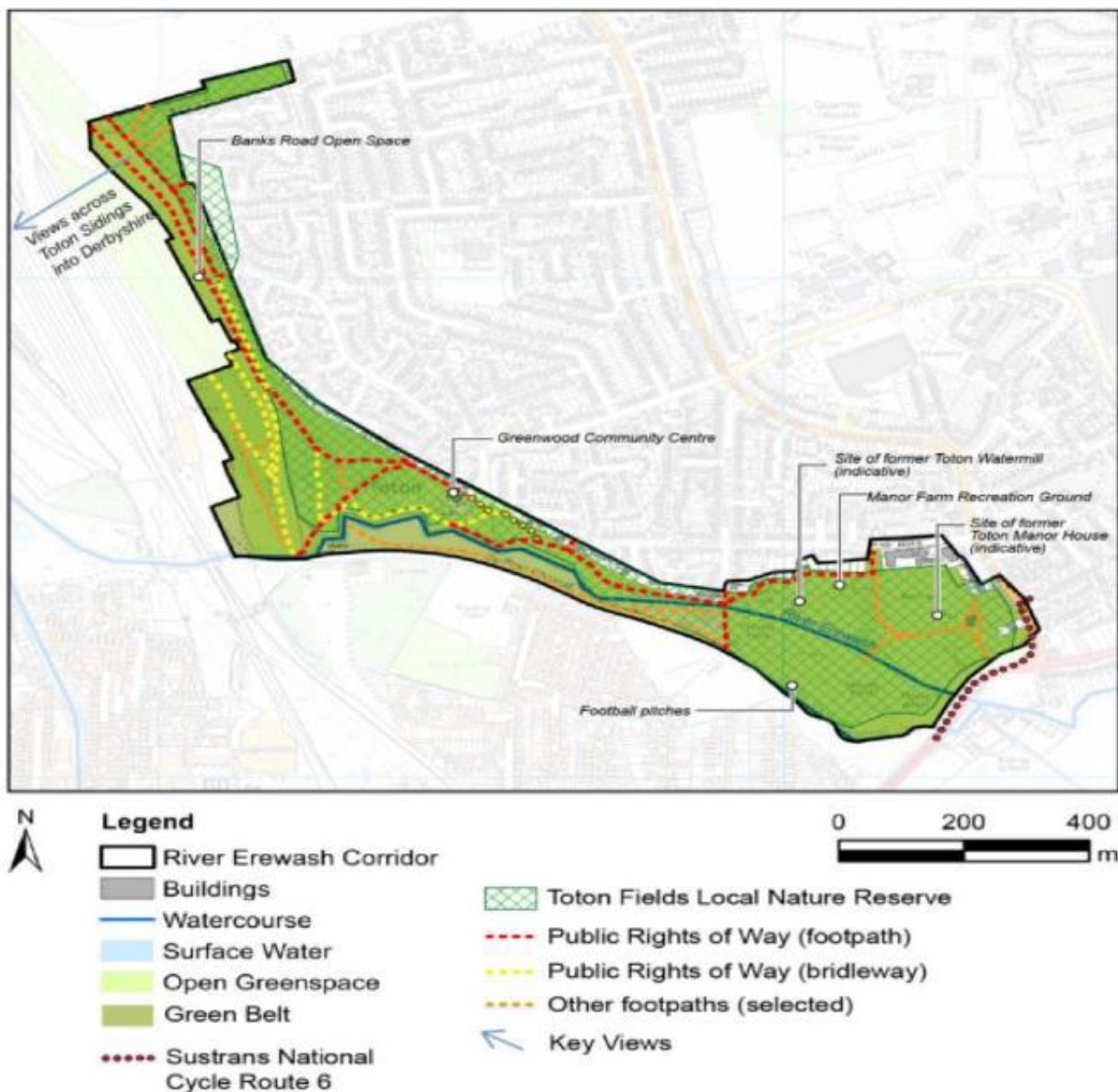


Character Area Overview Reproduced from Ordnance Survey digital map data © Crown copyright 2018. All rights reserved. Licence number 100019453. Contains Ordnance Survey Data © Crown Copyright and database right 2018.

Figure 4.1: Character Area Overview (illustration courtesy of AECOM)

4.2 Key features:

- The corridor takes up most of the western boundary of the Area. It is a narrow, largely north- south oriented linear green space that separates the residential area of Toton from Toton Sidings;
- The Toton and Chilwell Meadows ward boundary extends as far as the River Erewash. However, the Area boundary is constrained by the HS2 Ltd 'safeguarding zone';
- The corridor's open spaces include Manor Farm Recreation Ground, Toton Fields Local Nature Reserve [I] (LNR) and Banks Road Open Space;
- A dense network of public rights of way [I] and permissive paths connects the corridor with residential areas of Toton, as well as Long Eaton to the west.



Reproduced from Ordnance Survey digital map data © Crown copyright 2018. All rights reserved. Licence number 100019453. Contains Ordnance Survey Data © Crown Copyright and database right 2018.

Figure 4.2: River Erewash Corridor (illustration courtesy of AECOM)

4.3 Key features:

- This sub-area is bounded by the A52 dual carriageway to the north (linking Nottingham to Derby) and the residential areas of Toton to the south and Chilwell to the east. The Fringe was designated Green Belt land until the Part 2 Local Plan was adopted in 2019 when 154 ha was removed and allocated as the Toton Strategic Location for Growth (SLG) [I]. The SLG covers all the land to the west of Stapleford Lane and to the east it stretches south from the tram line to existing residential areas;
- The Fringe contains hard standing car parks linked to the tram terminus. There are scattered buildings near the Bardill's Island, such as the Garden Centre, George Spencer Academy, and an electricity substation;
- The Green Fringe is an important green corridor in the Area. Public open space [I] is very limited as the area comprises largely agricultural fields. However, the extensive network of formal and informal pedestrian and cycle routes allows a high level of access including a section of the Erewash Valley Trail [I]. In addition, there is a good degree of relic rural character here within this otherwise largely suburban area.

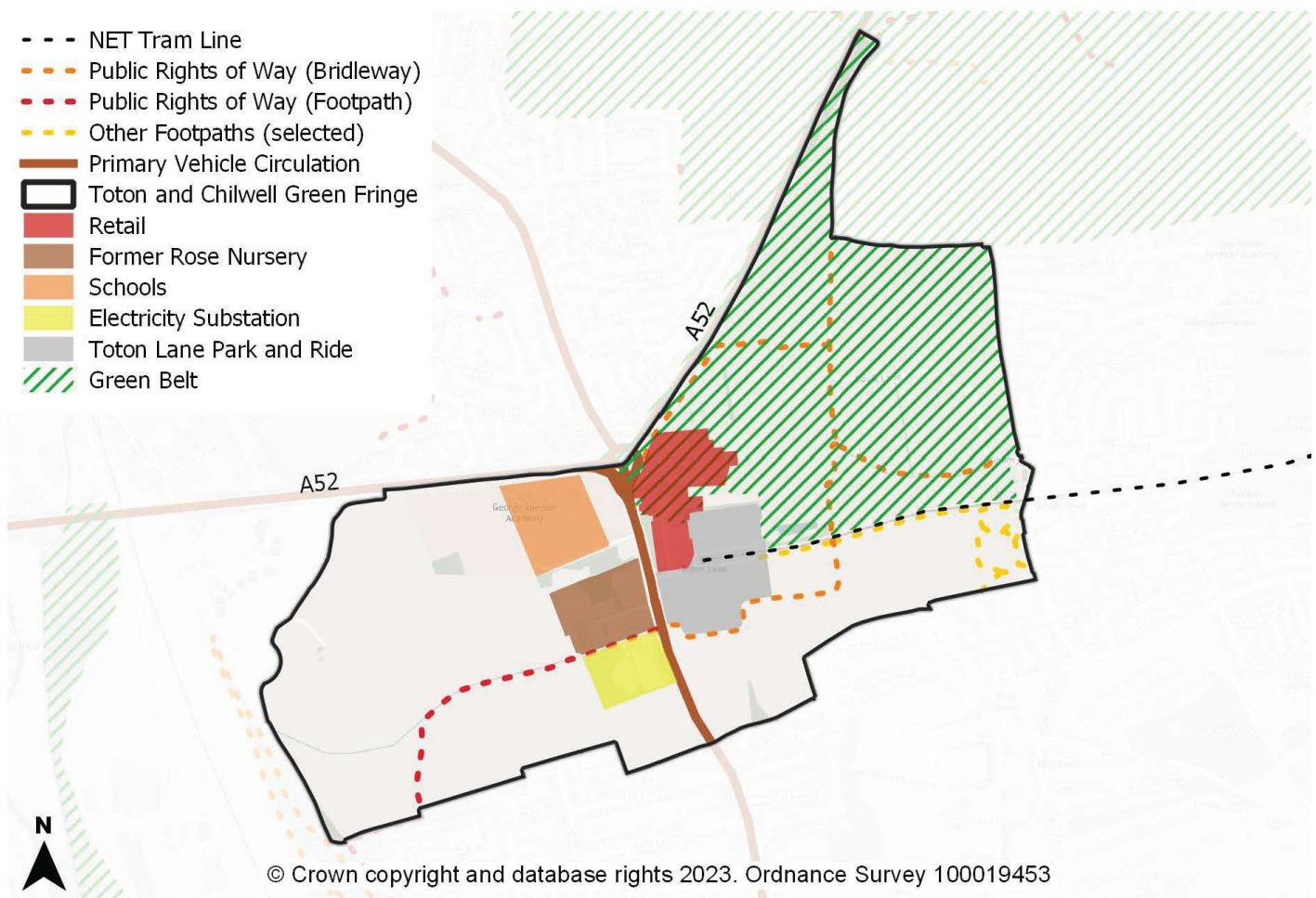
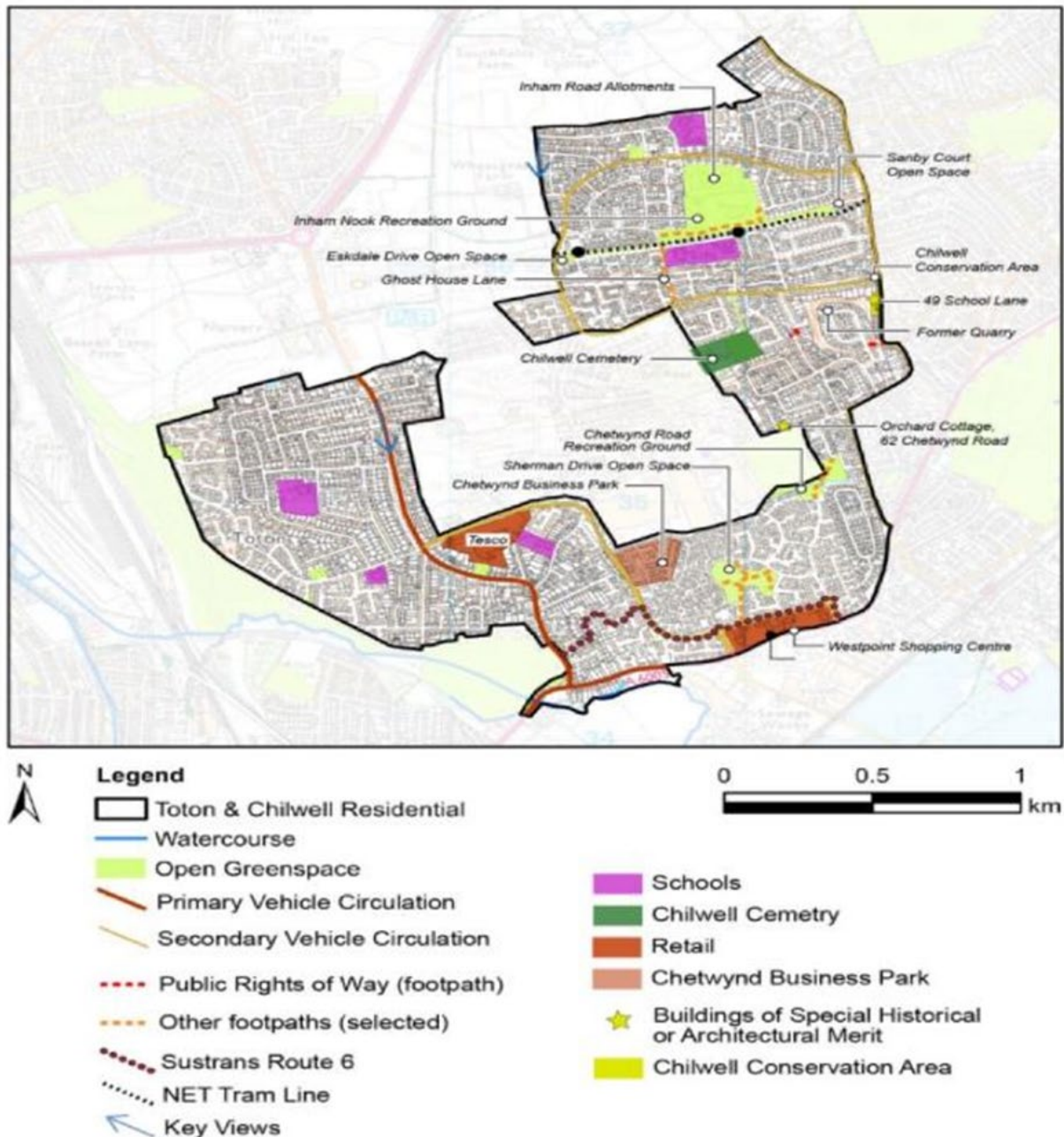


Figure 4.3: Green Fringe (illustration courtesy of Broxtowe Borough Council)

4.4 Key features:

- Predominantly low density, post-war residential development of broadly similar architectural styles but which is served by limited levels of public open space;
- Limited pre-war and 19th century development. Overall an archetypal 'suburban' character;
- A small business park is located next to Chetwynd Barracks. A functional, car-based primary retail hub is at Tesco Extra, with smaller retail areas in the form of West Point Shopping Centre at the south and some short rows/single shops with off-road, paved parking within the older parts of the Area.

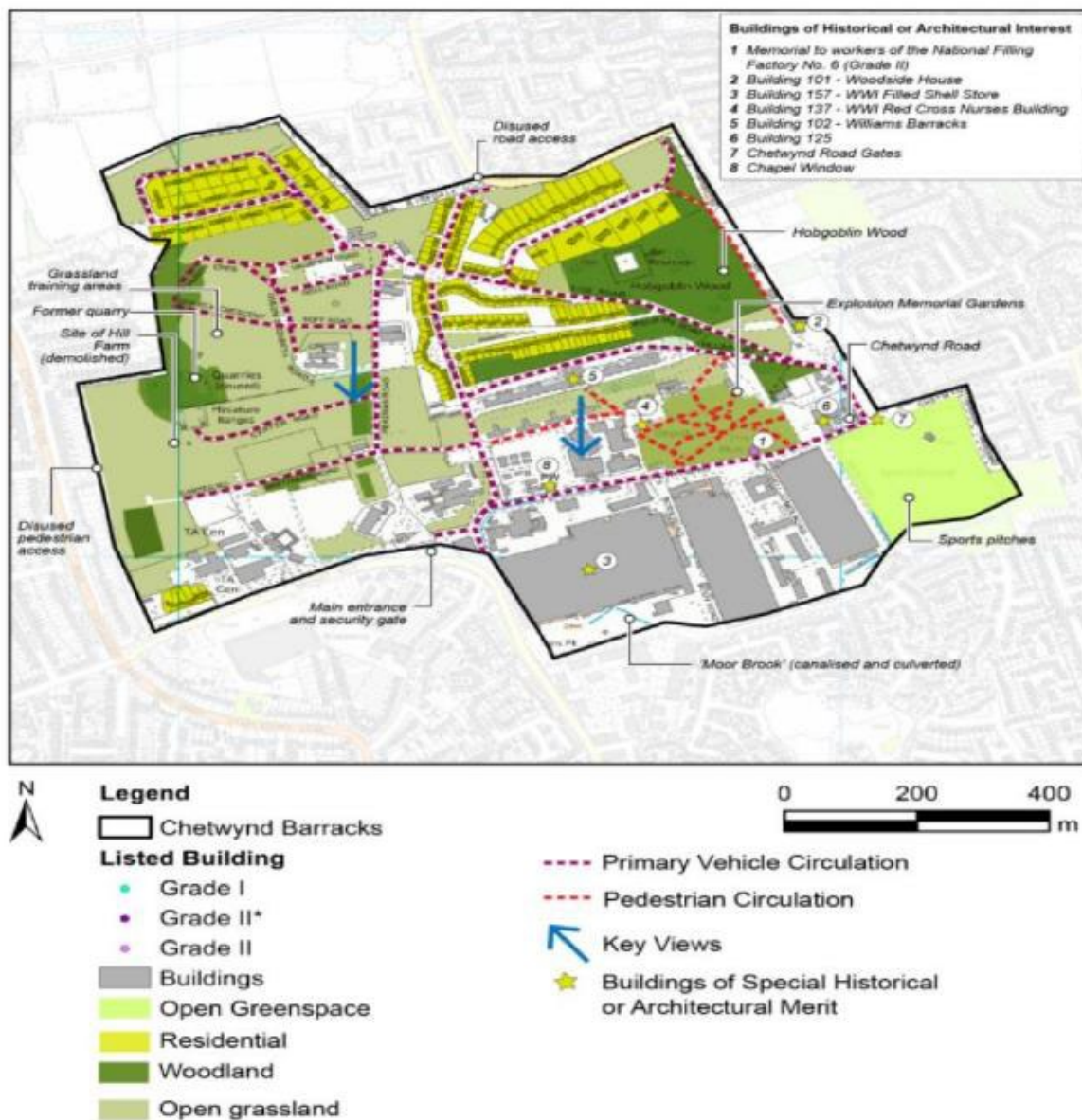


Reproduced from Ordnance Survey digital map data © Crown copyright 2018. All rights reserved. Licence number 100019453. Contains Ordnance Survey Data © Crown Copyright and database right 2018.

Figure 4.4: Residential Areas (illustration courtesy of AECOM)

4.5 Key features:

- The Barracks site is in the centre of the Area;
- An extensive site (91.5 hectares) with a distinctive character, identity and history that is in strong contrast to that of the wider areas of Chilwell and Toton;
- It is owned by the MoD and consequently has restricted access. It contains buildings in a variety of architectural styles, predominantly of a functional character and military housing, but also older, attractive features relating to former uses;
- Cultural value relating to the former WW1 National Shell Filling Factory No.6, including relics and features that provide evidence of a unique historic site.



Reproduced from Ordnance Survey digital map data © Crown copyright 2018. All rights reserved. Licence number 100019453. Contains Ordnance Survey Data © Crown Copyright and database right 2018. © Historic England 2018. Contains Ordnance Survey data © Crown copyright and database right 2018 The Historic England GIS Data contained in this material was obtained on 14/08/2018.

Figure 4.5: Chetwynd Barracks (illustration courtesy of AECOM)

5. KEY CHARACTERISTICS

5.1 In addition to the geographic zones there are six themes that help understand the character of the Neighbourhood Area. These themes are grouped as follows:

- Environment
- Infrastructure / Getting Around
- Housing and Sustainability
- Urban Design
- Leisure, Heritage and Community
- Employment and Business.

5.2 An overview of each follows including information and issues from background reports.

ENVIRONMENT

5.3 Key characteristics:

RIVER EREWASH CORRIDOR

- A primary green and blue corridor comprising a narrow, largely north-south oriented linear green space that runs broadly parallel to the River Erewash, partly along the river valley. This includes the important Toton Fields LNR.
- Vegetation comprised of a mosaic of young woodland, mown amenity grassland, meadows, scrub, localised ornamental planting and riverbank vegetation.
- Defined in the southern part by the meandering River Erewash and associated bypass channel, often hidden by vegetation but occasionally visible from footpaths.
- Defined in the northern part by man-made landforms associated with Toton Sidings Local Wildlife Site (LWS) which provide open vistas towards the Trent valley, Leicestershire and Derbyshire.
- A generally wooded character, creating a strong sense of enclosure, but balanced with open views from higher ground and locally from green spaces alongside the river.

GREEN FRINGE

- Green corridors [I], which are part of the Green Fringe, form a significant component of the wider green infrastructure network linking Bramcote, Beeston, Attenborough and the River Trent.
- Arable fields within the Green Belt designation (north of the tram line) and separating built-up areas to the west of the city.
- A good deal of openness, with medium-scale fields bounded by hedgerows and hedgerow trees.
- Undulating landform which provides views to the south from elevated areas, particularly the northern edge at Baulk Lane.
- Mature trees along the B6003 Stapleford Lane, especially along Spinney Crescent and the service road on the east side of the Lane.

CHETWYND BARRACKS

- Many varied areas of green space, including playing fields, the formal Memorial Garden and informal grassland surrounding buildings.
- Large number of trees of different ages and species from formal avenues of trees alongside and within the Memorial Garden, and the dense Hobgoblin Wood.
- Habitat value arising through the presence of localised woodland, mature trees and species-rich grassland to the west.

TOTON AND CHILWELL RESIDENTIAL AREAS

- Limited levels of public open space [1]. The relatively large back gardens in some areas are important wildlife resources. Other public green space comprises areas of grass verges and occasional trees.
- There is limited and unlinked green space including Chetwynd Road and Inham Nook recreation grounds, Inham Road allotments, Chilwell Cemetery and Eskdale Drive, Sandby Court, Sherman Drive and Swiney Way open spaces. There are also wooded areas on a former quarry slope to the rear of Letchworth Crescent/Leamington Drive, which is a designated LWS.
- Most watercourses that historically ran from west to east have been culverted.

INFRASTRUCTURE / GETTING AROUND

5.4 Key characteristics:

ROAD INFRASTRUCTURE

- The A52 dual carriageway situated to the north of the Area, with transport infrastructure associated with the busy Bardill's Island. The influence of the A52 is however reduced by dense screen planting, although traffic noise is noticeable.
- The southern boundary of the area is provided by the A6005, the prime route between Long Eaton and Beeston.
- The B6003 Stapleford Lane is an important north-south route that links the A52 at Bardill's Island to the A6005 at Toton Corner.
- Swiney Way is an additional east-west road through the area which borders the south-west part of Chetwynd Barracks.

PUBLIC TRANSPORT

- The Toton Lane tram terminus is located at the northern end of the Area close to Bardill's Island. The park-and-ride Nottingham NET station has hard standing parking for 1,800 cars and the tram route bisects fields running down to housing and local tram stops at Inham Road and Eskdale Drive. Recent planting has yet to screen and soften this prominent feature.
- Commercial bus services run frequently along the A6005 between Long Eaton and Beeston (and beyond to Derby/Nottingham). Chilwell (Inham Road/Field Lane estate) is well served by Nottingham City buses but there are only infrequent, subsidised County Council services operating within Toton.

FOOTPATHS AND CYCLEWAYS

- A network of public rights of way (footpaths and bridleways) and informal paths surround fields in the Green Fringe area to the north offering a way to appreciate the fragmented rural landscape.
- A dense network of public rights of way and permissive paths connect the 'Erewash Corridor' with residential areas to the east, Long Eaton to the west and Stapleford to the north.
- Sustrans [1] Route 6 cycleway passes through the southern part of Toton.



Bridleways such as Baulk Lane provide access between housing areas and offer amenity and recreational value to residents, although infrastructure is not always appropriate.

5.5 Key characteristics of these two themes:

- Predominantly post-war residential development of broadly similar architectural styles.
- Subtle variations in architectural style and age, reflecting gradual development of nearby agricultural fields mainly from the 1950s onwards, but overall an archetypal 'suburban' character.
- Small areas of c.1930s dwellings are focused around High Road, Chetwynd Road, and Stapleford Lane in Toton; and Attenborough Lane and Marton Road in Chilwell.
- Post-war development includes planned local authority housing such as the Inham Nook estate, alongside infill between plots by private developers up to the present day.
- Private developments characterised by crescents and cul-de-sacs with mainly off-street parking and front gardens with trees and shrubs resulting in a typically suburban character.
- Limited levels of public open space within the private housing areas, reflecting infill on field-by-field or plot basis with historically no overall strategic planning.
- More consistent arrangement of housing and roads within the Inham Nook (local authority) estate and the area between Field Lane and Inham Road, reflecting a more regular, geometric layout of short terraces, maisonettes and three-storey apartment blocks. These are based on a 1960s 'Radburn' layout, where properties often front onto footways and back onto enclosed courtyards with parking and garages.
- A higher proportion of public green space within the 'Radburn' estate areas, comprising areas of mown grass along road verges, footways and courtyards, with localised tree planting.
- Chetwynd Business Park, a self-contained development of two-storey red-brick buildings, built c.2006, set within residential areas.
- Cars are frequently parked on driveways and pavements.
- Residential streets in Chetwynd Barracks (located in the northern part of the site) are linear with semi-detached houses and associated infrastructure including a shop and community centre. Houses have gardens and communal green space.



A typical streetscape within Toton, demonstrating the slight variations on a broad theme of post-war suburbia.



Contrasting approaches to green space at Sherman Drive recreation ground, with new-build townhouses facing the park (left) and a poorer, less responsive approach from c.1990s development (right).

5.6 Key characteristics:

LEISURE FACILITIES

- **Chetwynd Barracks Playing Fields** - are at the south-eastern end of the site adjacent to Chetwynd Road, Chilwell. They consist of a pavilion and pitches for football, rugby and cricket.
- **Inham Nook Recreation Ground** - contains facilities for football, tennis, bowling, multi-use games area, a skate park and outdoor fitness equipment as well as a section of the Erewash Valley Trail.
- **Manor Farm Recreation Ground** - a park with a children's playground, a sports pavilion, and facilities for tennis, a bowls club, cricket and football. A number of football pitches are located between the river and bypass channel.
- **Banks Road Open Space** - play area, small multi-use games area, community centre, woodland walks.
- **Sherman Drive Open Space** – play area, dog walking space.
- **Swiney Way Open Space** – play area.
- **Toton Fields LNR** - grassland and woodland, which encompasses Manor Farm recreational ground.

COMMUNITY FACILITIES

- **George Spencer Academy** – a secondary school on Toton Lane.
- Several infant, primary and junior schools – including **Bispham Drive Junior**, **Banks Road Infant**, **Chetwynd Primary Academy**, **Eskdale Junior School**, **Alderman Pounder Infant**, **Sunnyside Spencer Academy**.
- There are a number of churches in the area, the main ones being the C of E's **St Peter's**, **Toton** and **St Barnabas, Chilwell**, along with **Toton Methodist Church** and **Banks Road Church of the Latter Day Saints**.
- **Chilwell Valley and Meadows Medical Practice**.
- **Greenwood Community Centre** located next to Toton Fields LNR.
- **Coronation Hall** on Portland Road, Toton, built in the 1950s.
- **Toton Library** on Stapleford Lane.
- **Chilwell Community Centre and Library** on Inham Road (right).



The Inham Nook Recreation Ground is a well-used 'hub' located next to the tram stop and in easy walking distance of schools and residential areas.



Toton Fields Nature Reserve includes a network of well-used paths that connect residential areas in Toton and Long Eaton.

HERITAGE ASSETS

- There is one listed asset within the Neighbourhood Area. This is the Grade II listed **Memorial to Workers of National Shell Filling Factory No.6**. The memorial stands in the Barracks on the north side of Chetwynd Road. It was erected in 1919 on the site of the former Shell Filling Factory's Mixing House (where the explosion occurred) to commemorate the lives of 130 munitions workers who lost their lives on the 1st July 1918.
- Although there are no other designated heritage assets, Chetwynd Barracks is a site of historic interest. A number of buildings have historic and architectural interest, closely linked to the site over the past century.
- Buildings survive from the different phases of development. The earliest is **Building 101 (Woodside House)**, whilst others survive from WWI such as **Building 157 (Filled Shell Store)** and **Building 137 (Infirmary)**, and WWII such as **Building 102 (Williams Barracks)**.
- Immediately outside the east gates of the Barracks, is **Orchard Cottage, Chetwynd Road**. This is a two-storey building with attic, constructed of brick. In 1915, Albert Hall, who was engaged as the chief engineer for the construction of the Shell Filling factory, moved into Orchard Cottage with his family.
- Policy LHC02 details all heritage assets for the Area.



The Edwardian Arts and Crafts Woodside House (left) and Grade II listed Memorial (right).

EMPLOYMENT AND BUSINESS

5.7 As noted above (see 4.4) the Area is comprised of predominantly low-density, post-war residential developments with an overall archetypal 'suburban' character.

5.8 Employment opportunities are located in nearby towns and the main conurbations of Nottingham and Derby. Given the good access to nearby road infrastructure (the A52 and M1) a prime attraction of the Area is for commuters working elsewhere.

5.9 Local shopping and public services are dominated by a single car-focused supermarket - Tesco Extra on Swiney Way. The West Point Shopping Centre is a secondary retail park located on the southern border next to the A6005 road between Long Eaton and Beeston. Chilwell Retail Park falls just outside our Area.

5.10 There are a number of smaller retail offerings in the form of neighbourhood style, short rows of single shops which are located within the older areas of Toton and Chilwell. These shops have inevitably changed over time, for example Woodstock Road used to have six shops plus a Co-Op but is now a small convenience store and a takeaway. These outlets are mostly grocery stores, takeaways, hairdressers, cafes and a couple of pubs.



Above: Stapleford Lane (Left), Sunnyside Road (Middle), and Blenheim Drive (Right)

Right: West Point Shopping Centre



5.11 There is little in the way of non-retail employment based in the Area. Chetwynd Business Park is the exception which comprises a self-contained development of two-storey red-brick commercial businesses including the multinational AECOM consultancy. There are also a small number of workshop-type units in the Business Park.

*Right: Chetwynd
Business Park*



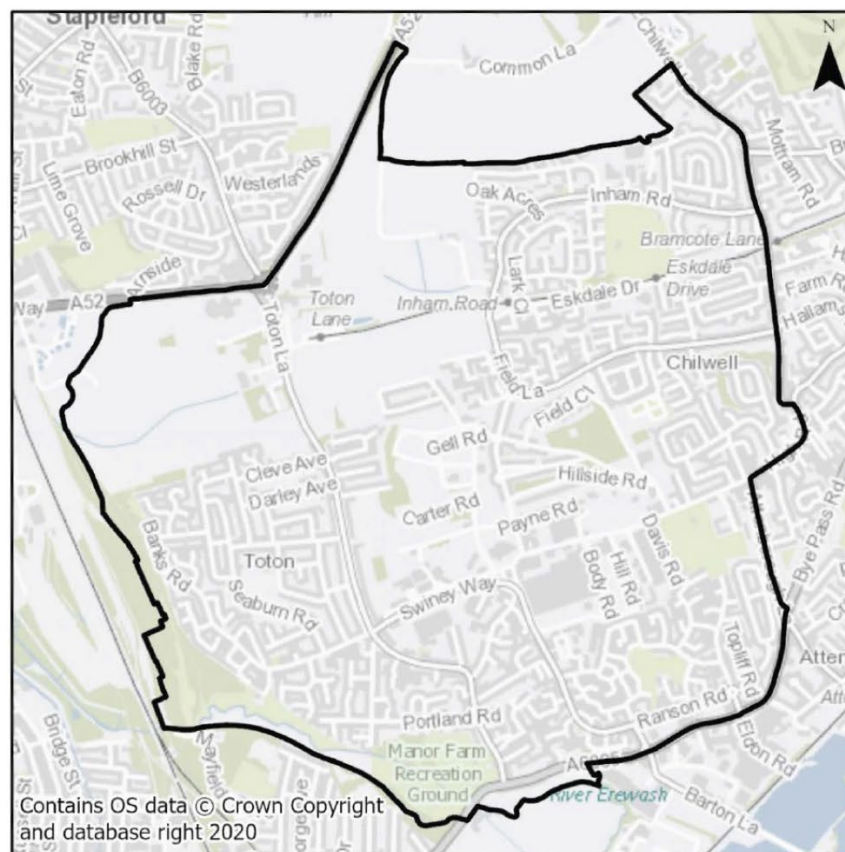
**Dream
Big**

**Set
Objectives**

**Take
Action**

Section B

Toton and Chilwell A Vision for the Future



6. THE CHANGING FACE OF OUR AREA

6.1 Significant changes are planned in our Area over the next 20 years. The impacts on the local community will be huge. The scale of these changes needs to be assessed holistically in order to allow the community to make informed choices about the sorts of development it wants to see. We have to identify the opportunities to be gained as well as consider how to mitigate or avoid the adverse impacts.

6.2 Two substantial developments are planned:

- Toton Strategic Location for Growth, including potentially a new railway station and transport interchange to the west.
- Chetwynd Barracks.

These initiatives will result in the Area absorbing a significant increase in new dwellings. We expect to see up to circa 4,500 new homes over the next 20 years with a concomitant increase in residents. This is from a baseline of 6,753 in 2021.

6.3 This increase will put pressure on the local infrastructures: roads, water, power, communications, green space, schools, healthcare, etc.

TOTON STRATEGIC LOCATION FOR GROWTH

6.4 Although the government's IRP confirmed that a station for HS2 would not proceed at Toton, a new railway station could still be delivered at the site, subject to public and private sector funding. This would encourage inward investment bringing significant benefits in terms of sustainable transport and economic development.

6.5 The Green Belt was amended to allow for a Hub Station for HS2 and an adjoining mixed-use development including housing, employment uses and a potential NET extension.



Overlooking Toton Sidings (looking south-west)

STRATEGIC LOCATION FOR GROWTH: PLANNING PERMISSIONS

6.6 Extant planning permission, reference 12/00585/OUT, for mixed use development including up to 500 homes on land to the west of Toton Lane was approved in July 2016. The application description was: 'Outline planning application with points of access to be determined for a mixed-use development incorporating a maximum of 500 dwellings, 380 sqm convenience store, two 95 sqm retail outlets, education floor space (maximum 2,300 sqm), day nursery (maximum 450 sqm), pub/restaurant, an 80 bed residential care facility, open space, plot for medical surgery (0.04 hectares), plot for community use (0.08 hectares), highways, drainage, removal of electricity pylons and overhead cables, erection of terminal pylon, demolition of 316 Toton Lane and associated infrastructure'.

6.7 Approval for reserved matters (17/00499/RES) for the construction of 282 dwellings, including highway and drainage infrastructure and public open space has also been granted permission (in February 2018).

CHETWYND BARRACKS

6.8 The sale of Chetwynd Barracks was announced in the summer of 2016.

6.9 The prime driver for the Forum was to identify those aspects of the Area which the existing residents appreciated and wanted to protect as well as those aspects of the changing environment they wanted to influence.

6.10 Chapter 3 describes the importance of the history of the Barracks to the community, and the intention to ensure its redevelopment is undertaken sensitively in a way that protects the heritage of the site while simultaneously merging the areas to the west and east which form part of our Area.

6.11 In the summer of 2018, the government invited applications to support the creation of new garden communities. The Forum worked with Broxtowe Borough Council to produce a joint bid [EB: *CTTC Garden Communities*] which was supported by a wide range of corporations and submitted in November 2018.

6.12 The bid proposed the redevelopment of the site from its current role to one that sits at the heart of our Area. The site presents a unique opportunity to unite the Neighbourhood Area and reintegrate it into the community.

6.13 The Forum intends to harness the energy of local residents to help shape the future of the site.

6.14 Chetwynd is situated approximately 1km from the location for a potential new railway station. Although Chetwynd Garden Community itself will have a finite boundary, it forms part of the much larger, holistic vision that incorporates the Strategic Location for Growth Area, as discussed throughout this document.

6.15 Chetwynd provides the opportunity to become a distinct and innovative garden community with a strong sense of place [I] centred around its heritage, as opposed to simply being developed piecemeal as a 'conventional' housing development. It is intended to incorporate high-quality and innovative construction, extensive and varied green space provision, and be built around high levels of community involvement.

6.16 Chetwynd therefore offers an opportunity to introduce an exemplar of this development approach to the City and foster debate about raising design standards within the region.



Figure 6.1: Chetwynd Barracks: extent of designated brownfield site

7. CONSULTATION: ISSUES AND OPPORTUNITIES

METHODOLOGY AND PROCESS

7.1 Given the scale of the changes outlined in the previous chapter, it is important to understand the issues currently experienced in the Area as well as identifying opportunities to be gained from future developments. This information provides the basis for making informed choices about the sort of development the community would like to see [EB: *CTTC Consultation Comments, various*].

7.2 The Forum undertook a series of consultations [EB: *Consultation Events*] across the Area and online over a period of almost six months, starting in September 2017, five sessions during the autumn of 2017 and a further four in the spring of 2018.

7.3 The Forum wanted to understand what the community considers to be good, bad, worth keeping, and needs improving in the Area. We asked residents for their concerns about the redevelopment of both the East Midlands Hub Station (as this took place prior to the publication of the Integrated Rail Plan) and the Barracks.

7.4 We commissioned RCAN (Rural Community Action Nottinghamshire) to facilitate these sessions as well as to develop and manage an online community survey [EB: *various*].

7.5 In addition we engaged Nottingham University to produce a series of 'master plan' concepts and illustrations for our Area during the autumn semester of 2017. This work was undertaken by a cohort of 23 architecture students and formed part of their post-graduate degree course.

7.6 The autumn sessions were held primarily to gather residents' views on the emerging Part 2 Local Plan that Broxtowe Council had published for consultation. The responses to this consultation provided the foundation for the Forum's response to the Council as well as providing initial input of the issues / opportunities for our Plan.



Consultation session run by University graduates (Oct 2017) to gather ideas to feed into their master plans

7.7 The four sessions during the spring of 2018 were used to build on the work of the previous year and were an opportunity to display the ideas and designs of the Nottingham University students. In total about 600 people attended with over 300 at the AGM in January. The online survey ran for eight weeks during February and March 2018 and generated 180 additional responses.

7.8 As well as the formal consultations, the Forum has maintained frequent involvement with its membership through its website (www.cttcnf.org.uk), social media and direct weekly news mailshots to its membership of 1,000 email addresses.

The Weekly Digest [EB: *Digests*] is well appreciated by the membership and has a high 'read rate' with about 50% of the mails opened by recipients. Social Media is also used to inform people what the Forum is doing with 630 Facebook, Twitter and Instagram followers.

The website is an open repository of meeting agendas, financial accounts, Weekly Digests, Consultation Results and has been used to obtain feedback on drafts of parts of the Plan as they developed. It has approximately 300 visits per month with a few visitors spending over 30 minutes browsing the site.

DEMOGRAPHICS

7.9 It is important to be aware that the demographic of the responders may have weighted their comments. Table 7.1 seeks to compare the demographics of the latest census in 2021 with that of the 2011 census and the online survey from 2018.

7.10 Table 7.1 clearly demonstrates that residents under 30 are under-represented in the online survey while those between 60 and 74 are over-represented. It also demonstrates an ageing population within the Area.

Age Range	2011 Census %	2018 Online Survey %	2021 Census %
< 16	18.9	2.8	18.3%
17-30	15.7	2.3	13.9%
31-45	21.6	15.2	19.8%
46-59	20.6	24.7	20.9%
60-74	15.1	37.1	16.8%
> 75	8.1	9.6	10.3%
Did not respond	-	8.3	-
Total	100	100	100

Table 7.1 Online survey responses vs Census 2011 & 2021

CONSULTATION QUESTIONS

7.11 The questions asked The questions asked at both face-to-face sessions and in the online survey are listed below [EB: *Customer Survey Questionnaire*]. The results are summarised in the following sections:

- What do you love about where you live?
- What don't you like about where you live?
- What makes this a good place to live and work in? What needs protecting?
- What would you change about this place? What needs improving?
- Are there any places to avoid around here and why?
- Do you have a ground-breaking idea for making this place even better?



CTTC consultation session, Toton, February 2018

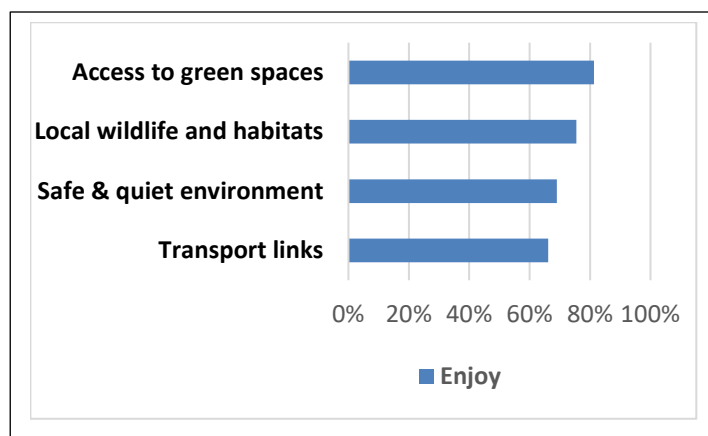


Figure 7.1: Why do you love living in the Area? (Top 4 answers)

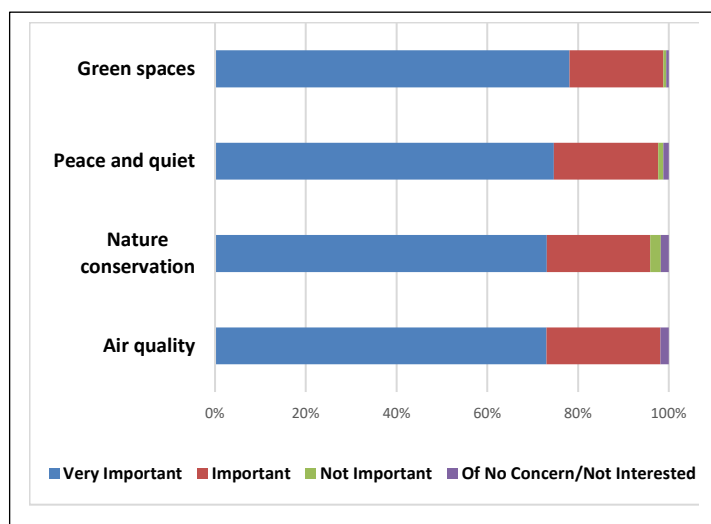


Figure 7.2: What is important to protect?
(Top 4 answers)

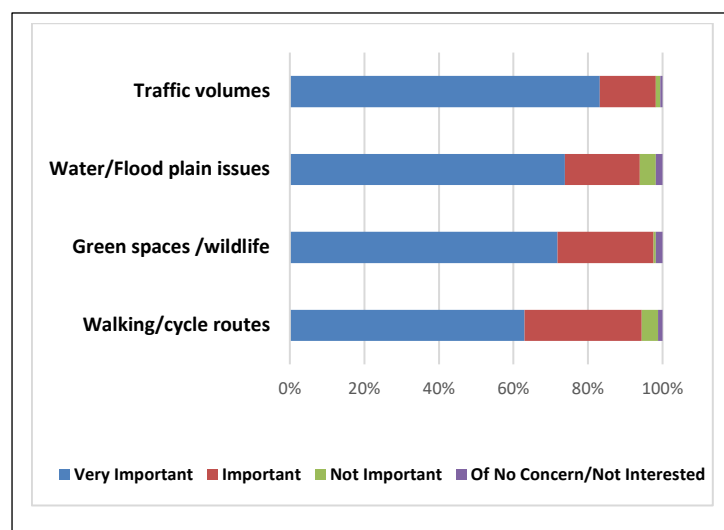


Figure 7.3: What aspects need improving?
(Top 4 answers)

7.12 The Plan is structured around the main themes derived from these consultations:

- Environment
- Infrastructure/Getting Around
- Housing and Sustainability
- Urban Design
- Leisure, Heritage and Community
- Employment and Business

7.13 The remaining part of this section summarises the key issues and opportunities raised during consultation and which formed our prime objectives.

ENVIRONMENT

7.14 The Environment with its green spaces, scenic views, public footpaths, access to open spaces, wildlife and access to Attenborough Nature Reserve (a designated SSSI) were all features highlighted as positive elements that improve the wellbeing of the population in the Area. Access to Toton Fields LNR with its network of footpaths for people to walk was also mentioned a number of times.

7.15 It was also considered to be a generally quiet area, when away from the main thoroughfares. The need to ensure increased traffic generated by new development does not intrude on the existing areas was a commonly stated issue.

7.16 The Green Belt, green spaces, and Toton Fields LNR were mentioned as areas that were felt to be under threat, and which need to be protected as well as walking access across the Area and through to Long Eaton and Beeston.

INFRASTRUCTURE/GETTING AROUND

7.17 There were differing views about public transport links in the Area (NET tram service and buses). Some residents felt that there was good access and others not. The negative opinion may be a reflection of the dominance of transport links to the north and south of the Area and the deficiency of east-west links through the middle due to the position of the Barracks.

7.18 However, although the Area is well connected to the main A52 road corridor (to the M1, Nottingham and Derby) the quantity of traffic through the area accessing this highway was highlighted as a key concern many

times.

7.19 In particular, the level of traffic on Swiney Way and Stapleford Lane and the congestion at the junction between the two and at Bardill's Island was highlighted as a 'must solve' before additional housing should be considered in the Area. Any additional traffic on Stapleford Lane would, it was felt, lead to gridlock at peak times, particularly if there were additional new junctions.

7.20 Concerns were expressed that improved road infrastructure would not be developed early enough, resulting in significant increases to the amount of traffic through, what many considered, an already congested infrastructure.

7.21 With the, (as then) proposed, Hub Station being within reasonable walking distance of much of the Area, it was felt that better cycling/active travel routes (particularly for commuters) through the Area will improve access to Long Eaton and Beeston reducing car traffic (**Figure 9.2** illustrates indicative routes).

7.22 Consultation sessions also highlighted the need to improve public transport via new east-west links through the Barracks to both Stapleford Lane and on to HS2 (as proposed at the time) and the tram terminus at Toton Lane.

7.23 'Car sharing', allied to improved public transport provision, was mentioned as a means for reducing the number of cars in the Area and of adding flexibility to people's transport opportunities.

HOUSING, SUSTAINABILITY AND URBAN DESIGN

7.24 Many of the responses commented on the need for housing that people could afford in the Area as well as sufficient housing for the elderly to allow them to downsize whilst remaining in the area and freeing up existing properties for family occupancy. However, there were also concerns that new housing would change the 'character' of the area.

7.25 Whilst it was recognised that much of the existing housing was built in the second half of the 20th century, it was commented that any new housing should be suited to the 21st century and break free of red-brick with diverse, mixed designs including self-build opportunities to provide variable views taking advantage of the various gradients in the Area.

7.26 It was further felt that it is important that dwellings were constructed with a view to mitigate climate change, increase access to green space and should be sustainably built.

7.27 The consultations also highlighted the need to improve the telecommunications infrastructure (fibre-optic cable to every home, universal Wi-Fi) as well as the power infrastructure with, for instance, vehicle charging points in every home using photovoltaics allowing the Area to support aspirations aiming for 'zero carbon' housing.

7.28 Finally, there were many comments about poor facilities for parking and that the new housing designs should allow sufficient space for individuals to park off the street. Car clubs were mentioned as a way of reducing car ownership.

LEISURE, HERITAGE AND COMMUNITY

7.29 Responses were varied with some commenting on the good level of facilities, the integration of the churches in the community, the fact that there is a good range of shops, doctors and other amenities on the doorstep. Others complained about the lack of a 'centre of focus' for the Area and few local shops.

7.30 Comments were made about the lack of allotments in the Area: the location of the Area means that allotments are managed by Broxtowe Borough Council, rather than by a more local parish/town council.

8. EVIDENCE AND ANALYSIS

8.1 The plans and evidential documents which have informed the development options include the following (studies marked with an asterisk were commissioned by the DIO specifically for Chetwynd Barracks):

- Policies 3.1 & 3.2 of the Broxtowe Part 2 Local Plan [EB: *ibid*];
- The Toton and Chetwynd Barracks Strategic Masterplan SPD;
- a report of a Design Review Panel workshop held in late 2016 by Opun Design [EB: *ibid*];
- East Midlands HS2 Growth Strategy 2017 (as relevant at the time) [EB: *ibid*];
- National Design Guide 2019 [EB: *ibid*];
- Living with Beauty 2019 (Building Better Building Beautiful Commission) [EB: *ibid*];
- Building Research Establishment Environmental Assessment Method (BREEAM) [EB: *ibid*];
- Chetwynd Barracks Design Code (AECOM) [EB: *ibid*];
- KEFA masterplan
- a Non-Technical Sustainability Appraisal and Development Delivery Statement*;
- a Retail Needs Study*;
- a Transport and Movement Strategy and accompanying Technical Note*;
- A Technical Appraisal on Ecology*;
- an Air Quality Report*;
- a Heritage Assessment*;
- a Vision for Development*.

8.2 The Broxtowe Part 2 Local Plan contains two key policies that impact our Area: Policy 3.1 Chetwynd Barracks and Policy 3.2 Strategic Location for Growth. Both policies contain requirements expected to be delivered during the Local Plan period (up to 2028). Whilst the Local Plan does not specify how these requirements are to be delivered, it does seek a ‘comprehensive and cohesive development’.

8.3 The Toton and Chetwynd Barracks Strategic Masterplan Supplementary Planning Document (SPD) sets out a long-term overarching framework to ensure that a comprehensive and cohesive approach is taken to development across the Toton and Chetwynd Barracks sites.

8.4 The redevelopment of Chetwynd Barracks is fundamental to the Plan. Indeed, the proposed redevelopment of this site was the catalyst behind the formation of the Neighbourhood Forum.

8.5 The Forum believes the scale of the barracks site, its history, and its potential to create a new heart for the Area is such that they wish to promote a development of regional or even national significance. This means developing a strong sense of place using the principles of sustainable development [EB: *footprint*].

8.6 To this end, the Forum commissioned KEFA Design to develop an illustrative masterplan [EB: *KEFA Designs*] to map key elements of the Forum’s vision for the site. The masterplan draws significantly from the development principles articulated in the Opun report [EB: *Chetwynd Barracks Opun Design Review*], commissioned by Broxtowe Borough Council. **Figure 8.1** is taken from the KEFA report, and represents illustrative design evidence only, rather than a specific requirement for future development of Chetwynd Barracks.

8.7 The Forum also commissioned a Chetwynd Barracks Design Code [EB: *ibid*] from AECOM which complements the KEFA masterplan by adding further detail to how it might be implemented in terms of both text and illustrations.

8.8 Among the key conclusions of the Design Code are that new development should have the character of a

Garden Village community, with densities that are based on a number of typologies for residential or mixed-use development (depending on location within the site) and that the use of renewable energy and other sustainability enhancements should be maximised. (See also: National Design Guide Sept 2019 MHLG [IV *ibid*]).

8.9 A new north-south primary access road through the site between the A52 and Swiney Way will mitigate further traffic congestion due to the additional housing and employment in the Area and other nearby developments.

8.10 The Forum believes opening up Chetwynd Road as a prime east-west road through the site will compromise a key design objective, a pedestrian-friendly local centre (a 'plaza') located next to the Memorial Garden. As such, while an east-west road link through the site is supported in principle (for public transport) the intention is for the route to be less direct to discourage use as a cut through, while still improving access and permeability (see the Opun report [EB: *Chetwynd Barracks Opun Design Review*]).

8.11 Common to all proposals for the site is the protection and enhancement of the WWI Memorial Garden as a focal point for the development as a whole. This is reflected in the KEFA masterplan and the AECOM Design Code report. Furthermore, it is proposed that the Memorial Garden forms the centrepiece of a heritage trail across the site.

8.12 The Forum was keen to see Modern Methods of Construction (MMC) used as a means of accelerating the development of building in the Area and thought that some of the existing buildings on the Barracks could be re-used as an on-site MMC factory. The Forum also believed a number of the buildings could be re-purposed and enhanced to both exploit their commercial opportunities as well as the heritage value relating to their former use by the military.



Figure 8.1: Barracks illustrative masterplan [EB: *KEFA Designs*]

9. THE VISION FOR THE NEIGHBOURHOOD AREA

VISION STATEMENT

To protect and enhance the wellbeing of people who live and work in our Area.

To innovate and adopt strategies that promote a sustainable, diverse place which is attractive for people to live and work.

To promote a sustainable 'sense of place' and innovative commerce.

To promote active and sustainable travel including public transport, supported by the proposed new railway station/transport interchange.

To provide the framework to encourage world class development of regional significance in response to the major employment opportunities created by the 18,000 sqm of high-quality employment space, and the up to 4,500 new homes in the Strategic Location for Growth and Chetwynd Barracks.

SUMMARY OF COMMUNITY ENGAGEMENT AND ANALYSIS CHAPTERS

9.1 Whilst the public consultation which led to this Neighbourhood Plan took place before the Integrated Rail Plan was published, our vision for the area remains the same.

9.2 The firm consensus from local people is the need to conserve and enhance the environment. We need to connect networks of existing and new green infrastructure to ensure wildlife is protected.

9.3 The key elements that residents want to see protected and improved are clearly identified in **Figures 7.1, 7.2 and 7.3** (above). They can be summarised as a set of key principles.

- Improve wildlife habitats and nature conservation. Protect and enhance safe and quiet green spaces.
- Enhance footpaths and cycling routes and ensure increased traffic does not worsen current road congestion.
- Build sustainable new homes which are energy efficient, affordable and designed to allow people to join the property market and to downsize.
- Create a sense of 'place', one that promotes diversity and encourages inclusion. Cherish the heritage of the Area by safeguarding key assets.

9.4 Looking at the key principles in more detail, achieving the vision means:

IMPROVE EXISTING AND CREATE NEW GREEN INFRASTRUCTURE

Our vision is to create a green infrastructure which forms a multifunctional network, operating at a landscape scale across the whole Area. It will be resilient to climate change and will have a range of other benefits such as improving physical and mental health as well as value for wildlife (see **Figure 9.1**).

NEW FOOTPATHS / CYCLE ROUTES AND IMPROVE ROAD CONGESTION

Our vision is to promote active travel routes through our Area to reduce car journeys and limit their impact on air quality. We want to make it easy for residents to walk/cycle to key transport interchanges such as the potential new railway station and local tram stops and better integrate access to new green corridors and existing provision (see **Figure 9.2**).

Also, our vision is to build a new north-south primary access road to ease traffic congestion and link to new development. (see **Figure 9.3**).

SUSTAINABLE DESIGN AND CONSTRUCTION

Our vision is that developments should take account of best practice examples of energy opportunities, carbon reduction technologies and sustainable design and construction practices. The Forum would require developers to demonstrate the sustainability benefits of their proposals using such tools as the BREEAM [EB: *ibid*].

A FOCAL POINT FOR THE COMMUNITY

Our vision is to create friendly, plaza-style local centres to form a new 'heart' for the community, including ideally locating one centre next to the WWI Memorial Garden in the Barracks. This would provide a focal point linked to a heritage trail that illustrates the history of the Barracks and wider area to both residents and visitors (see **Figure 9.4**).

Figures 9.1 – 9.3 (below provided courtesy of Broxtowe Borough Council) are indicative and seek to illustrate how aspects of the Vision might be realised through the creation of new green corridors, a new walking route and a possible new extension to the tramway. The alignment of these routes is only indicative at this stage, and proposals for new tram infrastructure will need the support of Nottingham City Council and other stakeholders.

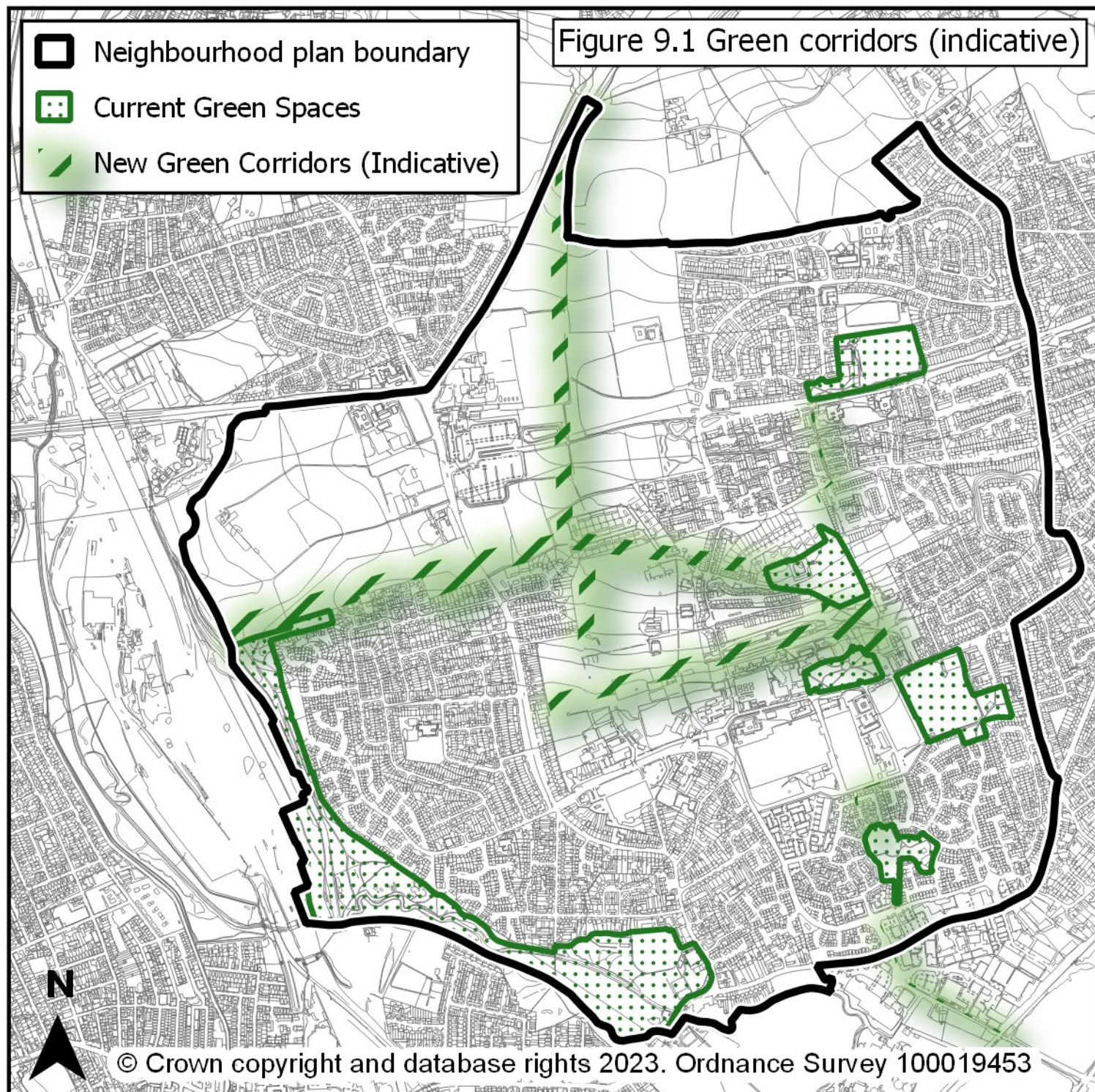


Figure 9.2: Walking and Cycling Routes (indicative)

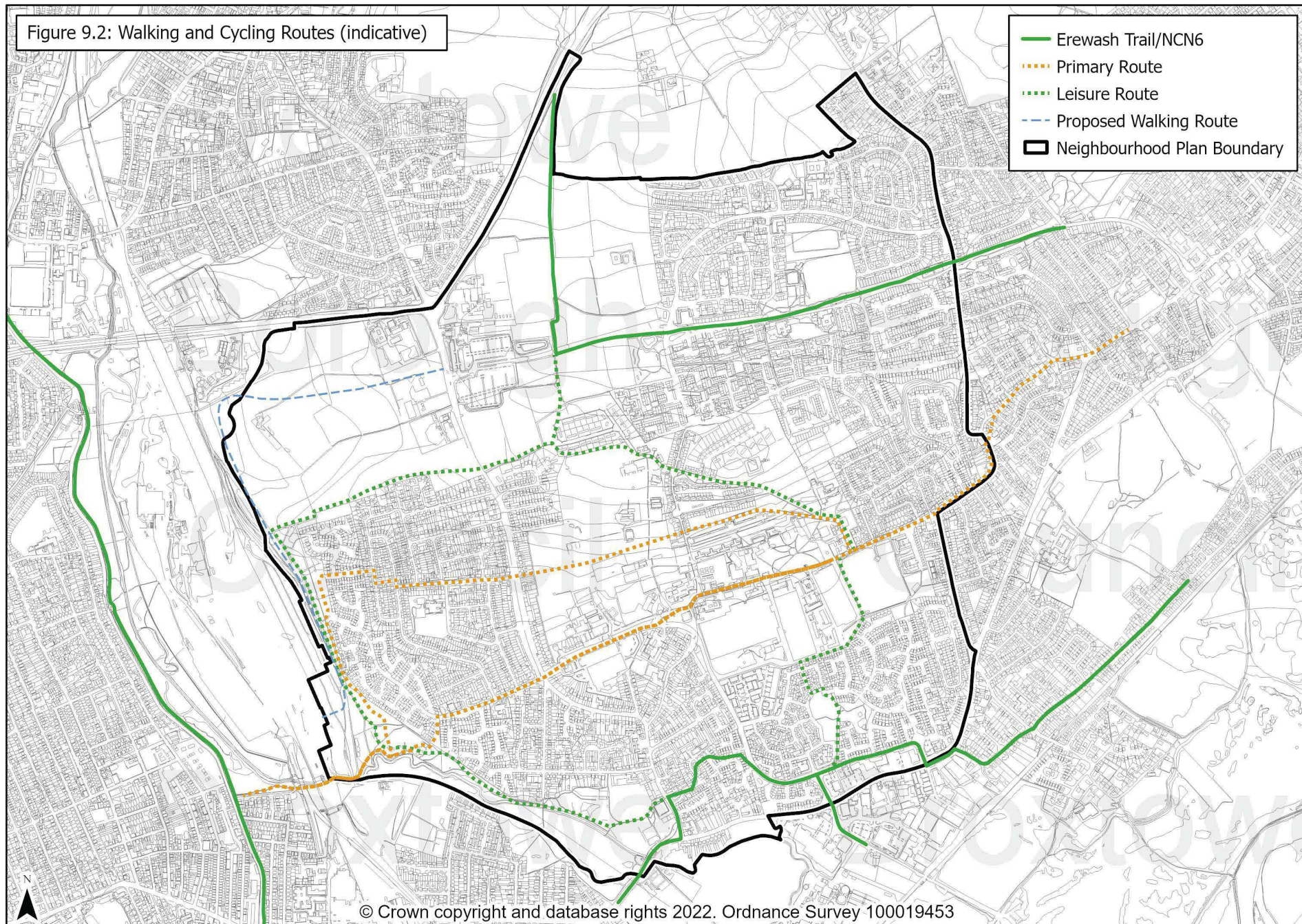


Figure 9.3: New Transport Infrastructure (indicative)

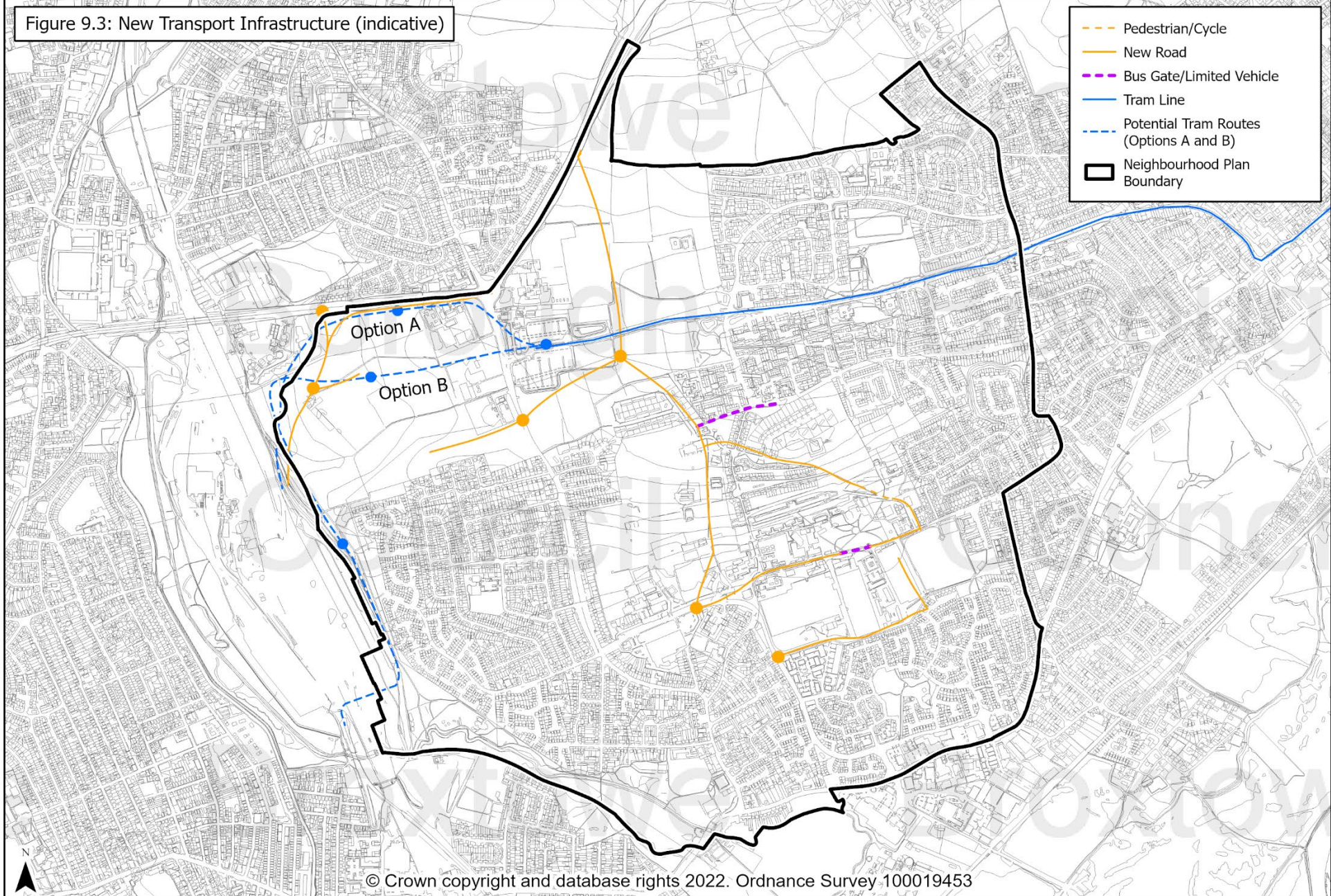


Figure 9.4: A focal point for the community
(Artist's Impression) [EB: KEFA Design]



10. THE CORE OBJECTIVES

10.1 The core objectives flow from the key themes identified during our consultation process. They are grouped under six headings.

10.2 For each heading there are comments about the main issues raised at the public consultation events, followed by the Core Objectives that were developed from the analysis of these comments.

Environment

Comments raised during consultation included:

- “Green spaces are the most important thing...” “Environmental protection and nature conservation.”
- “Green space and footpaths/cycle ways that are connected is absolutely critical to avoid the area becoming a drab sprawl of suburbia.”
- “Difficulties to link up green space when walking/cycling/running.”
- “Needs more big green space.” “Green space connecting through all new development.”

Core objective: Protect and improve existing green space to enhance the quality of life and wellbeing of the residents and enrich the biodiversity of the Neighbourhood Area.

Core objective: Protect, enhance and create wildlife habitats with particular emphasis on veteran and ancient trees.

Core objective: Create new multifunctional blue/green infrastructure to establish good linkage between larger areas of green space.

Infrastructure/Getting Around

Comments raised during consultation included:

- “If excellent transport links in place...” “Close to major transport links e.g. M1, Derby, Nottingham.” “Good bus and tram service.” “Poor public transport links.”
- “Congestion chaos until 9.30am.” “The roads before 9.30am!” “Traffic congestion and associated pollution.” “Traffic congestion: single carriage road isn’t suitable.” “Protect accessibility: traffic density is a growing issue.”
- “Access road needed from the [Barracks] to allow for traffic from Chilwell onto the A52 and relieve traffic through Toton.” “Improve the road infrastructure.”
- “We should take the opportunity to use design and layout to wean people away from the car culture.”
- “Design out pavement parking and parking on through/feeder roads.”
- “Enhanced road and public transport infrastructure should ideally be implemented prior to the disruption caused by development.”

Core objective: Improve the road infrastructure to address concerns about increased congestion from future population growth from new development.

Core objective: Promote safe pedestrian and cycle access to, from, and within the Area.

Core objective: Promote schemes to help reduce congestion on local roads and add flexibility to transport options.

Housing and Sustainability

Comments raised during consultation included:

- “Affordable housing: need urgently properties to buy and to rent.” “Need low-cost housing.”
- “More accommodation for older people to downsize but remain within this area.”
- “Improve communication infrastructure: fibre to the home.”
- “Include opportunities for self-build and encourage passive homes.”

Core objective: Provide a range of affordable/low-cost housing across all tenures.

Core objective: Appropriately sized homes needed across the range of all tenures but especially for first time buyers and ‘last time’ buyers/retirement living.

Core objective: Encourage innovative, energy efficient, sustainable and well-connected homes.

Urban Design

Comments raised during consultation included:

- “New buildings, housing especially, should break free of the curse of red-brick and imitating the past.”
- “While there is no vernacular style, a modern /eco-build style would enhance a mundane built landscape.”
- “Don’t want just any development. Need low-cost housing.”
- “The local community should have revenue generation facilities to fund activities within the local community - suggestions are: Power Generation (solar panels on all buildings with battery storage and use) ...”

Core objective: Build on the current suburban character to encourage new families to live and work in the Neighbourhood Area.

Core objective: New garden village areas to introduce smart design principles and leading-edge technologies.

Core objective: The SLG to be a mix of commercial and residential development and aim to have a ‘small city’ appearance.

Core objective: Infill developments within existing residential areas to reflect existing architecture and design.

Leisure, Heritage and Community

Comments raised during consultation included:

- “Misses a village hall/community centre.” “No community focal point.” “Hub, no centre of Toton.” “Add a village centre for Toton.” “Build a community focal point facility.”
- “Lack of facilities, need more doctors, bigger schools.” “Modernise the primary schools.”
- “Hospital or Medical Centre – located on the flat rather than up in the Officers area [of the Barracks].”
- “Would like to protect a) trees; b) [...] the Clock Tower; c) the St George’s Chapel; d) The Old Gatehouse.”
- “We need community allotments.”
- “Purpose-built Community Centre and Café (for young and old) in Chilwell – Day Centre for older people.” “Access to places of worship.”
- “School sports fields and facilities must be protected/improved....”

Core objective: Provide new local centres designed to become focal points for the community.

Core objective: Respect the heritage of the Barracks (and wider area) by creating a ‘heritage trail’.

Core objective: Ensure there are adequate facilities such as schools/nurseries, medical facilities, sports facilities (including a potential off road ‘Park Run’ option), green spaces and allotments.

Employment and Business

Comments raised during consultation included:

- “Local businesses should take care to consider the impact of their clients upon residential neighbours...”
- “A focus on ensuring max number of new jobs for next generation.....”
- “Shops, restaurants, pubs and green spaces in walking distance.” “No local small shops.”

Core objective: Design new mixed business zones that encourage people to work and live ‘on site’.

Core objective: Encourage leading-edge companies that focus on smart building technologies into the area.

Core objective: Create local centres, especially in the Barracks, ideally with small-scale traders, to promote a ‘village’ feel.

11. ACHIEVING THE VISION AND OBJECTIVES

11.1 The Vision and Objectives are achieved through the Plan Policies.

11.2 The Plan Policies are based around the 6 Core Objective themes:

- Environment
- Infrastructure/Getting Around
- Housing & Sustainability
- Urban Design
- Leisure, Heritage and Community
- Employment & Business

11.3 Each Core Objective is associated with one or more Policies. See Section C for the full Policy details, but a summary is listed below in Table 11.1.

Table 11.1 Core Objectives and Supporting Policies

CORE OBJECTIVE	SUPPORTING POLICIES
Protect and improve existing green space to enhance the quality of life and wellbeing of the residents and enrich the biodiversity of the Neighbourhood Area.	ENV01 Local Green Space
Protect, enhance and create wildlife habitats with particular emphasis on veteran and ancient trees.	ENV02 Natural Environment
Create new multifunctional blue / green infrastructure to establish good linkage between larger areas of green space.	ENV03 Green and Blue Infrastructure Requirements
Improve the road infrastructure to address concerns about increased congestion from future population growth from new development.	INF01 Road Infrastructure
Promote safe pedestrian and cycle access to, from, and within the Area.	INF02 Active Travel
Promote schemes to help reduce congestion on local roads and add flexibility to transport options.	INF03 Public Transport INF04 Parking & Reducing Travel Demand

CORE OBJECTIVE	SUPPORTING POLICIES
Provide a range of affordable/low-cost housing across all tenures. And Appropriately sized homes needed across the range of all tenures but especially for first time buyers and 'last time' buyers/retirement living.	HAS01 Housing Mix
Encourage innovative, energy efficient, sustainable and well-connected homes.	HAS02 Green Design & Sustainability HAS03 Broadband Connectivity HAS04 On-Site Construction
Build on the current suburban character to encourage new families to live and work in the Neighbourhood Area.	URB01 Amenity Space & Privacy URB02 Minimising Crime URB03 Street Design
New garden village areas to introduce smart design principles and leading-edge technologies.	URB04 Well Designed Neighbourhoods
The SLG to be a mix of commercial and residential development and aim to have a 'small city' appearance.	URB05 Strategic Location for Growth, West of Toton Lane
Infill developments within current residential areas to reflect existing architecture and design.	URB06 Infill Development
Provide new local centres designed to become focal points for the community.	LHC01 Local Centres
Respect the heritage of the Barracks (and wider area) by creating a 'heritage trail'.	LHC02 Heritage Assets LHC03 Heritage Trail
Ensure there are adequate facilities such as schools/nurseries, medical facilities, sports facilities (including a potential off-road 'Park Run' option), green spaces and allotments.	LHC04 Secondary Education LHC05 Primary Education and Medical Facilities LHC06 New Leisure Centre LHC07 Sports Field and Pavilion LHC08 Provision of Allotments

CORE OBJECTIVE	SUPPORTING POLICIES
Design new mixed business zones that encourage people to work and live 'on site'.	EMP01 Strategic Location for Growth Business Zone EMP02 Chetwynd Barracks Business Zone
Encourage leading-edge companies that focus on smart building technologies into the area.	EMP03 Smart Building Technologies & Modern Methods of Construction
Create local centres, especially in the Barracks, ideally with small-scale traders, to generate a 'village' feel.	See LHC01 Local Centres



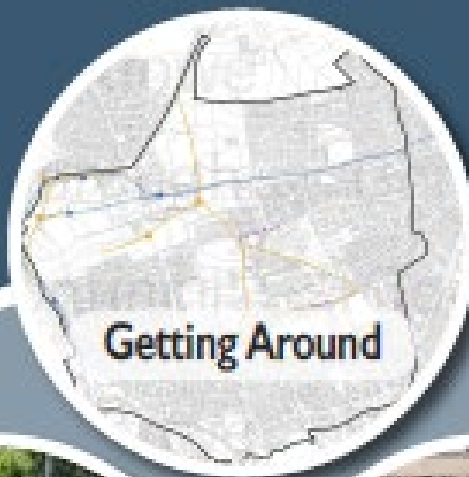
Housing



Environment

Section C

Neighbourhood Plan Policies



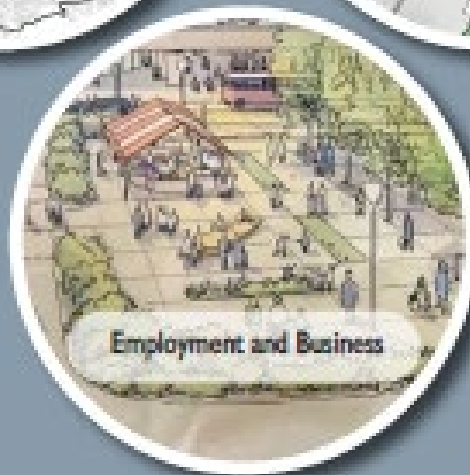
Getting Around



Urban Design



Leisure, Heritage and Community



Employment and Business

12. INTRODUCTION TO POLICIES

12.1 Section B presented the overall vision and objectives for the Neighbourhood Area.

12.2 This section builds on the core objectives and vision by defining the specific policies needed to support and deliver them. The policies are grouped under the following themes:

- Environment
- Infrastructure / Getting Around
- Housing and Sustainability
- Urban Design
- Leisure, Heritage and Community
- Employment and Business

12.3 The policy chapters (13 to 18) are structured in the same way with:

- a summary table listing the policies, showing which of the core objectives they support;
- each objective is set out in a box;
- each objective is supported by one or more policies. These policies are highlighted in blue and supported by text that justifies the policy and explains how the policy requirements must be met;
- for some policies, Forum aspirations have been included below the justification text in a separate box for developers to consider where feasible.

12.4 Chapter 19 details how the Neighbourhood Plan will be implemented, monitored and reviewed.



Toton Fields LNR

13 ENVIRONMENT

CORE OBJECTIVE	SUPPORTING POLICIES
Protect and improve existing green space to enhance the quality of life and wellbeing of the residents and enrich the biodiversity of the Neighbourhood Area.	ENV01 Local Green Space
Protect, enhance and create wildlife habitats with particular emphasis on veteran and ancient trees.	ENV02 Natural Environment
Create new multifunctional blue / green infrastructure to establish good linkage between larger areas of green space.	ENV03 Green and Blue Infrastructure Requirements

OBJECTIVE: Protect and improve existing green space to enhance the quality of life and wellbeing of the residents and enrich the biodiversity of the Neighbourhood Area

POLICY ENV01 - Local Green Space

- 1. Toton Fields Local Nature Reserve (LGS1), Manor Farm Recreation Ground (LGS2), Inham Nook Recreation Ground (LGS3), Ghost House Lane (LGS4), Hobgoblin Wood (LGS5) and the Chetwynd Barracks Memorial Garden (LGS6) are designated as Local Green Spaces to ensure their long-term protection.**
- 2. The loss of Chetwynd Barracks Playing Fields would only be considered if an area of equal value both in quality and quantity were offered as replacement.**



Memorial Garden

Justification

Following the adoption of Broxtowe Borough Council's Part 2 Local Plan [EB: *ibid*], our Area has lost approximately 150 hectares (ha) of land previously designated as Green Belt. The area lost to proposed developments provides local people with a sense of space and place, as well as habitat for the movement and migration of wildlife.

We need therefore to protect and enhance the green space available to both present and future residents for their health and wellbeing as detailed in NPPF (2021) [EB: *ibid*] paras 99, 101 and 102.

All seven sites are valuable and valued green spaces in the local community and six will be designated as 'Local Green Space' which provides protection from development consistent with that provided by 'Green Belt'. They do not already have adequate protection, are not extensive tracts of land in excess of 20ha, they are local in character and are within close proximity of the community they serve. In addition, these green spaces are demonstrably special to the local community and hold particular local significance either through their beauty, historic significance, recreational value, tranquillity or their richness of wildlife. See the Forum background document The Designation of Local Green Space [EB: *ibid*] for the justification of these Local Green Spaces.

Paragraph 99 of the NPPF (2021) [EB: *ibid*] states that existing open space, sports and recreational

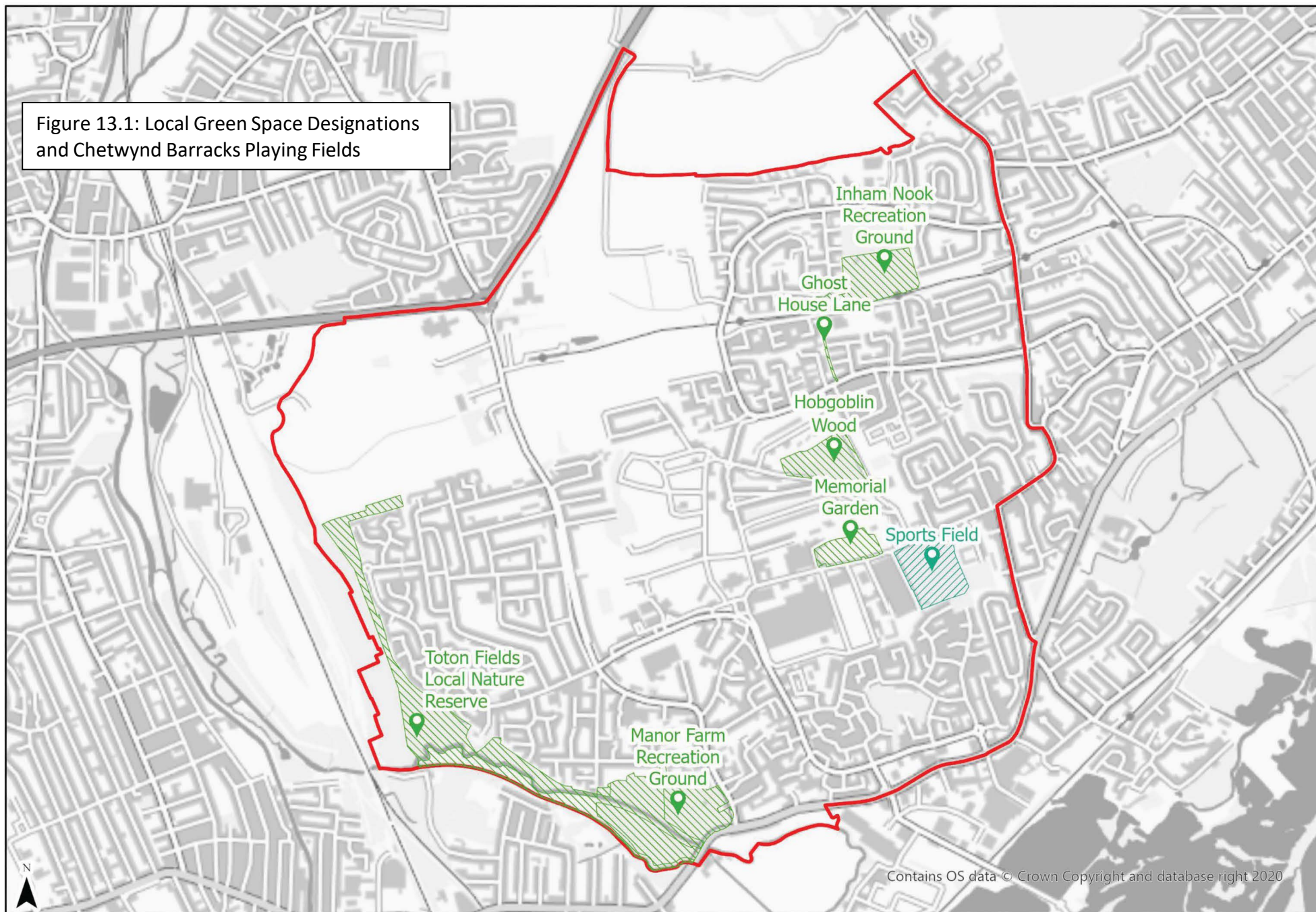
buildings and land, including playing fields, should not be built on unless:

- a) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
- b) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- c) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.

The retention of Chetwynd Barracks Playing Fields has been reiterated both in Broxtowe Borough Council Part 2 Local Plan [EB: *ibid*] Policy 3.1.5b, and in the Toton and Chetwynd Barracks Strategic Masterplan Supplementary Planning Document [EB: *ibid*]. The Broxtowe Borough Council Playing Pitch Strategy [EB: *ibid*] states that there is not enough current capacity in the south of the Borough for either rugby or football, and not enough future capacity for cricket, rugby or football. These playing fields not only provide grassed surfaces but also a non-turf pitch, and single non-turf practice nets, as well as a reasonably well-maintained pavilion. The cricket facilities are not currently made available for community groups and teams to hire. At present, other than for MOD personnel, community access is currently football (Toton Tigers) and on occasion, the England Rugby Football Union for training. The benchmark guidance given by Fields in Trust [EB: *ibid*] is 1.6ha of outdoor sports facilities per 1,000 residents. This would equate to 25.6ha at present, and in future 41.6ha of outdoor sports facilities.

Figure 13.1 below is provided courtesy of Broxtowe Borough Council.

Figure 13.1: Local Green Space Designations
and Chetwynd Barracks Playing Fields



OBJECTIVE: Protect, enhance and create wildlife habitats with particular emphasis on veteran and ancient trees.

POLICY ENV02 - Natural Environment

- 1. Development should have no significant adverse impact on, and take opportunities to enhance and augment, habitats and biodiversity.**
- 2. Major development [I] which increases the use of existing blue and green infrastructure will be expected to contribute to the protection and enhancement of habitats and biodiversity in its design and layout, based on up-to-date assessments.**
- 3. Proposals to remove mature trees [I], including those that are veteran [I] and ancient [I], will not be supported except in exceptional circumstances, where:**
 - A. the retention of trees is outweighed by benefits arising from major development [I]; and**
 - B. they are replaced by equivalent or better provision in close proximity to their original position.**

Justification

In order to meet the UN sustainable development goals [EB: *ibid*] we need to care for and enhance our natural environment. We need to protect and increase biodiversity and priority habitats as well as mitigate for any adverse effects of development, ongoing urbanisation and climate change.

New green infrastructure will help meet targets for the UK Biodiversity Action Plan (UKBAP) priority Open Mosaics habitat [EB: *ibid*] such as native woodland and priority species. Resilient ecological networks are key to allowing wildlife to respond to the climate emergency.

The Lawton Review: “Making Space for Nature” [EB: *ibid*] identifies a need for more, bigger, better and joined ecological networks. Five key approaches are identified:

- Improving the quality of current sites by better habitat management;
- Increasing the size of current wildlife sites (avoiding further fragmentation);
- Enhancing connections between, or joining up, sites, either through physical corridors, or through ‘stepping stones’;
- Creating new sites;
- Reducing the pressures on wildlife by improving the wider environment, including through buffering wildlife sites.

Green space and biodiversity assets include those listed in Table 13.1, as well as Priority Habitats and species as identified in the Nottinghamshire Local Biodiversity Action Plan [EB: *ibid*] and section 4.5 of the Broxtowe Borough Council Green Infrastructure Strategy [EB: *ibid*].

The 6C’s Green Infrastructure Strategy Vol. 6, pages 10/11 [EB: *ibid*] has identified gaps in Local Nature Reserve (LNR) provision especially within the Toton and Chilwell area. Given Natural England’s ANGSt [I] [EB: *ibid*] standard for the provision of LNRs of 1ha per 1,000 population and 2ha per 1,000 population of Local Natural Green Space, we should have at our present population approximately 16 and 32ha respectively and 26 and 52ha to provide for future need.

In addition, the NSALG [I] recommends 0.23ha allotments per 1,000 population, Fields in Trust [I] 1.6ha for outdoor sports and 0.25ha of Children/Youth Play area.



Toton Fields LNR

At present, the listed green assets in Table 13.1 total approximately 50ha including all typologies, and with the addition of the Chetwynd Barracks assets, this would total approximately 60ha. At capacity, the Area requires a total of at least 83ha of accessible green space of which 52ha should be natural or semi-natural greenspace (see Table 13.2), 5.8ha of allotments (2.4ha at present), 42.3ha for outdoor sports and 6.6ha for children and youth play. The shortfall in green space makes the protection and enhancement of the existing green spaces and especially Toton Fields LNR (16.5ha) in the long term even more pertinent. Toton Fields LNR is the only accessible semi-natural green space, and even with the planned increase in green space, the quality of this accessible natural green space may be affected adversely by increased pedestrian and cycle traffic as well as the increase in domestic pets.

Enhancement of biodiversity should be in line with or preferably exceeding 10% Biodiversity Net Gain [1] as calculated using the most up to date DEFRA [1] metric.

Up-to-date assessments of both quality and quantity of accessible natural green space NPPF (2021) [EB: *ibid*] *Open space and recreation, para.98*, and *Aligned Core Strategy para 3:16:9* [EB: *ibid*] would ensure that major development meets Natural England's Accessible Natural Greenspace Standards [EB: *ibid*].

Control only exists over felling or work to existing trees where they are subject to a Tree Preservation Order (TPO) [1], or where located within a Conservation Area. The Neighbourhood Forum would support a review of trees in the Area to ascertain whether additional trees should be protected by Tree Preservation Orders.



Toton Fields LNR

Table 13.1 Current and projected Green Assets (Areas are estimates except for Local Wildlife Sites)

Blue cells = expected gain of green spaces created as part of the designation of Local Green Spaces.
Designations are as listed in the Broxtowe Green Infrastructure Strategy [EB: ibid].

Location	Green Space	Designation	Description	Area (ha)
Toton and Chilwell Meadows	Manor Farm Recreation Ground	Informal Open Space and Playing Pitch	A relatively large area for this area which links to the Banks Road Open Spaces Network. The park includes bowling green and cricket square.	5.0
Toton and Chilwell Meadows	Sherman Drive Open Space	Informal Open Space	Area of open space with a mixture of maturing trees intermixed with newly planted trees. Network of informal surfaced footpaths. Children's play area and multi-use games area together with a small informal football pitch.	2.4
Toton and Chilwell Meadows	Swiney Way Open Space	Informal Open Space	One of the larger areas of Open Space	0.4
Chetwynd Barracks (Chilwell West)	Hobgoblin Wood	Group TPO; designation as Local Green Space as a result of this NP	Dense Woodland	4.1
Chetwynd Barracks (Chilwell West)	Memorial Garden	Designation as Local Green Space as a result of this NP	Mature trees and improved grassland	0.8
Chetwynd Barracks (Chilwell West)	Chetwynd Barracks Playing Field	Playing Fields	Playing fields	5.5
Chilwell West	Ghost House Lane	Designation as Local Green Space as a result of this NP	Well used leafy thoroughfare with links to the area's heritage.	0.15
Toton and Chilwell Meadows	Toton sidings	Local Wildlife Site	An area of former railway sidings and embankment supporting a rich assemblage of notable plants	13.4
Toton and Chilwell Meadows	Toton Fields	Local Nature Reserve; designation as Local Green Space as a result of this NP	This reserve takes in parts of the Manor Farm and Banks Road Open Spaces, with the main access being via the Greenwood Community Centre off Banks Road. The site lies alongside the River Erewash with associated wetland species, wet grassland and young woodland.	16.5
Chilwell West	Inham Nook Allotments	Allotments	Well appreciated allotments	2.4
Chilwell West	Eskdale Drive Open Space	Informal Open Space	Amenity grassland with some trees.	0.3
Chilwell West	Field Lane Estate Open Space	Informal Open Space	Verges and amenity grassland with a couple of trees.	0.5
Chilwell West	Inham Nook Recreation Ground	Informal Open Space and Playing Pitch	Part of a network of smaller Open Spaces running from Bramcote Lane to Field Lane. Website states the Erewash Valley Trail runs through the park. The park includes a play area, skate park, kickabout, tennis courts and outdoor fitness equipment.	3.9

Location	Green Space	Designation	Description	Area (ha)
Chilwell West	Inham Wood	Informal Open Space	Woodland to west of Inham Nook Recreation Ground. Now renamed Ghost House Lane Pocket Park	0.6
Chilwell West	Sandby Court	Informal Open Space	Leftover amenity grassland adjacent to tram.	0.5
Chilwell West	Chetwynd Road Recreation Ground	Informal Open Space	A small local facility with a mix of grassland areas, trees and shrubs. The surfaced footpaths are popular links to the adjacent housing areas and shops.	1.3
Toton and Chilwell Meadows	Banks Road Open Space	Informal Open Space	Pocket of green space with mix of amenity grassland and sown meadow mix with plugs.	0.4
Chilwell West	Chilwell Ordnance Depot Paddock	Local Wildlife Site	An herb-rich sward in a small horse- grazed paddock	1.3
Chilwell West	Chilwell and Toton Cemetery	Cemetery	Open space	0.5
Toton and Chilwell Meadows	Toton Erewash Channel	Local Wildlife Site	A river channel with a notable aquatic flora. Part of Toton Sidings LNR.	Included in LNR
Toton and Chilwell Meadows	Toton Sidings Grassland and Scrub	Local Wildlife Site	A neutral floodplain grassland with a characteristic flora. Part of Toton Sidings LNR.	Included in LNR

Table 13.2 Summary of the area of green space at the time of publication and the area required after the planned major developments

Area	Households	Population (approx.)	Area Green Space Total current/projected (ha)				Green Space requirement (ha)					
			Pre development allocation	Pre-Development per 1,000 pop.	Post development allocation based on area designated as LGS in Chetwynd Barracks	Post development allocation per 1,000 pop.	Broxtowe Borough Council (BBC) mean = 3.17 per 1,000 pop. *	Shortfall (compared to BBC)	Using aspirational mean of 4 per 1,000 pop. *	Shortfall (compared to aspiration)	Nottingham City mean=5.19 per 1,000 pop †	Area shortfall (compared to Nottingham City)
Plan Area (Census 2011)	6706	16 000	52.9	3.3	10.6	4.0	50.7	—	64.0	11.1	83.0	30.1
Broxtowe Local Plan for Area (projected 2028)	8006	19 000			10.6	3.3	60.2	7.3	76.0	23.1	98.6	45.7
Broxtowe Local Plan for Area (at capacity)	11206	26 000			10.6	2.4	82.4	29.5	104.0	51.1	134.9	82.0

* Broxtowe Borough Council *Green Spaces Strategy* [EB: *ibid*]

† Nottingham City Council *Breathing Space Strategy* [EB: *ibid*]



Hobgoblin Wood

OBJECTIVE: Create new multifunctional blue / green infrastructure to establish good linkage between larger areas of green space.

POLICY ENV03 - Green and Blue Infrastructure Requirements

1. Major development [I] should provide green and blue infrastructure which could include provision for amenity green spaces, community gardens, allotments and children's play spaces, as well as new accessible natural green space.
2. Major development [I] should take opportunities to incorporate and enhance connectivity between different ecological assets including Local Nature Reserves, Sites of Special Scientific Interest, Local Wildlife Sites and other green spaces including woodland, and could include:
 - A. an east-west accessible natural green space along the southern boundary of the SLG stretching from Northfield Crescent to the top of Toton Bank which follows Secondary Corridor '2.23 Toton Sidings to Chilwell' [EB: *Broxtowe Green Infrastructure Strategy para 2.23*];
 - B. accessible natural green space linking Northfield Crescent to Hobgoblin Wood;
 - C. a north-south accessible natural green space following the existing public footpath from Baulk Lane to Northfield Crescent;
 - D. an east-west accessible natural green space linking Hobgoblin Wood and the Memorial Garden to Stapleford Lane;
 - E. a north-south accessible natural green space linking Northfield Crescent to the old wooded quarry (site centroid: SK499353) on the west of the barracks;

- F. accessible natural green space connecting the Memorial Garden to Sherman Drive green space via the Chetwynd Barracks playing fields and a new pathway following the culverted stream along the southern boundary of the Barracks;
 - G. other opportunities to extend the mosaic of woodland, scrub and grassland into adjacent areas.
3. New blue and green infrastructure should meet the following requirements:
- A. the need to be of sufficient width and area to support multifunctionality;
 - B. the need to accommodate not only trees but also hedgerows to shelter the trees during establishment;
 - C. the provision of pathways which can accommodate pedestrians, cyclists, horse riders and those with a range of mobilities, allowing for both connectivity and permeability;
 - D. planting using native species and those with high environmental value.
4. Development should take opportunities to provide wildlife-friendly features including bird-bricks, bat-roosts, insect boxes, green bridges, dropped curbs and gully ladders, to reflect the requirements of local species [EB: *BBC Part 2 Local Plan Policy 17*].

Justification

A network of multifunctional blue and green infrastructure [I], linking new and existing residential areas to local centres, would incorporate new and existing walking and cycling routes throughout resulting in improvements in levels of physical activity and health as well as psychological and mental wellbeing. Accessible, safe and attractive places for the community to enjoy linking urban and rural landscapes would give residents a sense of place, space, freedom and would reconnect them to the natural world making social prescribing more effective. [EB: *Disconnect from Nature*].

Current green spaces are already well used by walkers (particularly dog walkers), equestrians and runners, but many are not accessible to less abled users, cyclists (except mountain bikers) and pushchairs. Separation of pathways for these various groups of users will provide capacity to accommodate the increased number of commuting cyclists, the less mobile, other pedestrians and equestrians. Equestrians and pedestrians have been separated with success at Toton Fields LNR. Residents have observed that mixing commuter 'speedy' cyclists with slower pedestrians is inherently unsafe.

The ideal network would link the Erewash Valley Trail from the north to green spaces in the Barracks and Toton Fields LNR and, from there, to Attenborough Nature Reserve. [EB: *Aligned Core Strategy, para.3.2.38*].

Much of the green space that could be created is along the ridge line of the Greater Nottingham Conurbation and as such forms part of the Prominent Areas for Special Protection [EB: Part 2 Local Plan policy 28.1.i] which provide important breaks in the built-up areas, contributing to visual amenity and recreational opportunities. Hobgoblin Wood, the Memorial Gardens and the Chetwynd Barracks Playing Fields act as core sites linked by green corridors. Hobgoblin Wood may be of educational value in the future and a possible base for a new Nature Centre.

The Memorial Garden is intended to become a new focal point for the wider community. Green spaces could flow to and from this Garden allowing for greater permeability throughout the Area, and thereby facilitating social interaction, inclusion and community cohesion between Toton and Chilwell, as well as enhancing the migration routes for wildlife and allow them to respond to the climate emergency.

Good design of green and blue infrastructure assets within the development will contribute towards the restoration, enhancement or expansion of these networks in line with the need for Local Nature Recovery Networks and at least 10% Biodiversity Net Gain as required by the Environment Act 2021 [EB: *ibid*] and

any further legislation. It should be noted that the emerging Greater Nottingham Strategic Plan (the review of Broxtowe's Part 1 Local Plan, the Aligned Core Strategy) may require a greater net gain percentage. Enhancements will be expected to be maintained for at least 30 years. There is a wealth of evidence for the minimum area needed for green spaces to function effectively as Nature Networks [EB: Nature Networks Evidence Handbook].

Extensive tree planting will be a major part of the development of green space in line with the Government's "25 Year Plan to Improve the Environment" [EB: *HM Govt 25 Year Plan*], and the five principles of the "Nature Recovery Network" [EB: *ibid*].

The ecological benefits of urban green infrastructure are largely related to the provision of habitat such as woodland. [EB: *Benefits of Green Infrastructure*].

Woodland (a Priority Habitat) creation would have high importance particularly east and west of Stapleford Lane. Woodland is visible on mid-19th century maps to the west of Stapleford Lane, and remnants of this woodland edge are still present in the gardens of Cleve Avenue and to the east of Stapleford Lane (SK497355) where there is a group Tree Preservation Order which may contain some mature and veteran trees.

The Forestry Commission advise that urban woodland should be at least 0.5ha with a minimum width of 20m. Ecosystem services such as health for instance require patch sizes greater than 2ha and within a 10min walk for all abilities [EB: *Delivery of Ecosystem Services*]. Patch size of deciduous woodlands in an urban environment is positively correlated with carbon density [EB: *Urban Forestry and Carbon Density*]. Larger areas of woodland will have a positive influence on the aspirations of Broxtowe Borough Council to help mitigate climate change through cooling of urban heat islands, as well as carbon sequestration, adding to their net zero carbon emissions target.

The fragmentation of woodland habitat into smaller isolated patches poses one of the key threats to woodland biodiversity due to the reduction in the total quantity of habitat area, increased edge effects around habitat patches reducing the core area, and increased patch isolation [EB: *Connectivity and Ecological Networks*]. By trying to make woodland cover continuous between Toton Fields LNR and Hobgoblin Wood, and trying to ensure that the width of woodland is enough to accommodate large trees such as oak, ash and lime, patch isolation could be kept to a minimum and increase permeability to a greater range of extant species in the area.

3,123 wildlife species including eight species of bat have been recorded in the vicinity of Toton and Chilwell West [EB: *Wildlife of Toton and Chilwell West*]. Three of these bat species have been found to be among the most vulnerable to urbanisation [EB: *Bats in Urbanising Landscapes*]. Many of these species (including bats) will be using the arable fields and the hedgerow margins to the north of Toton and Chilwell to migrate between patches of appropriate habitat. Delivery of new natural green space will ensure that their migration is not interrupted by housing and urban lighting, and will provide habitat which not only allows survival, but also reproduction of wildlife and plants. [EB: *Connectivity and Ecological Networks*].

New ways of managing pocket green space (including roadside verges) in the public realm could be sought to increase its amenity, recreational and educational value as well as increase support for local wildlife habitats. Best practice such as reference to the Good Verge Guide [EB: *ibid*] for guidance on how to manage roadside verges for wildlife, and the RSPB Urban Advice Pack [EB: *ibid*] for pocket green space would be appropriate.

New green spaces within development could apply the concept of the Urban Greening Factor. See for instance Southampton Action Plan [EB: *ibid*]. and Living with Beauty [EB: *ibid*].

FORUM ASPIRATION: 1 Erewash Valley Trail

Connecting landscapes is a key priority for the Forum and we would like to see the Erewash Valley Trail rerouted through our Area, or linked to it, in order to exploit the new green infrastructure being created.

FORUM ASPIRATION: 2 De-culvert Moor Brook

The Forum would like to see Moor Brook, which runs through the Barracks, re-naturalised as part of the green/blue Infrastructure of the Barracks site.

De-culverting would open up this watercourse and could provide a sustainable outfall for surface water drainage and help create a new blue/green space.

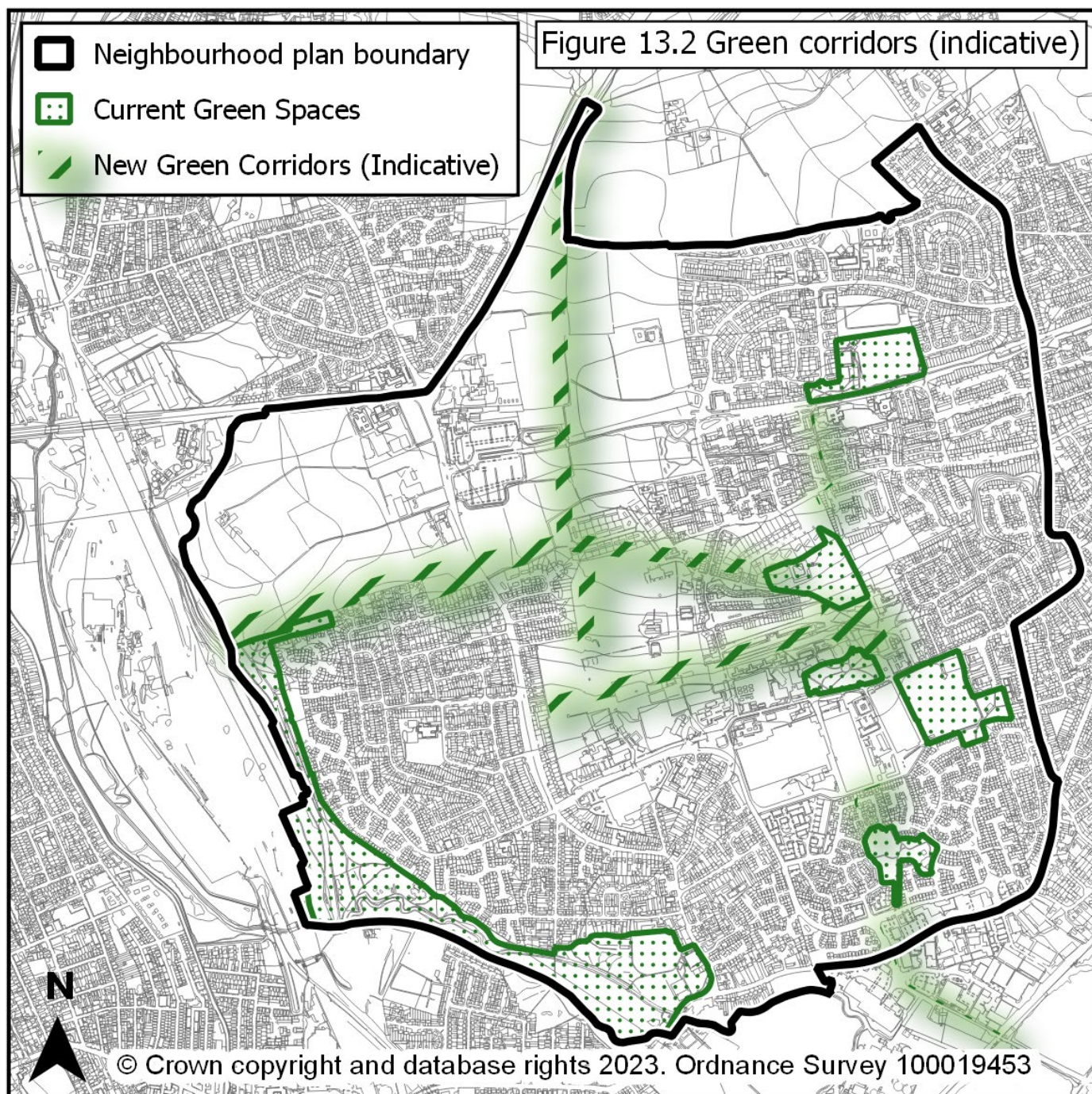


Figure 13.2 above is provided courtesy of Broxtowe Borough Council.

14 INFRASTRUCTURE/GETTING AROUND

CORE OBJECTIVE	SUPPORTING POLICIES
Improve the road infrastructure to address concerns about increased congestion from future population growth from new development.	INF01 Road Infrastructure
Promote safe pedestrian and cycle access to, from, and within the Area.	INF02 Active Travel
Promote schemes to help reduce congestion on local roads and add flexibility to transport options.	INF03 Public Transport INF04 Parking & Reducing Travel Demand

OBJECTIVE: Improve the road infrastructure to address concerns about increased congestion from future population growth from new development.

POLICY INF01 – Road Infrastructure

- 1. Infrastructure proposals, including those to safely manage increased traffic, will need to be in accordance with the Toton and Chetwynd Barracks Strategic Masterplan Supplementary Planning Document.**
- 2. New access roads will be supported, where they have the potential to:**
 - A. relieve congestion on Stapleford Lane;**
 - B. act as the local infrastructure for the development within Chetwynd Barracks and the Strategic Location for Growth (SLG);**
 - C. support access to the proposed railway station and interchange.**

Justification

The potential allocation of up to 4,500 new dwellings over the next twenty years in our Area alongside major employment development, and the potential for a new network rail station within the Strategic Location for Growth, requires radical changes to the current road infrastructure to cope with the significant increase in traffic that will be generated.

The Toton and Chetwynd Barracks Strategic Masterplan Supplementary Planning Document (SM-SPD) includes guidance for development proposed both during the timeframe of Broxtowe Borough Council's Part 2 Local Plan and beyond.

A new north-south road is considered essential to assure the successful delivery of circa 1500 dwellings on Chetwynd Barracks as well as helping with the development either side of Toton Lane in the SLG. It would also have the potential to support access to the proposed railway station and interchange.

Nottinghamshire County Council has responsibility for travel within the area as part of their "Travel Plan" process. Measures to mitigate the impact of new development will be considered as part of this.

There is community concern about road safety due to increased traffic arising from major development [1]. Locations identified during consultations [EB: *Consultation Comments*] where safety concerns were raised include:

- Banks Road junction with Stapleford Lane and Swiney Way;
- Swiney Way, including but not limited to its junction with A6005 Nottingham Road and the potentially increased active travel at key access points into Chetwynd Barracks from Swiney Way;
- Stapleford Lane/High Road, including but not limited to its junction with A6005 Nottingham Road, where there is potential for modifications to reduce levels of through north-south traffic;
- A52/Bardill's Island. There is potential to improve traffic safety on the A52, including Bardill's Island.

OBJECTIVE: Promote safe pedestrian and cycle access to, from, and within the Area.

POLICY INF02 – Active Travel

- 1. Major development [I] should contribute to the provision of new, dedicated cycle routes, where practical and feasible.**
- 2. Separated lanes should be included within new green corridors where practical and feasible (see also ENV03).**
- 3. Provision of associated facilities (such as secure cycle storage facilities) will be supported.**

Justification

Local residents are very supportive of active transport in the Area and identified the need for high-quality cycling infrastructure such as dedicated and separated cycling lanes, rather than shared or on-road lanes.

Development of this type, coupled with an extension of existing cycle lanes (such as the east-west track adjacent to the tram line) would create a significantly improved cycle network across the Area that would promote active transport for commuting as well as leisure trips. The Forum will continue to support and contribute to the Local Cycling and Walking Infrastructure Plan (LCWIP) to create high-quality active travel.

This will create a much better outcome compared to attempting to retro fit into an already built environment and would promote walking and cycling and help to reduce car dependency.

There is a lack of dedicated cycling infrastructure in the Area [EB: *CTTC Infrastructure Cycling*]. Improvements to north-south connections that link Attenborough railway station/A6005 with Toton Lane via the Barracks or Stapleford Lane are needed.

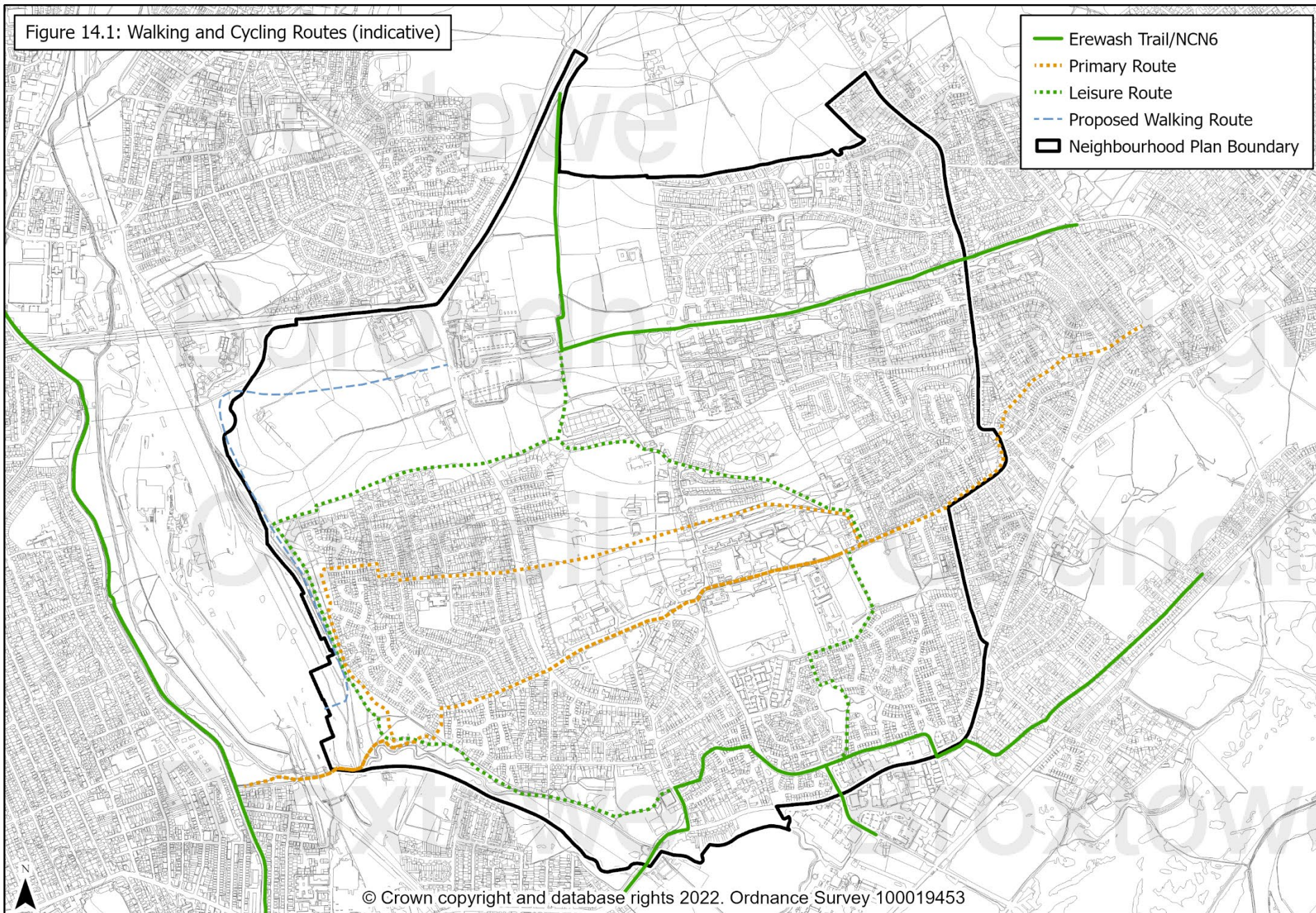
This will help to reduce the number of vehicles travelling to Toton Lane tram stop. Currently, cyclists destined for the tram stop must share Stapleford Lane with a large number of vehicles, which discourages less confident cyclists.

There is the potential for a significant increased number of journeys during peak times, meaning cycle connections to this area will be an effective solution to limit an increase in congestion on the surrounding road network. This could increase further should the proposed railway station and integrated transport interchange be built.

Lack of secure cycle parking and storage dissuades cyclists from making many journeys due the potential for theft and exposure to the elements.

Figure 14.1 below is provided courtesy of Broxtowe Borough Council.

Figure 14.1: Walking and Cycling Routes (indicative)



OBJECTIVE: Promote schemes to help reduce congestion on local roads and add flexibility to transport options.

POLICY INF03 – Public Transport

- 1. The extension of the Nottingham Express Transit (NET) tram line to the west of its current terminus at Toton Lane will be supported.**
- 2. Major development [I] should, in its design, layout and connectivity, enable the routing of bus services through it and to the potential public transport interchange.**
- 3. Development which preserves or enhances bus services within and through the Area will be supported.**

Justification

New development should promote sustainable public transport and active travel to help reduce congestion in the local area and add flexibility to transport options.

The Area will significantly open up when Chetwynd Barracks is developed, increasing permeability for sustainable and active transport. It provides the opportunity to re-route public transport to meet the needs of the fast-growing community over the next twenty years. Lack of east-west routes through the Barracks site could be addressed by the provision of both public transport and active travel via Chetwynd Road, Chilwell creating a potential public transport direct link from Beeston Transport Interchange to Toton. This would provide access to the “Plaza Area” while retaining a largely traffic free pedestrian friendly environment.

Potential new provision of bus services would need to be discussed with a range of stakeholders including Broxtowe Borough Council, Nottinghamshire County Council and local bus operators.

An extension to the Nottingham Express Tramway (NET) to the west of the existing Toton Lane terminus and park and ride facility could serve a potential new railway station and Transport Interchange. Potential routes for this extension could include running direct as shown in the SPD or along the southern side of the A52 dual carriageway with potential additional stops and allow for potential pedestrian access to Stapleford, perhaps via new pedestrian bridges across the A52.

POLICY INF04 – Parking & Reducing Travel Demand

- 1. Major development [I] should provide off-street parking to meet its needs, subject to demand management measures, including secure cycle parking and EV charging points (see also URB03).**
- 2. Development that makes use of or applies appropriate technological solutions to reduce private car use (including car sharing and car clubs) and demand-responsive public transport, will be supported.**

Justification

In line with Part 2 Local Plan policy 17 [EB: *ibid*], designs should include adequate residential and business parking to minimise on-street parking. This will contribute to reducing congestion and improving access for pedestrians and cyclists.

Proposals to mitigate and reduce the need for the private car will be welcomed, including but not limited to, those involving autonomous transport, car clubs and all ideas around the use of non-private vehicles to assist in the movement of people within the Area. Particular attention should be given to links to other modes of transport, such as the tram stop at Toton Lane.

The future of autonomous [EB: *Swiss Self Drive Busses*] and on demand transport supported by algorithms

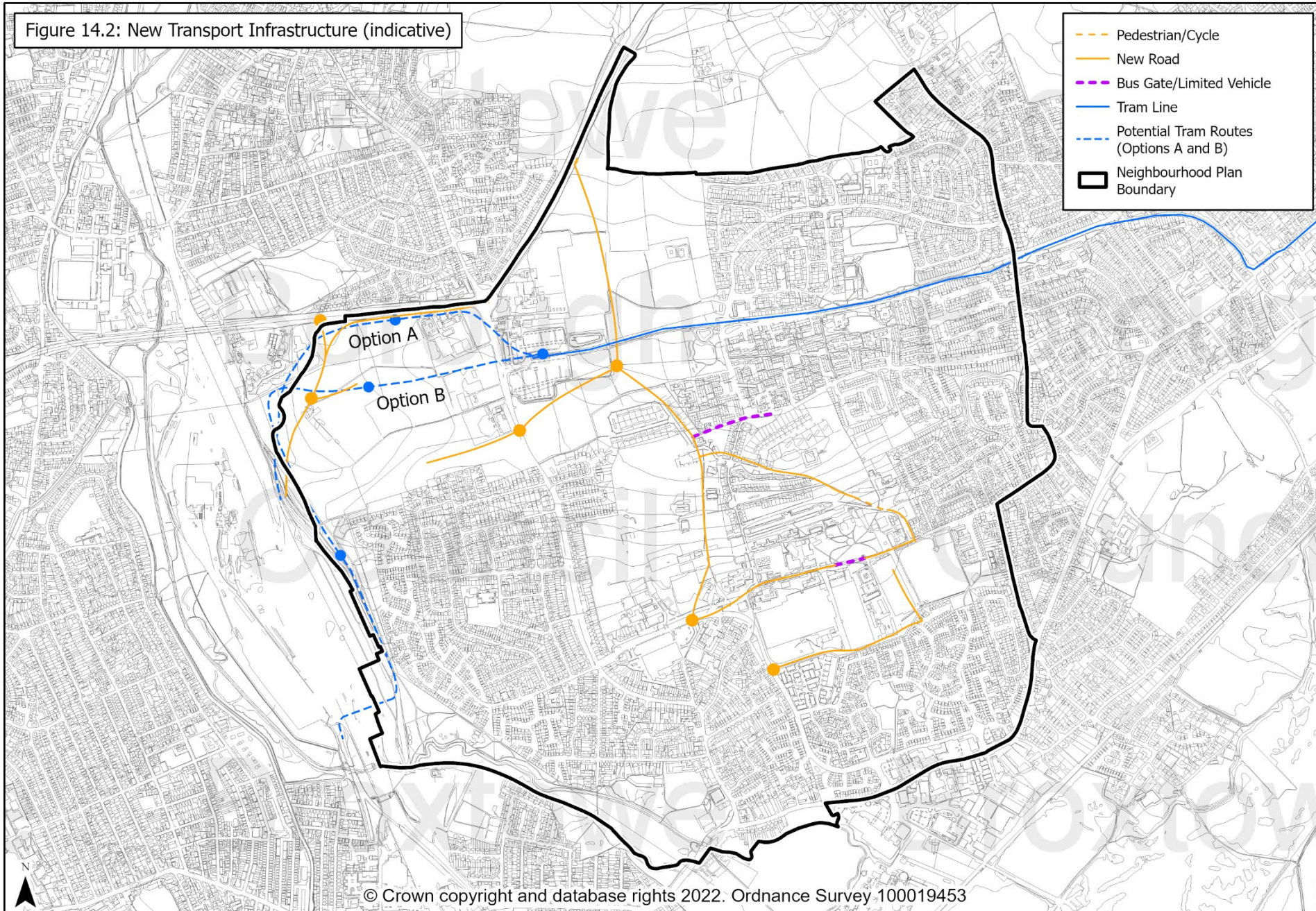
and app development could help in the future provision of:

- Flexible, personalised and accessible services;
- Extended services (in time and/or in space);
- Reduced noise and atmospheric pollution (100% electric vehicles and provision only where and when needed);
- Better integrated and connected services.

Proposals for the maintenance, rebuilding or enhancement of existing development could also consider the potential for reducing travel demand for private vehicles.

Figure 14.2 below is provided courtesy of Broxtowe Borough Council.

Figure 14.2: New Transport Infrastructure (indicative)



15. HOUSING AND SUSTAINABILITY

CORE OBJECTIVE	SUPPORTING POLICIES
Provide a range of affordable/low-cost housing across all tenures. And Appropriately sized homes needed across the range of all tenures but especially for first time buyers and 'last time' buyers/retirement living.	HAS01 Housing Mix
Encourage innovative, energy efficient, sustainable and well-connected homes.	HAS02 Green Design & Sustainability HAS03 Broadband Connectivity HAS04 On-Site Construction

OBJECTIVE: Provide a range of affordable dwellings across all tenures.

OBJECTIVE: Appropriately sized homes needed across the range of all tenures but especially for first time buyers and 'last time' buyers/retirement living.

POLICY HAS01 - Housing Mix

- 1. In developments of ten homes or more, at least 30% of properties should be 'Affordable', including a mix of 'Affordable to Rent' and 'Affordable to Buy'.**
- 2. The mix of accommodation should be based upon the evidenced future needs and include smaller housing (1 & 2 bedrooms) to meet the needs of first-time buyers and people looking to downsize.**

Justification

The NPPF provides the definition of Affordable Housing [1] used by Broxtowe Borough Council with four options for its provision by tenure viz.:

- Affordable Housing for Rent;
- Starter Homes;
- Discounted market sales housing;
- Other affordable routes to home ownership;

and makes a target of 10% of all new homes to be 'available for affordable home ownership'.

There is a need for affordable housing. The Part 2 Local Plan for the Beeston sub-market (which includes the Neighbourhood Area) requires that for major developments, at least 30% should be Affordable Housing to buy and rent.

The Broxtowe Social and Affordable Housing Needs Study further states "a 10% target for affordable home ownership may be appropriate" [EB: *Social and Affordable Housing Need Study*]. Policy 15 [EB: *Policy 15*] of the Part 2 Local Plan further addresses housing size, mix and tenure choice.

The Household Projections for England [EB: *ibid*] indicate:

- a reduction in the average household size;
- significant growth in the number of single person households;
- an ageing population with much of the growth in households being headed by somebody over 65;
- 80% of household growth being in households with no dependent children;
- 4% of household growth being in households with two or more dependent children.

Together these projections suggest that most of the future growth will be in small households needing only one or two bedrooms.

The Broxtowe Part 2 Local Plan Policy 15 [EB: *ibid*] states: "Developments of market and affordable housing should provide an appropriate mix of house size, type, tenure and density to ensure that the needs of the residents of all parts of the Borough, and all age groups (including the elderly), are met."

Analysis of the 2011 Census data reveals that the Area has a higher percentage of 4+ bedroom houses than Broxtowe Borough (19.6% vs 17.2%) as well as a higher percentage of three-bedroom houses (52.1% vs 49.5%). This could indicate there is a shortage of one- and two-bedroom properties in the Area.

During the consultations, there were references to the need for houses suitable for people to downsize

without leaving the Area. The lack of bungalows was particularly noted, and views were expressed that the availability of such housing would improve occupancy rates as people would have the opportunity to downsize allowing families to move into the larger houses.

In terms of tenure, the 2021 Census shows:

- 74% of households were owner occupied (including shared ownership)
- 26% of households were rented (11.1% social rented, 14.5% market rented)

These figures are largely unchanged from the 2011 Census figures.

During the consultation sessions run by the Forum, key opinions captured [EB: *Housing Position Paper: Comments*] about housing were:

- the ratio of rented homes/owner occupied should, as far as possible, be maintained.
- rented homes should be on a 'Build to Rent' basis to give greater security of tenure;
- the percentage of social rented housing should be maintained close to present levels;
- affordable homes to own (through Starter Homes, Discounted market sales or Other Affordable Routes) should be included in developments to achieve Broxtowe Local Plan targets [EB: *Policy 15*].

OBJECTIVE: Encourage innovative, energy efficient, sustainable and well-connected homes.

POLICY HAS02 - Green Design & Sustainability

1. Compliance with BREEAM [EB: *ibid*] Communities Standard and BREEAM [EB: *ibid*] Home Quality Mark and other Green Design standards is supported, including:

- A. Energy Efficient design & heating;**
- B. Community Power;**
- C. Efficient use of potable water.**

Justification

In order to meet the government emissions targets for climate change, housing has to become much more efficient, reducing both waste and carbon emissions as recommended by BREEAM [EB: *ibid*]. New housing provides an opportunity to build-in (during construction) efficiency mechanisms such as high levels of insulation, energy collection, storage and distribution, effective energy control through smart homes, and wastewater collection and re-use.

An aim is for the Area to be an exemplar green development, minimising carbon and maximising efficient use of resources, and for existing housing stock to be enhanced through energy efficient means where feasible.

The following can help to meet that aim:

Energy Efficiency: Much of the existing housing in the Area was constructed during the mid-20th Century and has poor insulation and is arranged so that it doesn't take advantage of solar gain and other natural phenomenon, leading to high heating bills. As well as wanting the chance to reduce energy bills, residents believe every effort should be made to reduce the impact of climate change.

Effective heating: To help meet CO2 emissions targets, consideration should be given to alternative means of heating such as district heating networks, solar heating and heat pumps as opposed to the use of gas.

Smart Homes/Home Automation: New technology enables sophisticated control of the household heating and other household facilities again improving household efficiency. Such technology can also be used to allow the

elderly or disabled to remain independent by monitoring their movement within their home to raise alarms in the event that conditions require it.

Domestic/Community Low Energy Heating: In order to meet Carbon Emission targets, the low power gas network may be disconnected by 2050. To pre-empt this, the Forum recommends that developers explore the use of "Heat Recovery Technology" (Ground Source, Air Source, Waste Heat Recovery and Solar Hot Water) on domestic and communal scales in new developments.

Domestic/Community Low Energy Collection and Storage: NPPF para 156 requests Local Planning Authorities to support community led initiatives for renewable and low carbon energy. The Forum recommends that all new properties should be equipped with Energy collection through (for example) solar roofs/tiles with the energy collected and stored for the use of the whole community. Excess could be sold back to the National Grid and the revenue generated could be used to extend solar capture technology to existing households in the Area. The ambition is to make the Area 'Carbon Negative', generating more energy than it uses.

Efficient use of water & recycling improves the Area design by:

Sustainability: Mains supplied water is described as 'wholesome water' in the Building Regulations Part G (2010) [EB: *Ibid*]. By minimising mains water consumption and re-using it where possible, pressure on water infrastructure will be reduced.

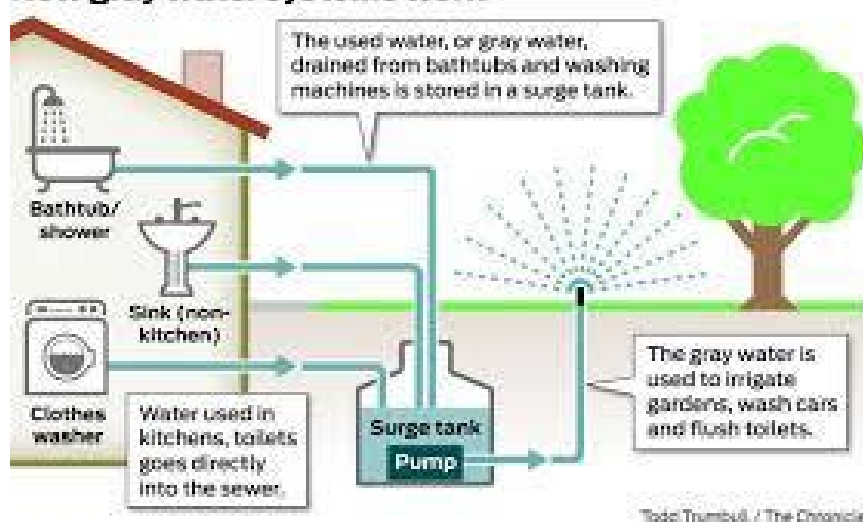
Rainwater and Greywater Recycling: Residents have suggested that rainwater and recycled greywater should be used where mains water is not required. This approach supports the Flood Protection requirements of the NPPF, Aligned Core Strategy and Part 2 Local Plan. It reduces the pressure on both providing mains water and disposing of wastewater. It is calculated that based upon an average household of 2.3 people, using this water to flush toilets (6 litres per flush) could save 25,000 litres of water per household per year and therefore help reduce household bills.

Flood Risk Reduction: by absorbing rainwater into local storage the risk of flash floods will be reduced.

FORUM ASPIRATION: 3 Energy Positive Community

By designing energy efficient homes with efficient use of natural resources, energy capture and storage, and encouraging the use of public transport, the Forum would like to create a community which minimises energy use in order to work to achieve an annual net export of energy. The revenue achieved by any export of energy could be used to fund community activities.

How gray water systems work



Greywater recycling system

POLICY HAS03 - Broadband Connectivity

1. Major development [I] (such as at Chetwynd Barracks and the SLG) should provide infrastructure (such as fibre-optic) within the site for high-speed connectivity to every home.

Justification

NPPF para 114 states: "Advanced, high quality and reliable communications infrastructure is essential for economic growth and social wellbeing." Proposals should "prioritise full fibre connections to existing and new developments". 5G technology (and future technologies) will further enhance wide area communications.

POLICY HAS04 - On-Site Construction

1. Major development [I] should minimise on-site construction times by the use of Modern Methods of Construction (MMC) [I] building techniques, such as Modular Homes as well as other means where appropriate.

Justification

Modern Methods of Construction (MMC): enables the environmental impact of construction to be reduced. Traditional building techniques are slow and labour intensive. New techniques, such as Modular Building, enable much of the construction work to be carried out off-site in a factory setting which significantly reduces the on-site construction time, and the local environmental impact of construction works.

Homes England have publicly stated their support for MMC and developments within Broxtowe and Nottingham are using these techniques to improve construction times.

During consultations, residents expressed concern about the length of time that major developments would take (particularly on large sites such as Chetwynd Barracks and the SLG). Disruption to the Area during the construction at the scale planned will be significant and the build-out time should be minimised. Protracted build-out times will also adversely affect provision of local facilities such as schools, medical services etc.

Building an efficient new housing infrastructure will create skills that can be used to improve the efficiency of existing housing, further reducing carbon emissions and household bills.

FORUM ASPIRATION: 4 Develop Specialist Modern Methods of Construction (MMC) Capabilities

The Forum would like the Neighbourhood Area to become a regional and national exemplar of the possibilities of MMC.



Modular Home Construction

16. URBAN DESIGN

CORE OBJECTIVE	SUPPORTING POLICIES
Build on the current suburban character to encourage new families to live and work in the Neighbourhood Area.	URB01 Amenity Space & Privacy URB02 Minimising Crime URB03 Street Design
New garden village areas to introduce smart design principles and leading-edge technologies.	URB04 Well Designed Neighbourhoods
The SLG to be a mix of commercial and residential development and aim to have a 'small city' appearance.	URB05 Strategic Location for Growth, West of Toton Lane
Infill developments within current residential areas to reflect existing architecture and design.	URB06 Infill Development

OBJECTIVE: Build on the current suburban character to encourage new families to live and work in the Neighbourhood Area.

POLICY URB01 – Amenity Space & Privacy

- 1. Developments of 10 or more homes should have access to private amenity space, which can include:**
 - A. balconies;**
 - B. front/rear gardens;**
 - C. communal space.**
- 2. Residential development should ensure privacy by:**
 - A. avoiding development significantly taller than surrounding development;**
 - B. designing to avoid direct overlooking between properties.**

Justification

Private amenity space will normally comprise a back garden and a front garden. For development of new apartments, this could comprise a private external balcony or a roof terrace, both options including sufficient space for two or more people to sit, although these would need to be designed to minimise overlooking.

Human wellbeing is enhanced by the existence of both public and private open spaces. During the consultations, comments were made about the importance of gardens and the Footprint report [EB: *ibid*] identifies the need for private open space even within city environments.

POLICY URB02 – Minimising Crime

- 1. Developments should be designed to minimise crime, including by:**
 - A. promoting natural surveillance of streets and spaces from buildings;**
 - B. avoiding blank frontages and other spaces perceived to be ‘leftover’ or ‘dead’;**
 - C. making entrances and exits to buildings clearly overlooked.**
- 2. Development that contributes to crime reduction through clear separation of public and private spaces, in line with URB01 will be supported.**

Justification

It is important that developments minimise the opportunities for crime and promote community and personal safety.

The Local Government Association has produced a briefing paper Planning Out Crime [EB: *ibid*] noting that the Crime and Disorder Act 1998 Section 17 [EB: *ibid*] requires local authorities to consider the crime and disorder implications of all their activities and functions and do all that they reasonably can to reduce these problems. Designing out crime and designing in community safety through planning can be a vital tool in fulfilling this duty.

POLICY URB03 – Street Design

- 1. In major development [I], street layout and design should meet the needs of all users, including providing safe space for children, pedestrians and cyclists.**

2. On- or off-street parking provision should include cycle parking and electric vehicle charging points.

Justification

It is important for streets to form a legible, permeable network, using high-quality hard landscaping, that facilitates travel by foot or cycles and to be designed as places to live, work and play as well as to move through. Street patterns centred more around the needs of the car than of other road users are best avoided.

Developments incorporating Home Zones [I] are encouraged where appropriate.

Developers are directed to the Nottinghamshire Highways' 6Cs Design Guide and Manual for Streets [EB: *ibid*] when designing:

- both residential streets and busier main or spine roads;
- on- or off-street parking courts or parking spaces.

NPPF para 102 part (a) and the National Design Guide [EB: *ibid*] identify that streets are key to the provision of sustainable transport and creating a sense of place.

During the consultations, comments were made about the high levels of on-street parking which make streets difficult to use for pedestrians, cyclists and road users. Streets can be used as public open spaces as a means of encouraging community activities.

OBJECTIVE: New garden village areas to introduce smart design principles and leading-edge technologies.

POLICY URB04 – Well Designed Neighbourhoods

- 1. Major development [I] should provide well designed spaces, in accordance with Building for a Healthy Life [EB: *ibid*] and with national [EB: *National Model Design Code*] and local design codes.**
- 2. Innovative & creative design will be supported where it complements the existing context and:**
 - A. complements the existing townscape in close vicinity;**
 - B. is visually attractive and compatible with the surrounding area and includes screening where necessary;**
 - C. is of a scale, design and finish appropriate to its setting, particularly where it can be viewed from high ground.**
- 3. Development should respect and work with the undulating landform, maximising the retention of, and enhancing, existing panoramic views to the south and west from high points.**
- 4. Development, through its form, massing and layout, should maximise accessibility to, and enjoyment of, Green Infrastructure (see also ENV01 and ENV03).**
- 5. Where appropriate, development will also be supported where it:**
 - A. makes efficient use of land;**
 - B. retains original street furniture of a historical nature (see also LHC02);**
 - C. provides attractive and active frontages to maximise vitality and viability;**
 - D. provides adequate space and accessibility for waste and recycling collection;**
 - E. includes features to support biodiversity such as roof gardens, green walls [I] and green/ brown roofs [I];**
 - F. incorporates sensitive and responsive lighting to minimise light pollution;**
 - G. includes the provision of public art.**

Justification

Development can present a diverse appearance, building a townscape through a range of materials and forms across neighbouring buildings, and avoiding the perception of long, unbroken vistas of buildings of the same appearance.

Long range panoramas from the high ground along the ridge line could be protected to retain an appreciation of the wider setting of the Trent Valley.

Building for a Healthy Life [EB: *ibid*] is a design code to improve the design of new developments. It contains 12 considerations under three headings: -

- i) Integrated Neighbourhoods (Natural connections; Walking, cycling and public transport; Facilities and services; Homes for everyone);
- ii) Distinctive Places (Making the most of what's there; A memorable character; Well defined streets and spaces; Easy to find your way around);
- iii) Streets For All (Healthy streets; Cycle and car parking; Green and blue infrastructure; Back of pavement, front of home).

Together with national and local design codes, it forms the basis for designing and improving neighbourhoods.

The Area has the opportunity to be an exemplar scheme promoting a healthy environment that supports and promotes wellbeing for residents, workers and visitors alike. Development of the Area should provide for the opportunity of a high-quality public realm across all development areas.

Development within the barracks can make use of the site's history, landscape and topography as defining features, including, perhaps, street names reflecting victims of the WWI explosion and significant figures connected to the site, although it is recognised that Street Naming and Numbering is the responsibility of the Borough Council.

OBJECTIVE: The SLG to be a mix of commercial and residential development and aim to have a 'small city' appearance.

POLICY URB05 - Strategic Location for Growth, West of Toton Lane

- 1. Routes to, and possible location for, the Toton transport interchange must be safeguarded.**
- 2. Having regard for the Toton and Chetwynd Barracks Strategic Masterplan SPD, major employment development [I] (potentially including an Innovation Campus) within the SLG West of Toton Lane will be supported where it comprises:**
 - A. predominantly business uses, but also residential and local retail opportunities;**
 - B. facilities for daytime and evening use.**
- 3. Development within the Strategic Location for Growth should include, where practical and feasible:**
 - A. buildings with a height that takes advantage of topography to provide mid-rise architecture;**
 - B. parking for residential and commercial use underneath the buildings, with on-street parking minimised;**
 - C. combined buildings with commercial offices and apartments integrated in a single structure.**
- 4. Development of the Strategic Location for Growth should take account of impacts on existing residential areas.**

Justification

Part 2 Local Plan policy 3.2 requires a masterplan for the Strategic Location for Growth (SLG) to be prepared and approved by Broxtowe Borough Council. The Toton and Chetwynd Barracks Strategic Masterplan SPD was adopted by Broxtowe Borough Council in February 2023. The Integrated Rail Plan [EB: *ibid*] proposes a railway station at Toton. Therefore, it is important to safeguard its location, and the routes to it.

Part 2 Local Plan policy 3.2 proposes providing 18,000 square metres of employment floor space within the Strategic Location for Growth (SLG).

Major employment development within the SLG West of Toton Lane can contrast strongly with existing residential areas and have a vibrant residential & business community.

Unlike other developments in the Area, the SLG West of Toton Lane can include taller buildings with a mix of office and apartment space (a 'city type' architecture). The exact height of the buildings depends upon the topography, but the area in the north-west of the SLG (near Bessell Lane and against the A52) dips away from the rest of the area and will allow such buildings without severely impacting upon the views. The need to ensure privacy for existing properties will restrict the height of buildings.

The residential aspects of the buildings should follow the 'Footprint' and 'Building for a Healthy Life' [EB: *ibid*] principles and comprise mainly apartments for individuals/families without children. Whilst residential apartments cannot actively discourage families with children, it is expected that families with children will be attracted to other parts of the Area. The need for schools, child-friendly green spaces and other family-oriented areas within the SLG West of Toton Lane may therefore be minimised.

Retail outlets will serve the needs of both the business and residential communities.

This combination will provide an active, lively community and will prevent the area being 'empty' in the evening when most workers have gone home.

OBJECTIVE: Infill developments within current residential areas to reflect existing architecture and design.

POLICY URB06 – Infill Development

1. Infill development within current residential areas must maintain or enhance the amenity of the existing area, its open space, large rear gardens, smaller front gardens, mature trees, and other planting and landscaping.

Justification

Limited continued development within the existing residential areas of Toton and Chilwell is to be expected. Where new build households are proposed, these can be used to add to the diversity of designs within the Area, and seek to mitigate, as far as possible, the perception of long, unbroken vistas of buildings of the same appearance whilst maintaining, and where possible, enhancing the existing townscape.

Where developments are within the sightline of existing housing, opportunities can be taken to break up any monolithic vistas.



Ghost House Lane

17 LEISURE, HERITAGE AND COMMUNITY

CORE OBJECTIVE	SUPPORTING POLICIES
Provide new local centres designed to become focal points for the community.	LHC01 Local Centres
Respect the heritage of the Barracks (and wider area) by creating a 'heritage trail'.	LHC02 Heritage Assets LHC03 Heritage Trail
Ensure there are adequate facilities such as schools/nurseries, medical facilities, sports facilities (including a potential off-road 'Park Run' option), green spaces and allotments.	LHC04 Secondary Education LHC05 Primary Education and Medical Facilities LHC06 New Leisure Centre LHC07 Sports Field and Pavilion LHC08 Provision of Allotments

OBJECTIVE: Provide new local centres designed to become focal points for the community.

POLICY LHC01 – Local Centres

1. Subject to impact assessment, proposals to develop pedestrian-friendly local centres will be supported in Chetwynd Barracks and in the Strategic Location for Growth (SLG), West of Toton Lane.
2. The Chetwynd Barracks local centre should include retail, employment, with incorporated residential dwellings, and:
 - A. be located adjacent to the Memorial Gardens;
 - B. include a plaza or public space for open air events, markets and community use;
 - C. be in close proximity to the proposed medical centre and primary school;
 - D. have car parking, and access for delivery vehicles to shops and office premises, located behind buildings fronting the plaza or public space;
 - E. be designed to enhance and respect the heritage and setting of the Memorial Gardens and Grade II listed Memorial.
3. The local centre within the Strategic Location for Growth, West of Toton Lane should:
 - A. include a plaza or public space for open air events, markets and community use;
 - B. have car parking, and access for delivery vehicles to shops and office premises, located behind buildings fronting the plaza or public space.

Justification

Whilst there are a number of small-scale shopping sites in the Area, the main shopping focus is Tesco Extra in Toton, a car-based supermarket.

A lack of a 'sense of place' in our Area was a recurring theme in the consultation sessions undertaken to gather ideas for the Neighbourhood Plan. Chapter 7 noted that 54% of residents surveyed believe Tesco Toton represents the focal point of the area. A key outcome from our community consultation was the general feeling that the Neighbourhood Area lacked a 'centre', a 'sense of place' that defined the Area.

A local centre in close proximity to the Memorial Gardens within Chetwynd Barracks, and especially if it seeks to incorporate supporting community facilities such as a place for multi-faith worship, community meeting place, primary school, sports facilities, and a primary care medical centre, will be especially welcome, and would provide the missing 'sense of place' and a 'heart' for the community.

A second local centre within the SLG would serve the new development in that area, including a new railway station and transport interchange.

Illustrations and maps for pedestrian-friendly local centres were displayed at the Forum's 2019 AGM and were well received by the 200+ attendees.

FORUM ASPIRATION: 5 New Multi-Purpose Community Centre on the Barracks

The Forum would like a multi-purpose community centre to be developed on the Barracks site. Such a facility could be designed to include a medical centre, a library, space for multi-faith worship, community classes, volunteer meeting spaces etc.

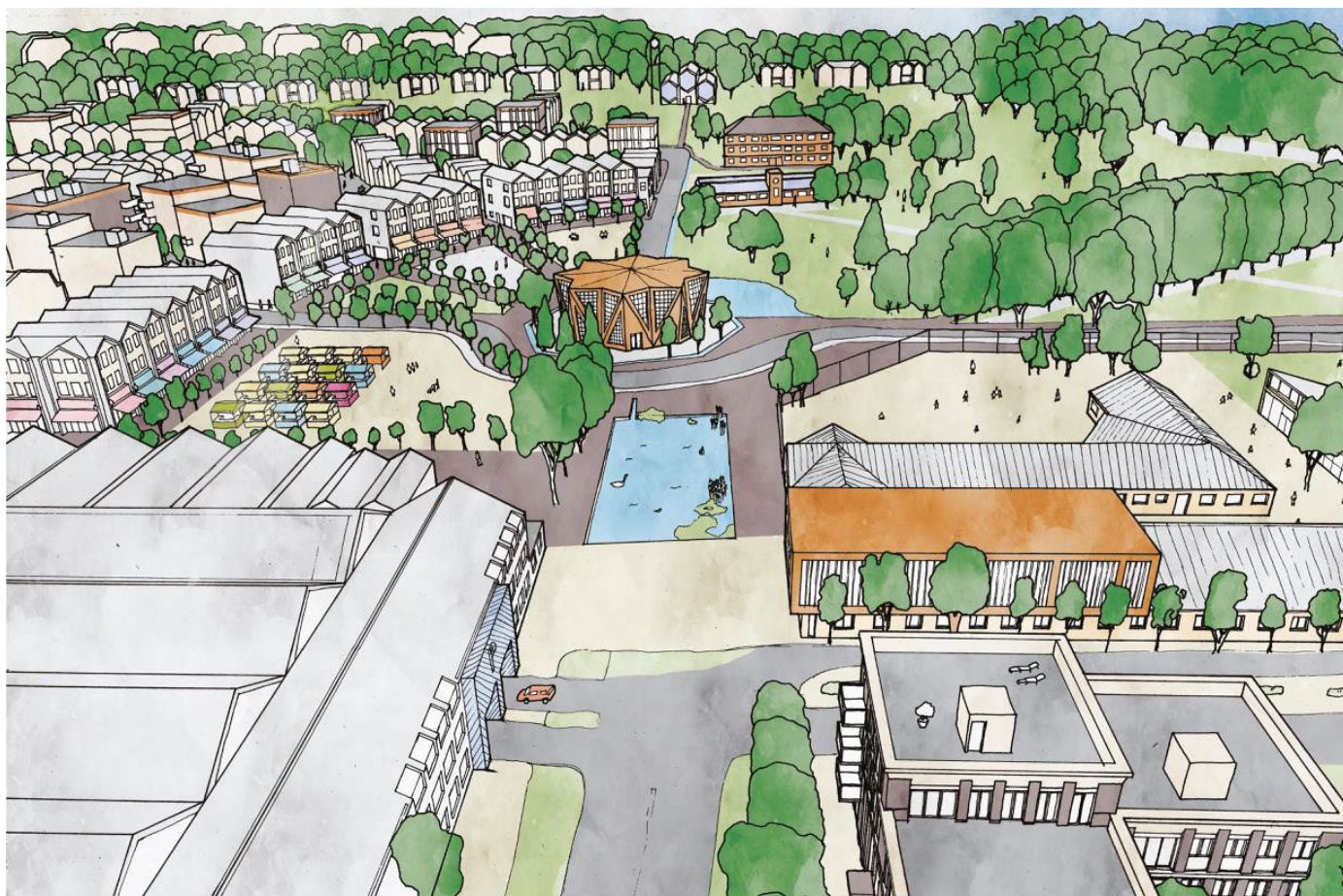


Figure 17.1: Illustration of 'plaza' style neighbourhood shopping area [EB: KEFA Designs]

OBJECTIVE: Respect the heritage of the Barracks (and wider area) by creating a 'heritage trail'.

POLICY LHC02 – Heritage Assets

- 1. Development of the Barracks should conserve its heritage value.**
- 2. Development which causes harm to non-designated heritage assets will not be supported.**
- 3. Consideration should be given to the recording of any heritage asset which is lost.**

Justification

Within Chetwynd Barracks, it should be noted that the non-designated heritage buildings and structures have group value with the designated heritage asset and form part of their setting. They are all part of the historic military complex.

All the heritage assets listed below are considered by the Forum to be of local historical significance, and some of these assets are included in the Nottinghamshire Historic Environment Record. [EB: Chetwynd HER Report and Chetwynd Site HER Map].

The Toton and Chetwynd Barracks Strategic Masterplan Supplementary Planning Document [EB: *ibid*] also refers to six features of built heritage within Chetwynd Barracks which are included in the list below.

Two Heritage Asset background documents compiled by the Forum are included in the Evidence Base [EB: *Heritage Asset List & Heritage Asset List Supplement*]. These provide further information about each heritage asset and their history.

List of Designated* and Non-designated Heritage Assets:

- i. Memorial to WW1 1918 explosion (Grade II listed) * and associated memorial gardens;
- ii. Officers Mess (Building 101 Woodside House);
- iii. WW1 Building 157 (Filled Shell Store – contains fragments of original woodblock flooring & crane gantries);
- iv. WWI Infirmary (Building 137);
- v. WW1 Mortuary (Building 13);
- vi. WW1 Command Centre (Building 125 – especially the original factory & Chetwynd logos);
- vii. WW1 tunnels leading under Hobgoblin Wood;
- viii. East Gates and Gatehouse;
- ix. Cottages on Nottingham Road (Rose Cottage, Long Cottage);
- x. Williams Barracks (Building 102 - former site of WW1 press house);
- xi. St George's Chapel: Stained glass window only;
- xii. Limes Farm and the 'Cottage Cattery' (No8), both on High Road, Toton (thought to be among the oldest brick buildings in the county);
- xiii. Orchard Cottage (outside the East Gates, Chetwynd Road): WW1 chief engineer, Albert Hall lived here;
- xiv. Cottages on High Road, Toton (corner of Portland Road);
- xv. Original street furniture with the Chetwynd Logo (including lampposts and boundary posts). [Non-designated heritage assets forming part of 'Reference xv' are located within and adjacent to the Chetwynd Barracks site boundary. These are numerous and so are not shown on the Policies Map].



Examples of site boundary posts close to the boundary of the Chetwynd Barracks site



Example of the base of streetlamps in the Chetwynd Barracks site

FORUM ASPIRATION: 6 Re-purposing of Heritage Buildings

The Forum would like to explore the potential with developers of re-purposing some Heritage Buildings, such as Building 157, on the Barracks site. Uses such as a Centre of Excellence for Modern Methods of Construction or a cultural facility could be considered. Other uses are envisaged for buildings 101 (Woodside House), 137 (WWI Infirmary), 125 (Command building), and 102 (Williams Barracks).

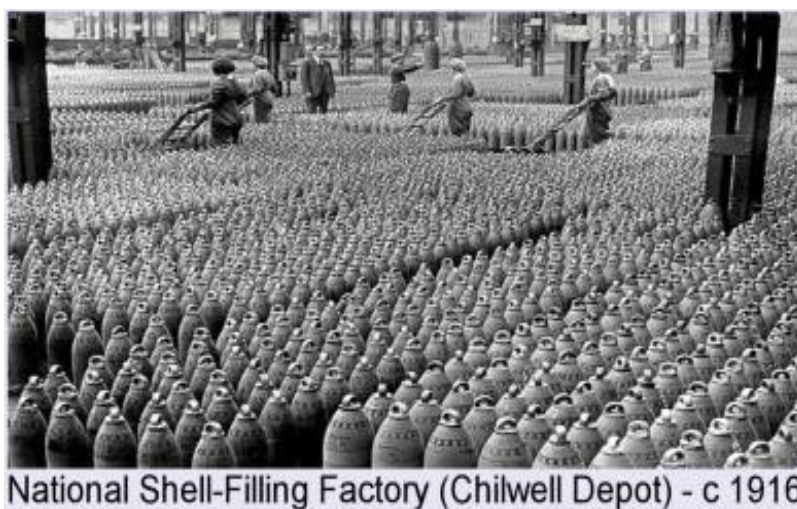
POLICY LHC03 – Heritage Trail

1. Proposals to create a heritage trail celebrating the history of the Barracks (within the new development, and which link to heritage assets in the wider area) will be supported.

Justification

We need to preserve and celebrate the history of the Barracks (including its original use as the WW1 National Shell Filling Factory No.6) and the best way to do this will be to create and promote a heritage trail around the site. Main 'points' on the trail will include the assets listed above in **LHC02**, but added to the trail could include Hobgoblin Wood and the disused quarry (to the west of the site).

The Heritage Trail (which could be undertaken by the Forum subsequent to major construction works) could make use of the Green Spaces identified in **ENV01 and ENV03**.



OBJECTIVE: Ensure there are adequate facilities such as schools/nurseries, medical facilities, sports facilities (including a potential off-road 'Park Run' option), green spaces and allotments.

POLICY LHC04 – Secondary Education

1. The expansion of the George Spencer Academy to meet the additional demand for school places would be supported.

Justification

Additional secondary school education provision is likely to be required in the Area with the scale of development planned. Decisions in relation to the provision of schools would be taken by the Local Education Authority (Nottinghamshire County Council) in conjunction with local schools in the area, including the George Spencer Academy Trust, and the Education & Skills Funding Agency.

Broxtowe Part 2 Local Plan Policy 3.2 [EB: *ibid*] requires the provision of space for an expanded or relocated George Spencer Academy including a new Primary School.

Established in 1960 the George Spencer Academy straddles the A52 next to Bardill's Island. As at July 2018

there were 1,350 students (close to National average) covering an age range from 11 to 18 with approximately 50% choosing to stay on in the school's sixth form. The school has a capacity for 1,430 and employs 150 staff [EB: *CTTC Education Position*].

Developers need to ensure there is sufficient provision for secondary level education facilities in the Area to cope with increased demand from up to 4,500 additional homes anticipated over the next 20 years.

The proximity of the A52 to the school creates existing health hazards for the students due to poor air quality readings.

Furthermore, current school buildings to the south of the A52 may hinder road access to the new railway station and transport interchange.

POLICY LHC05 - Primary Education and Medical Facilities

1. Provision of new primary schools and new medical facilities (to meet increased demand) will be supported.

Justification

Broxtowe Part 2 Local Plan Policy 3.1 [EB: *ibid*] states: "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."

Broxtowe Part 2 Local Plan Policy 3.2 [EB: *ibid*] requires the provision of space for an expanded or relocated George Spencer Academy including a new Primary School.

There is no intention to modify Broxtowe Part 2 Local Plan Policy 17 Place-making, Design and Amenity [EB: *ibid*] and this policy should be read in the context of that.

Decisions in relation to the provision of schools would be taken by the Local Education Authority (Nottinghamshire County Council) in conjunction with local schools in the area, and the Education & Skills Funding Agency.

Capacity to absorb new pupils at current primary schools in the Area is severely limited.

Proposals to build a new primary school, ideally near the new local centre and playing fields to the south east of the site, will be welcomed.

Existing medical facilities in the Area are already oversubscribed. A new local primary care medical hub located near to the Chetwynd Barracks local centre will contribute to community welfare as well as foster a 'village' feel within the local centre.

POLICY LHC06 - New Leisure Centre

1. The development of a new Leisure Centre in the Strategic Location for Growth, to cope with demand for leisure services, will be supported subject to:

- A. No significant adverse impact on local amenity, and residential areas;**
- B. Being in a location accessible by public transport and active travel links.**

Justification

There are no major leisure centre facilities within the Area. Given the scale of development taking place in our Area (up to 4,500 new homes and potentially 10,000 new jobs), it is considered sensible to build a new Leisure Centre within the Area.

Broxtowe Part 2 Local Plan Policy 3.2 [EB: *ibid*] requires the provision of space for a leisure centre.

Locating a new Leisure Centre close to the tram stop at Toton Lane could improve accessibility to nearby communities (both new and old) as well as the wider area. It will encourage a healthy lifestyle for people living not only locally, but for the whole of South Broxtowe.



Futuristic Leisure Centre!

POLICY LHC07 - Sports Field and Pavilion

1. Proposals to retain and upgrade the sports pavilion and playing fields to the south-east of the Barracks will be supported.

Justification

Broxtowe Borough Council's 'Playing Pitch Strategy (2016-2028)' [EB: *ibid*] notes the lack of FA registered artificial grass football pitches (AGP) in the south of the Borough. There are currently just two FA registered full size floodlit 3G artificial grass pitches in the Borough, in Eastwood and Kimberley.

The Part 2 Local Plan Policy 25 [EB: *ibid*] identifies: "a deficiency in accessible and secured floodlit football turf pitches [...] within the Borough (mainly in the south)."

The size and quality of the Barracks playing fields make this an ideal location to develop both the first FA registered AGP in the south of the Borough as well as further turf cricket, rugby and football pitches.

This resource will complement the new Leisure Centre (if located in the Area) but could equally function as a stand-alone facility.



Sports pavilion and associated playing fields

- 1. The provision of allotments and communal gardens within easy walking distances of new homes will be supported.**
- 2. The provision of 2 x 250m² allotments per 100 homes will be supported.**

Justification

The need for allotments was identified in the consultations with our community as there are no allotments in Toton or Chilwell Meadows.

The National Society of Allotment and Leisure Gardeners (NSALG) recommend a quantitative standard of **20 plots per 1,000 households** (approximately 20 plots per 2,200 people). The size of an allotment plot is 250m² (0.025ha). NSALG present information on the benefits of allotment gardening on their website [EB: *National Allotment Society*]. They comment that:

- an allotment can produce food to supplement a family's weekly shop with fresh fruit and vegetables;
- 30 minutes of allotment gardening a day burns 150 calories, and 15 minutes of summer sunshine builds up levels of vitamin D;
- over 25% of people go to their allotments to socialise; loneliness and social isolation across the ages is a growing concern;
- cultivating an allotment helps to keep biodiversity levels buoyant.

The Oxford Academic Journal of Public Health, Volume 38, Issue 3 [EB: *ibid*], reported on a controlled study of the health and wellbeing benefits of allotment gardening reporting that "one single session of allotment gardening can improve both self-esteem and mood".



Inham Nook allotments

18 EMPLOYMENT AND BUSINESS

CORE OBJECTIVE	SUPPORTING POLICIES
Design new mixed business zones that encourage people to work and live 'on site'.	EMP01 Strategic Location for Growth Business Zone EMP02 Chetwynd Barracks Business Zone
Encourage leading-edge companies that focus on smart building technologies into the area.	EMP03 Smart Building Technologies & Modern Methods of Construction
Create local centres - especially in the Barracks, ideally with small-scale traders, to generate a 'village' feel.	See LHC01 Local Centres

OBJECTIVE: Design new mixed business zones that encourage people to work and live 'on site'.

POLICY EMP01 – Strategic Location for Growth Business Zone

- 1. Proposals for office buildings that provide significant numbers of jobs will be supported.**
- 2. Developments comprising mixed-use buildings that incorporate both commercial and residential uses will also be supported.**

Justification

The Toton and Chetwynd Barracks Strategic Masterplan SPD, paragraphs 4.10 and 4.11 will be primarily residential areas.

Nevertheless, today, most local people work elsewhere - as evidenced in the 2011 census by the number of people who travel to work by car. Our aim is to create a thriving business environment where people want to work and live nearby rather than commute in or out of the Area.

The Strategic Location for Growth (SLG) will maximise employment potential.

FORUM ASPIRATION: 7 Relocation of Electricity Substation and Sewage Works

The Forum would like the development of the SLG to be recognised as a world-class location to live and work. To help achieve this vision, the Forum would like the Electricity Substation to be relocated and all overhead electricity cables placed underground east and west of Toton Lane.

POLICY EMP02 – Chetwynd Barracks Business Zone

- 1. Development of commercial uses on Chetwynd Barracks should first seek to reuse existing buildings where feasible and viable.**
- 2. Proposals to locate the centre of the employment zone around Building 157 will be supported along with proposals to maximise the re-use of some/all of the building if feasible and viable to do so.**
- 3. Small to medium scale employment would be supported, but any proposals for a large-scale industrial storage and distribution facility for Building 157 would not be.**

Justification

Developers are encouraged to explore the possibility of re-using Building 157 as a location to construct buildings using Modern Methods of Construction technologies. Another possibility is to re-use some/all of the building's roof space as a commercial solar farm.

Other existing buildings (such as the Officers' Mess and the WWI infirmary, see also LHC02 for full list) on the Barracks offer possibilities for reuse where feasible and viable.

OBJECTIVE: Encourage leading-edge companies that focus on smart building technologies into the area.

POLICY EMP03 – Smart Building Technologies & Modern Methods of Construction

1. The development of a ‘Centre of Excellence’ for smart building technologies in the Area would be supported, subject to such a facility not harming the amenity of neighbouring uses.

Justification

The use of Modern Methods of Construction (MMC) technologies would gain support by the community (see also HAS04). Convenient access to the road network and central to the UK, this location could form the basis of a factory capable of producing several thousand MMC homes incorporating smart building technologies.

The number of new households proposed for the area over the next 20 years provides the basis for an MMC factory being located in the Area. Such a factory could become the testbed for smart building technologies, and could provide a focus to attract leading-edge organisations to the area. However, it would be necessary to ensure that such a facility would not result in noise, vibration, pollution and HGV movements which would be harmful to neighbouring occupiers.

The proposed development timescales for Chetwynd Barracks in particular would benefit from such technologies and considerably shorten build-out timeframes.

Commercial proposals brought forward for such technologies will be supported subject to the constraints listed above.

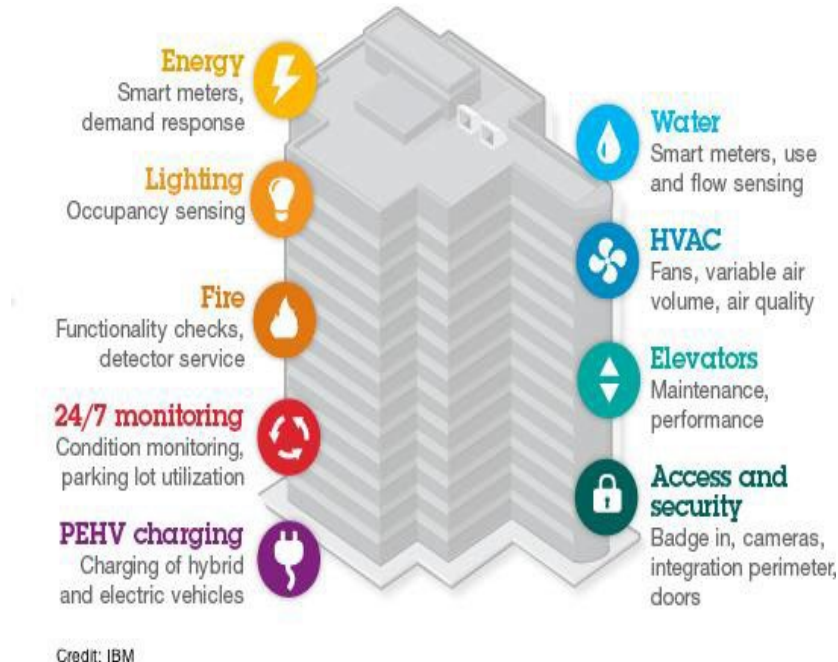


Illustration of smart building technologies currently deployed in the USA

OBJECTIVE: Create local centres, especially in the Barracks, ideally with small-scale traders, to generate a ‘village’ feel.

See Policy LHC01 – Local Centres

19 IMPLEMENTATION, MONITORING & REVIEW

19.1 The purpose of this chapter is to ensure that the Neighbourhood Plan remains relevant and effective during its lifetime, and whether the overall aims of the Plan are being achieved by considering their collective impacts and outcomes for the Area.

19.2 To be effective the Neighbourhood Plan must be implemented appropriately, and monitored and reviewed regularly.

19.3 This chapter sets out the main elements for Implementing, Monitoring and Reviewing the Neighbourhood Plan, and is based on guidance provided by Locality “How to implement, monitor & review your made neighbourhood plan” [EB: *ibid*].

WHO IS RESPONSIBLE?

19.4 The CTTC Neighbourhood Plan will be used by the principal local planning authority, Broxtowe Borough Council, as part of the statutory Development Plan [I]. It has the same legal planning status as other adopted planning policy. The Forum has contributed to the production of an overarching Strategic Masterplan (as defined in the Broxtowe Part 2 Local Plan) covering both the Strategic Location for Growth and Chetwynd Barracks. This Supplementary Planning Document [I] will be a material consideration when deciding planning applications, but sits below the Development Plan.

19.5 Implementing, monitoring and reviewing the Neighbourhood Plan will evolve during the Plan period, particularly with the proposed East Midlands devolution and creation of a new Mayoral Authority under discussion. At this stage however it is assumed that:

- Broxtowe and the Forum will be responsible for monitoring the policies in the Plan;
- Broxtowe will negotiate with developers (and in consultation with the other bodies when appropriate) on infrastructure provision and financial contributions on planning applications;
- A community led organisation has been established to provide long term stewardship of the Neighbourhood Area as proposed by the Building Better, Building Beautiful Commission [EB: *Living with Beauty*]. Chetwynd CIC [I] has the potential to take on this role and is well placed given its specific focus supporting the community in the Area.

IMPLEMENTATION

19.6 Ensuring the Neighbourhood Plan is delivered requires:

- that sites identified for development are brought forward within the lifetime of the Plan;
- that the required infrastructure is delivered;
- that the Neighbourhood Plan policies are applied in accordance with Section 38 of the Planning & Compulsory Purchase Act 2004, and if not, representations are made to the local planning authority.

DEVELOPMENT SITES

19.7 The two major sites for development within the Area are identified in the Broxtowe Part 2 Local Plan:

- Strategic Location for Growth (SLG);
- Chetwynd Barracks.

19.8 Both will start delivery during the Plan period, however the timing is currently unknown. There is uncertainty around a new Railway Station / Transport Interchange within the SLG, but the MOD have

stated that they will start to vacate Chetwynd Barracks in 2026.

19.9 It is not clear how much influence the East Midlands Development Company / Corporation and the proposed Mayoral Authority will exert over landowners regarding the timing of sites coming forward.

INFRASTRUCTURE REQUIREMENTS

19.10 Generic infrastructure requirements are detailed elsewhere in the Plan Policies. Specific requirements (over and above the Strategic Masterplan for the Area) will be based on technical and other assessments during the planning process.

19.11 Needs and detailed requirements will continue to evolve during the lifetime of the Neighbourhood Plan, the Broxtowe Part 2 Local Plan, any subsequent Supplementary Planning Documents [I], other plans and strategies by highways authorities, transport providers, health and other community service providers.

19.12 New development will give rise to additional demands on infrastructure. The preference of this Neighbourhood Plan is that financial contributions towards infrastructure provision should be used within the Neighbourhood Area. This will be negotiated by Broxtowe via Section 106 contributions or the Community Infrastructure Levy (CIL) [I], as and when that is introduced.

MONITORING

19.13 Monitoring of the Plan will ensure that:

- the Neighbourhood Plan policies are being applied correctly by the local planning authority;
- the Neighbourhood Plan policies are effective and achieving their intended purpose;
- infrastructure requirements are being met;
- sites are being brought forward as expected for development.

19.14 Given the twenty-year timeframe of the Plan, the Neighbourhood Forum has established a Community Interest Company (CIC) [I] - Chetwynd, Toton and Chilwell Community Interest Company (Chetwynd CIC) to monitor the Neighbourhood Plan.

19.15 Monitoring of policies and infrastructure delivery will take different forms. For policies where there is a clear numerical target, delivery against this number will be monitored by Broxtowe and the Forum / CIC. For policies where there is a less clearly defined requirement (for example green infrastructure and new pedestrian connections from development sites to neighbouring areas), the policies being applied will be monitored through the planning process. We will also consider how:

- the policy requirement is reflected in the Design Brief [I];
- subsequent planning applications accord with the Brief;
- the planning consent is implemented as approved.

19.16 Chetwynd CIC will monitor all planning applications affecting the Area and report annually to its members, the Forum and wider community the implementation and effectiveness of the Plan.

19.17 During the lifetime of the Plan the following should also be monitored:

- changes to national or local policy;
- changes within the local area.

REVIEW AND REVISION

19.18 The Neighbourhood Plan, progress with development sites and delivery of projects will be reviewed annually by the Neighbourhood Forum and Chetwynd CIC over the Plan period.

19.19 Factors to be considered during the annual review include:

- effectiveness of the Neighbourhood Plan;
- national legislation & policy changes;
- local policy changes;
- changes to local circumstances;
- local opinion, sought through continued engagement.

19.20 If the Neighbourhood Plan needs to be modified during its lifetime, this can only be carried out by a designated Neighbourhood Forum. The Forum will seek re-designation every five years to ensure it can respond to changing circumstances within the Area.

19.21 Chetwynd CIC will provide the secretariat to the Forum during the lifetime of the Neighbourhood Plan.



Section D

Appendix I Glossary

APPENDIX I: GLOSSARY

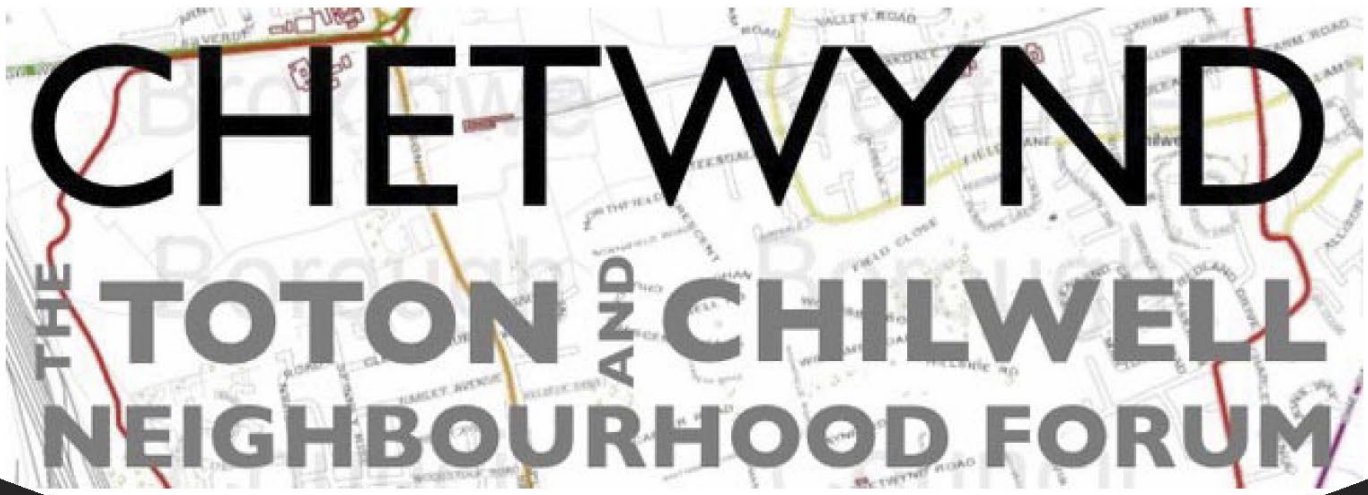
Acronym	Subject	Explanation
	Affordable housing	Housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions: (a) Affordable housing for rent: meets all of the following conditions: (a) the rent is set in accordance with the Government's rent policy for Social Rent or Affordable Rent, or is at least 20% below local market rents (including service charges where applicable); (b) the landlord is a registered provider, except where it is included as part of a Build to Rent scheme (in which case the landlord need not be a registered provider); and (c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision. For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent). (b) Starter homes: is as specified in sections 2 and 3 of the Housing and Planning Act 2016 and any secondary legislation made under these sections. The definition of a starter home should reflect the meaning set out in statute and any such secondary legislation at the time of plan-preparation or decision-making. Where secondary legislation has the effect of limiting a household's eligibility to purchase a starter home to those with a particular maximum level of household income, those restrictions should be used. (c) Discounted market sales housing is that sold at a discount of at least 20% below local market value. Eligibility is determined with regard to local incomes and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households. (d) Other affordable routes to home ownership is housing provided for sale that provides a route to ownership for those who could not achieve home ownership through the market. It includes shared ownership, relevant equity loans, other low-cost homes for sale (at a price equivalent to at least 20% below local market value) and rent to buy (which includes a period of intermediate rent). Where public grant funding is provided, there should be provisions for the homes to remain at an affordable price for future eligible households, or for any receipts to be recycled for alternative affordable housing provision or refunded to government or the relevant authority specified in the funding agreement.
ACS	Aligned Core Strategies	A Development Plan setting out long-term spatial vision and objectives, containing strategic policies which apply to all development proposals in the area covered by Broxtowe, Gedling and Nottingham City authorities. It was published in 2014.
ANGSt	Accessible Natural Greenspace Standards	Provide benchmarks for assessing the provision of places where people can experience and enjoy nature. These standards form part of the guidance published by Government on strategic open space provision.
	Ancient Trees	An ancient tree is one that has passed beyond maturity and is old, or aged, in comparison with other trees of the same species.
BNG	Biodiversity Net Gain	Biodiversity Net Gain is an approach to development, land and marine management that leaves biodiversity in a measurably better state than before the development took place.
BBC	Broxtowe Borough Council	The Local Authority for the Neighbourhood Area.

Acronym	Subject	Explanation
	Chetwynd Barracks	The MoD site at the centre of the CTTC Neighbourhood Area. It is being sold (originally planned for 2021, but put back to 2026) for redevelopment. It is anticipated the site will accommodate up to 1,500 dwellings.
CTTC	Chetwynd: The Toton and Chilwell Neighbourhood Forum	The Neighbourhood Forum designated by Broxtowe Borough Council to develop a Neighbourhood Plan for the designated Neighbourhood Area: the two Borough wards of Toton and Chilwell Meadows and Chilwell West.
CIL	Community Infrastructure Levy	The Community Infrastructure Levy (CIL) is a planning charge for local authorities in England and Wales to help deliver infrastructure to support the development of their area. It came into force through the Community Infrastructure Levy Regulations 2010.
CIC	Community Interest Company	A CIC is a business with primary social objectives whose surpluses are principally reinvested for that purpose in the business or in the community. CICs tackle a wide range of social and environmental issues.
	Consultation Statement	A Consultation Statement accompanying the CTTC Neighbourhood Plan is required by the Localism Act. The Statement must set out what consultation was undertaken and how this informed the Neighbourhood Plan.
	Core Objective	An objective developed specifically for the CTTC Neighbourhood Plan through consultation with local people in the Area.
	DEFRA	The Department for Environment, Food and Rural Affairs is the Government department responsible for environmental protection, food production and standards, agriculture, fisheries and rural communities.
	Design Brief	A planning document that states the goal, means, and timeframe of a project.
	Design Codes	A report providing a framework of bespoke urban design guides or codes for the potential redevelopment or regeneration of sites. The CTTC Neighbourhood Forum is particularly interested in producing codes for us in the redevelopment of Chetwynd Barracks.
DPD	Development Plan Document	A type of Local Development Document which carries significant weight in the development control process. Development Plan Documents are spatial planning documents which are subject to independent examination.
	Development Plan	A plan comprising the Development Plan Documents contained within the Local Development Framework. This includes adopted Local Plans and Neighbourhood Plans and is defined in section 38 of the Planning and Compulsory Purchase Act 2004.
EIA/EIS	Environmental Impact Assessment/Statement	The assessment of the environmental consequences (positive and negative) of a plan, policy, programme, or actual projects prior to the decision to move forward with the proposed action.
	Erewash Valley Trail	A major leisure route running up the Erewash Valley. It comes through the Neighbourhood Area from the north. The Forum hopes to re-route the Trail down through the Toton Fields LNR.
	Evidence Base	The researched, documented, analysed and verified basis for preparing the CTTC Neighbourhood Plan. It consists of many documents produced over a period of years, many produced by Broxtowe Borough Council as part of the process of developing its Aligned Core Strategy and Local Plan Part 2. See www.cttcnf.org.uk
EBPD	Evidence Base and Policy Definition	A report produced as part of the process of developing the CTTC Plan. It supports the Plan by setting out a summary of the relevant Evidence Base and provides advice on defining appropriate policies for the Plan.
	Examination	A review of the Neighbourhood Plan carried out by an Independent Examiner.
FIT	Fields in Trust	An independent charity who aims to protect parks and green spaces. They work with landowners, community groups and policy makers to champion the value of parks and green spaces to achieve better protection for their future at local and national level. They suggest a standard for play areas needed per 1000 residents.

Acronym	Subject	Explanation
FoTF	Flood Plain / Flood Risk Zones	Areas identified by the Environment Agency, marking areas as high (zone 3), low to medium (zone 2), or little or no risk (zone 1).
	Forum Steering Group	A group of people representing the residents, community groups and businesses that informed the work of the CTTC Neighbourhood Plan.
	Friends of Toton Fields	A 'Friends' group dedicated to protecting and enhancing the wildlife of Toton Fields and, more widely, Toton Sidings.
	Garden Village	Government definition (March 2016): "must be for a new settlement of 1,500 – 10,000 homes. The garden village must be a new discrete settlement, and not an extension of an existing town or village. This does not exclude proposals where there are already a few existing homes."
GC	Green Corridors	Green spaces that provide avenues for wildlife migration, often along streams, rivers, hedgerows, other natural features and buffer strips. They connect green spaces together, and often provide for walking, cycling or horse riding as well as other leisure purposes or indeed travel away from main roads.
	Green/Brown Roof	Green roofs are where seeds or plants are introduced into the substrate at the time of construction, and consists of a waterproofing membrane, soil and vegetation overlying a traditional roof. A brown roof is where the substrate surface is left to self-vegetate from windblown and bird lime seed dispersal, and consists of a waterproofing membrane and a substrate that mimics the surrounding brownfield site.
GI	Green Infrastructure	A planned network of accessible green spaces and corridors within, around, and between different parts of an area which can be designated, maintained, and improved to meet the needs of local communities, wildlife and the environment.
	Green Wall	A vertically built structure intentionally covered by vegetation. Also referred to as living walls or vertical gardens.
	Home Automation	Home Automation is considered to include: Heating, Ventilation and Air Conditioning; Lighting Control; Occupancy Aware Control Systems; Appliance control and integration with the <u>smart grid</u> and smart meters; Home security; Leak detection; Smoke and CO detectors; Automation for the elderly and disabled; Air quality monitoring; Smart Kitchen and Connected Cooking.
	Home Zones	Home Zones are residential streets in which the road space is shared between drivers of motor vehicles and other road users, with the wider needs of residents in mind. The aim is to change the way that streets are used and to improve quality of life, by making them places for people, not just traffic.
	Independent Examiner	Anyone with appropriate qualifications and skills who meet certain requirements set out in the Localism Act. This could be a planning consultant or other planning professional, or a planning inspector.
	Infrastructure	All the ancillary works and services which are necessary to support human activities, including roads, sewers, schools, hospitals and so on.
	Last time buyers	People buying their last home.
	Listed buildings	Buildings and structures which are listed by the Department for Culture, Media and Sport as being of special architectural and historic interest and whose protection and maintenance are the subject of special legislation. Listed building consent is required before any works are carried out.
	Local destination	A place that local people need or want to get to on a regular basis. Examples includes schools, parks, places of worship and health centres.

Acronym	Subject	Explanation
LGS	Local Green Space	Designated LGS is defined in the NPPF as being: a) in reasonably close proximity to the community it serves; b) demonstrably special to a local community and holds a particular local significance for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and c) local in character and is not an extensive tract of land. Policies for managing development within a LGS should be consistent with those for Green Belts.
LNR	Local Nature Reserve	All district and county councils have powers to acquire, declare and manage LNRs. To qualify for LNR status, a site must be of importance for wildlife, geology, education or public enjoyment. LNRs must be controlled by the local authority through ownership, lease or agreement with the owner. LNRs are statutory protected sites designated under Section 21 of the National Parks and Access to the Countryside Act 1949. Designation demonstrates a commitment by the authority to manage land for biodiversity, protect it from inappropriate development and provide opportunities for people to enjoy wildlife.
LWS	Local Wildlife Site	Local Wildlife Sites are sites with 'substantive nature conservation value'. They are defined areas, identified and selected for their nature conservation value, based on important, distinctive and threatened habitats and species with a national, region or local context.
	The Localism Act 2011	An Act of Parliament which came into full effect in April 2012. The Act introduces a new right for local people to draw up 'Neighbourhood Development Plans' for their local area.
	Major Development	Is defined in the NPPF: For housing - development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential – development with additional floorspace of 1,000m ² or more, or a site of 1 hectare or more.
	Market housing	Housing for sale or for rent where prices are set in the open market.
	Mature Trees	A tree becomes mature when it starts producing fruits or flowers.
	Mixed use	Developments where more than one use is constructed. Uses may be mixed within buildings (e.g. offices above shops) or mixed use across the site.
MMC	Modern Methods of Construction	Modern methods of construction are process which focus on off-site construction techniques, such as mass production and factory assembly, as alternatives to traditional building. Examples include modular build and panelised systems.
	Multifunctional (green infrastructure)	This is central to the green infrastructure (GI) concept and approach. It refers to the potential for GI to have a range of functions to deliver a broad range of ecosystem services such as habitat provision and access to nature; access, movement and leisure; landscape setting and context; flood attenuation and water resource management; climate change mitigation.
NPPF	National Planning Policy Framework	The National Planning Policy Framework was published by the government in March 2012 and amended in February 2019. It sets out the Government's planning policies for England and how these are expected to be applied.
NSALG	National Society of Allotment Gardeners	Organisation that upholds the interests and rights of the allotment community across the UK and work to provide, promote and preserve allotments for all. They suggest a standard for the area of allotments needed per 1000 residents.
NP or NDP	Neighbourhood Plan	The full title in the Localism Act is 'Neighbourhood Development Plan' but this is commonly shortened to 'Neighbourhood Plan'. It is a plan document for a defined area subject to examination in public and approval by referendum.
P2LP	Part 2 Local Plan	Broxtowe Borough Council's Local Plan document sets out the planning policies for the Borough up to 2028 (published in 2019). The Part 2 Local Plan supports the Aligned Core Strategy (published in 2014).

Acronym	Subject	Explanation
POS	Public Open Space	Open space that is open to the public and is normally owned and managed by a public organisation such as Broxtowe Borough Council.
	Public Realm	The spaces between buildings comprising the highways land, footpaths, verges and other community spaces. ⁹
PROW	Public Rights of Way	You can walk on all public rights of way. Some are also open to horse riders, cyclists or motorists. Footpaths can be used for walking, running, mobility scooters or powered wheelchairs. Bridleways can be used for walking, horse riding, bicycles, mobility scooters or powered wheelchairs.
	Referendum	A general vote by the electorate on a single political question that has been referred to them for a direct decision. In the case of the CTTC Neighbourhood Plan, the referendum will decide whether or not to adopt the Plan.
	Sense of Place	Often used in relation to those characteristics that make a place special or unique, as well as to those that foster a sense of human attachment and belonging. The Barracks can create a new 'sense of place' for the community.
SEA	Strategic Environmental Assessment	Assessments made compulsory by a European Directive (the SEA Directive). To be implemented in planning through Sustainability Appraisal of Development Plan Documents and Neighbourhood Plans where required.
SLG	Strategic Location for Growth	Land adjoining the (at the time) proposed Midland Hub Station designated by Broxtowe Borough Council in 2014. The SLG is defined in the P2LP Policy 3.2. This site was originally earmarked for significant development to take advantage of the HS2 line.
SPD	Supplementary Planning Document	SPDs build upon and provide more detailed advice or guidance on policies in an adopted local plan. As they do not form part of the development plan, they cannot introduce new planning policies into the development plan. They are however a material consideration in decision-making.
SUDS	Sustainable Urban Drainage Systems	A drainage system that controls the rate and quantity of run-off of surface water from developments. It replaces the conventional practice of routing run-off through a pipe to a watercourse, which can cause problems with flooding. SuDS minimises run-off by putting surface water back into the ground on-site through measures such as permeable paving and drainage swales (similar to traditional ditches). Where surface water must be taken off-site features to slow down the rate of run-off are used.
	Sustrans	A charity whose aim is to enable people to travel by foot, bike or public transport for more of the journeys made every day. Sustrans are responsible for the National Cycle Network.
TPO	Tree Preservation Order	A TPO is an order made by a local planning authority in England to protect specific trees, groups of trees or woodlands in the interests of amenity.
	Use Classes	The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as "Use Classes". For example, A1 is shops and B2 is general industrial.
	Veteran Trees	Veteran trees are those which have developed some of the features which have biological, historical or cultural importance. They are not necessarily old or ancient; they may be young trees with a relatively small girth in contrast to an ancient tree but bear the 'scars' of age such as decay in the trunk, branches or roots, fungal fruiting bodies, or dead wood. These veteran features will provide valuable wildlife habitat.

A background map showing streets and landmarks in the Chetwynd area, including Valley Road, Field Close, and Chetwynd Road.

CHETWYND

THE TOTON AND CHILWELL NEIGHBOURHOOD FORUM

For further information:

Email: assist.cttcnf@gmail.com

www.cttcnf.org.uk



CTTC-Neighbourhood-Forum

Published June 2020, Revised October 2021
Final Version Issued February 2024

A red arrow-shaped sign pointing to the right, mounted on a grey pole. The sign contains the text 'Shape the future of Toton & Chilwell' in white.

**Shape the future of
Toton & Chilwell**