

Action M6A1: Policy 3.1

- Update details in the policy and supporting text in accordance with the agreed position in the Statement of Common Ground.

Insert new Key Development Requirement:

Strategic Masterplan

A Strategic Masterplan must be prepared for Chetwynd Barracks and approved by Broxtowe Borough Council as the Local Planning Authority. The Strategic Masterplan should incorporate and demonstrate how the requirements set out in this policy have been complied with.

Delivery

Development proposals will be required to be in general conformity with the Strategic Masterplan.

Infrastructure requirements must be delivered at a rate and scale to meet the needs that arise from the proposed development, in accordance with the Infrastructure Delivery Plan.

Development proposals must contribute proportionately towards the delivery of those infrastructure items set out in this policy and in the Infrastructure Delivery Plan.

Insert new Justification Text:

Strategic Masterplan

The Council requires a joined-up, collaborative, cohesive and proactive approach to be taken to the planning and implementation of the significant development opportunity presented by Chetwynd Barracks and the Toton Strategic Location for Growth.

A Strategic Masterplan will be required to provide a high-level overarching framework to ensure that planning and delivery of development and infrastructure is properly coordinated across the two sites. It must be consistent with the Toton Strategic Location for Growth Illustrative Concept Framework (Figure [XX]) and provide further guidance on site specific matters including the extent to which the requirements of Policy 3.1 have been complied with.

As a minimum, the Strategic Masterplan will set out:

- A vision and guiding principles/objectives for Chetwynd Barracks;*
- The strategic framework for development including key roads, landscape features, development plots and land use mix. This should include linkages to integrate the development with the Toton Strategic Location for Growth (site allocation 3.2);*
- The quantum of residential and employment development and how such development will be phased; and*
- The infrastructure requirements for Chetwynd Barracks including when, how and whom would deliver each requirement. This will include details of delivery of any infrastructure requirements shared with the Toton Strategic Location for Growth (Policy 3.2) and will have regard to phasing of development.*

Nottinghamshire County Council chairs the Toton Delivery Board (which has been tasked by local authority partners with the realisation of aspirations at Toton Strategic Location for Growth and the surrounding area including Chetwynd Barracks). Given this, it is anticipated that the County Council will play a key role in the preparation of the Strategic Masterplan together with Broxtowe Borough Council, landowners/site promoters (including adjacent landowners) the Chetwynd: The Toton and Chilwell Neighbourhood Forum, infrastructure providers and other statutory consultees. Public consultation must be undertaken on the draft Strategic Masterplan prior to finalisation.

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

Key Development Requirements

The Key Development Requirements apply to the whole Chetwynd Barracks site to ensure the allocation is planned as a single entity thereby ensuring a comprehensive and cohesive development is achieved. The policy identifies those elements of the development that are expected to be delivered within the plan period.

To facilitate the full scale of development at Toton and Chetwynd Barracks and provide necessary capacity on the local highway network highway improvements will be required. These should be consistent with the proposals set out in the East Midlands HS2 Growth Strategy and the emerging Gateway Study.

Delivery

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

The Council will undertake a periodic review of the Infrastructure Delivery Plan as information changes. This is to ensure it continues to provide an effective tool to support co-ordinated delivery of development and associated infrastructure across Chetwynd Barracks. The Council will work collaboratively with partners to ensure that the necessary infrastructure identified in the Infrastructure Delivery Plan is delivered and phased appropriately.

To promote efficient and effective joint working and to front load the planning process, the use of Planning Performance Agreements will be strongly encouraged for development proposals brought forward at Chetwynd Barracks. This will promote joint working between all parties, including statutory consultees, and will assist in focusing the issues that will need to be addressed prior to the submission of planning applications.

Matters 1 and 3 from the Statement of Common Ground ([MA06/SoCG1](#)) have not been resolved.

Action M6A2: Policy 3.1

- **Include a Key Development Requirement for a Masterplan approach and consider who/what/when in the process.**

See response to M6A1

Action M6A3, M8A10, M8A14, M8A15, M8A16, M8A17, M9A4, M9A10, M9A13, M9A16, M9A18 and M9A19: Policy 3.1, 3.4, 3.5, 3.6, 3.7, 3.8, 4.1, 5.1, 6.1, 7.1, 7.2 and 7.3

- **Review wording of Key Development Aspiration 1 and ensure consistency with National Policy (this applies to wording relating to mitigating highways impacts throughout the plan)**

Key Development Requirements must be met in order to make the development acceptable. The Council has included additional 'aspirations' which it considers are important but not necessity.

The impact on the highways network is an important consideration and the Council would like all developments to include sustainable forms of transport as the priority when considering mitigation. It is expected that the detail of any specific highways measures will be determined through the usual Development Management route.

Whilst it is couched as an aspiration the Council recognises that there is concern regarding the scope (with regard to 'wider road network') and expectation of the aspiration particularly with regard to paragraph 32 of the NPPF (2012) that states:

"Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe".

With this in mind the Council would like to amend the aspiration to make the expectation clearer and to ensure consistency with the wording in national policy. The suggested amendment is as follows:

Replace existing Key Development Aspiration with the following:

Sustainable transport measures will be fully utilised to reduce reliance on the private car. Where there are residual cumulative impacts on the highways network these should be mitigated to ensure that they are not severe.

Action M6A4: Policy 3.1

- **Clarify housing, employment and infrastructure delivery position in justification text (with links to the Masterplan) clarifying expectations in the plan period and beyond.**

Insert Justification Text:

3.6 The details of the retail / service centre referenced in this policy will be addressed as part of the Masterplanning requirement (above). The retail element should comply with Policy 13 of this plan which sets a maximum size limit threshold for individual units (for retail, leisure, office or food and drinks units) of no more than 500 square metres gross floorspace.

The small scale employment provision amounts to primarily B1 Use Office development (2 – 3.5 Ha).

Action M6A5:

- **Update the Infrastructure Delivery Plan (IDP) in line with other agreed modifications.**

See Infrastructure Delivery Plan.

Action M7A1: Policy 3.2

- Update details in the policy and supporting text in accordance with the agreed position in the Statement of Common Ground.

Insert following text (new text underlined).

Strategic policy context

Aligned Core Strategy (ACS) Policy 2: The Spatial Strategy, Policy 4: Employment Provision and Economic Development, Policy 15: Transport Infrastructure Priorities and Policy 16: Green Infrastructure, Parks and Open Space.

What the Aligned Core Strategy says

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

Policy 4e confirms that significant new employment development will take place at land in the vicinity of the proposed HS2 station at Toton, in Broxtowe. The supporting text to this policy (at paragraph 3.4.6) specifies that development within the vicinity of the HS2 Station at Toton will include a minimum provision of 18,000 square metres of B Class employment floor space. There is evidence that this employment element of development in this location will prove more attractive to the market in the later years of the plan period and quite possibly beyond 2028 when the Station is operational.

Policy 15.7 confirms that any development permitted in or adjacent to the proposed strategic location for growth at Toton shall allow for adequate provision for the construction of the HS2 route, the station, vehicle access to it and an extension of the NET route which as a minimum shall be to the station and which shall also allow for its potential future extension to Erewash Borough. The supporting text (at paragraph 3.15.2) states that in the unlikely event of the Government not proceeding with the HS2 station at Toton, then the development specified under Policy 15.7 will not be required but a future extension to the tram route into Erewash Borough should not be prejudiced, subject to technical and financial feasibility, and the support of the relevant transport and planning authorities.

Policy 16 supporting text (at paragraph 3.16.9) states that [with reference to a strategic approach to Green Infrastructure] this will include a minimum of 16 hectares of Green Infrastructure on land at the strategic location for growth in the vicinity of the proposed HS2 station in Broxtowe.

3.9 Delivery of development on the site will continue beyond the plan period. The Key Development Requirements, as set out below, relate in part to development proposals which are expected to come forward within the plan period, but also to the site as a whole and are required to ensure that the site is treated as one entity and that a comprehensive and cohesive development is achieved to ensure that future development opportunities are not compromised. For development which comes forward within the plan period, it is essential to ensure that the form of development is consistent with wider development opportunities in order to secure a high quality sense of place facilitating further development opportunities at the point that the HS2 station is open to passengers.

3.10 The following requirements must be met.

Key Development Requirements within the Plan Period

A. Land allocated at Toton Strategic Location for Growth will be brought forward for the following development within the plan period. Development proposals will be required to be in general conformity with the Toton Strategic Location for Growth Illustrative Concept Framework (shown on page XX).

- i. Between 500 and 800 homes (with an overall capacity of around 3,000 homes) which should be located at the south of the strategic location for Growth as identified on the Toton Strategic Location for Growth Illustrative Concept Framework.
- ii. Development proposals should comprise a blended density taking into account adjacent development (existing and proposed), topography and avoiding an inefficient use of land.
- iii. Minimum of 18,000 square metres for mixed employment (B Use Classes) to support realisation of an Innovation Campus and provide high skilled jobs to support economic growth in the immediate area and wider region.
- iv. Limited neighbourhood retail and community facilities (including health and education) of a scale that is proportionate to development to be delivered within the plan period and that does not compete with the retail offer in nearby centres including Long Eaton, Stapleford and Sandiacre.
- v. Provision of a multi-functional green infrastructure corridor to the south of the area including along the southern boundary that provides safe and convenient pedestrian and cycle access between the HS2 station, Toton Fields Local Wildlife Site and Hobgoblin Wood within the Chetwynd Barracks (site allocation 3.1). This will be a significant corridor in the area.

- vi. Undergrounding of the high voltage electricity pylons at the south of the site.
- vii. *Development should be located and designed to complement and not prejudice proposals for access to the HS2 Hub Station and further build-out of the Innovation Campus which is to be delivered beyond the plan period.*
- viii. *Highway infrastructure must be considered in conjunction with requirements for the Chetwynd Barracks allocation (Policy 3.1) and wider area as progressed through the Gateway Study and transport modelling.*

Key Development Requirements beyond the end of the Plan Period.

Strategic Masterplan

B. A Strategic Masterplan must be prepared for development expected to be delivered beyond the plan period at Toton Strategic Location for Growth and approved by Broxtowe Borough Council as the Local Planning Authority. The Strategic Masterplan should:

- i. incorporate and demonstrate how the requirements set out in Part D of this policy have been complied with; and
- ii. be consistent with the development proposals set out in Part A of this policy and illustrated in the Toton Strategic Location for Growth Illustrative Concept Framework.

C. Development proposals expected to be delivered beyond the plan period will be required to be in general conformity with the Strategic Masterplan.

Key Development Requirements to be subject to the Strategic Masterplan

D. Land allocated at Toton Strategic Location for Growth is expected to be brought forward for the following development, on a phased basis, to achieve a comprehensive, high quality development. The precise type, quantum and form of development including infrastructure will be subject to further assessment as part of the preparation of the Strategic Masterplan and future revisions to the Infrastructure Delivery Plan.

Community Provision

- i. *Provide space for provision of an expanded or relocated George Spencer Academy including a new Primary School.*

- ii. *Provide space for provision of a relocated Leisure hub with space for a Leisure Centre including indoor sports centre and 25m swimming pool and outdoor sports pitches.*
- iii. *Provide space for further retail and community facilities (including health and education) of a scale that is proportionate to development to be delivered that does not compete with the retail offer in nearby centres including Long Eaton, Stapleford and Sandiacre.*

Traffic / Transport / Connectivity

- iv. *A system that flows well for all modes of transport including a multi modal transport hub adjacent to the station and proper consideration of access both from Long Eaton and Stapleford, and how the site will connect and complement development at the Chetwynd Barracks site including the necessary highway improvements to provide acceptable access to both sites. This will include good connectivity for cycling and pedestrians from the northern end of Chetwynd Barracks to access the tram and HS2 station via a network of interconnected Green Infrastructure. It will also enable the provision of high quality transport links to the other nearby centres in Broxtowe and Erewash, the three city centres of Derby, Leicester and Nottingham, the airport and strategic rail connected development at Roxhill in Leicestershire to the south and towns in East Derbyshire and West Nottinghamshire to the north.*
- v. *Maximise the potential for trips to and beyond the station to be achieved through non-private car modes of transport. This should include:*
 - a. *Tram extension to HS2 station which should be designed to facilitate its further extension over the HS2 Station and which should be complete prior to the opening of the station. It should be designed in such a way as to allow for its potential extension to Long Eaton, Derby and East Midlands Airport. This will need to include access provision over the station of sufficient size to accommodate different modes of transport which in addition to the tram would be bus, car, cycle and pedestrian.*
 - b. *Safe and attractive pedestrian and cycling links between new and existing communities including Toton, Long Eaton, Stapleford and Sandiacre utilising attractive routes through the location to the HS2 hub and neighbouring areas.*
- vi. *A hierarchy of attractive routes and interconnected places should be created. Green routes should be provided and, where necessary, preserved and enhanced to assist with this including the Erewash Valley/Canal and additional green space to the north of existing settlements at Toton and Chilwell and to the south of Stapleford.*

- vii. *Pedestrian access should be provided to the station from the east with an additional secondary western access. This should include a safe route either over or under the station.*
- viii. *In terms of cycling provision, development should be compatible with future north-south and east-west segregated cycle routes. Cycling should be made a viable option for accessing the hub from within a five mile radius. NET extensions should incorporate a tram-side shared path (to extend to Derby if the tram is extended this far).*
- ix. *Bessell Lane should be incorporated in plans to access the station and significant improvements will need to be made to the quality of the public realm to encourage better connections to Stapleford District Centre and to assure the quality of the cycling provision on this north-south route including extension of Midland Street, Long Eaton. On a wider scale the plan to open Bennerley Viaduct should be taken into account with its potential to create wider major leisure routes attracting visitors to use Toton Hub as a starting point for cycling tours. A link should be provided to national cycle route 6 along the Erewash Canal directly to the HS2 Hub station and cycle storage should be provided at the station.*
- x. *Private vehicle access to the station to be provided via the A52, terminating in ideally underground parking or failing this a multi-storey car park to serve the station.*
- xi. *Good quality transport links from the HS2 station to nearby town centres including a north/south link road to provide local vehicle, walking and cycling access to the station and to facilitate through bus services.*
- xii. *Onward rail service connections to other principal East Midlands Stations including Ilkeston Station.*
- xiii. *Prevent overspill parking in existing residential areas when the station is operational. This may include Toton to become 'residents only parking' area to mitigate issues with Station/Tram traffic.*

Green Infrastructure

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

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

Economic and Residential development

- xviii. *The site has an overall capacity of around 3,000 homes.*
- xix. *The creation of an Innovation Campus as part of a mixed use development to provide significant numbers of new high skilled jobs to drive economic development in the immediate area and the wider region.*
- xx. *The provision of iconic tall buildings in close proximity to the station and on the western edge of the higher land further west. This is to provide suitable premises for economic ambitions to be met in a flexible format to allow for, and encourage, a mix of uses and also to provide a visual link to the northern gateway of the site leading to Stapleford District Centre and in doing so encourage additional investment in, and enhancements to, Stapleford District Centre.*
- xxi. *This development may include large scale conferencing facilities, university research/development provision, possible potential for hotels and other high tech developments seeking premises in proximity to a HS2 station.*
- xxii. *Specific delivery mechanism for the 18,000 square metres employment floorspace to be delivered by 2028.*

Land Assembly

- xxiii. *Relocate the plant nursery, electricity substation, sewage works and Network Rail / DB Cargo off site subject to the viability of such proposals and appropriate relocation sites being identified and secured.*
- xxiv. *The necessary remediation of land; and*
- xxv. *Flood and surface water mitigation required to ensure any development is appropriately protected from the risk of flooding.*

Delivery

Infrastructure requirements must be delivered at a rate and scale to meet the needs that arise from the proposed development, in accordance with the Infrastructure Delivery Plan.

Development proposals must contribute proportionately towards the delivery of those infrastructure items set out in this policy and in the Infrastructure Delivery Plan.

Justification

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

Development within the Plan Period

Outline planning permission (17/00131/ROC) was granted in 2017 for 500 homes, which comprises 282 homes on land to the north of the safeguarded tram route and 212 homes to the south. Reserved Matters approval (17/00499/REM) has been granted for the northern part of the scheme. The outline planning permission makes provision for a range of other uses including: a local centre (380 sq m convenience store, two 95 square metre retail outlets (Use Classes A1, A3, A4, A5 and AA)), primary school, day nursery, pub/restaurant, residential care facility, open space, medical surgery and community use.

The infrastructure to support these planning applications is also sufficient to support the development in line with the residential led development area as shown on the Toton Strategic Location for Growth Illustrative Concept Framework.

Given that the infrastructure issues are addressed in full there will be no delay in bringing forward development in line with the Housing Trajectory (as shown in Table 5 of the Plan).

Strategic Masterplan

The Council requires a joined-up, collaborative, cohesive and proactive approach to be taken to the planning and implementation of the significant development opportunity presented by Toton Strategic Location for Growth and Chetywnd Barracks.

A Strategic Masterplan will be required to provide a high-level overarching framework to ensure that planning and delivery of development and infrastructure is properly coordinated across the two sites. It must be consistent with the Toton Strategic Location for Growth Illustrative Concept Framework (Figure [XX]) and provide further guidance on site specific matters including the extent to which the requirements of Part D of this policy have been complied with.

As a minimum, the Strategic Masterplan will set out:

- *The vision and guiding principles/objectives for the Strategic Location for Growth which shall have regard to the following points:*
 - *Planned development that uses the locational advantages of the hub station to strengthen and reinforce the roles of existing settlements across the East Midlands.*
 - *Establishment of a major new high tech research/institute adjacent to the hub station which adds value to the existing East Midlands offer.*
 - *Well-integrated high quality mixed tenure housing and employment development (including provision for relocated businesses), which makes best use of the land around the hub station and reflects the policy and aspirations in the Aligned Core Strategy.*
 - *The avoidance of major retail development that would undermine the role of existing centres.*
 - *Maintenance of the integrity of the Derby-Nottingham Green Belt west of the M1.*
 - *Continuing to invest in infrastructure elsewhere that supports the roles of existing settlements.*

- *The strategic framework for development expected beyond the plan period including key roads, landscape features, development plots and land use mix. This should include linkages to integrate the development with Chetwynd Barracks (site allocation 3.1) and should reflect the high level land use mix and key roads/landscape features identified in the Toton Strategic Location for Growth Illustrative Concept Framework.*

- *The quantum of residential and employment development and how such development will be phased.*

- *The infrastructure requirements for the Strategic Location for Growth including when, how and whom would deliver each requirement. This will include details of delivery of any infrastructure requirements shared with Chetwynd Barracks (site allocation 3.1) and will have regard to the phasing of development.*

In preparing the Strategic Masterplan regard should be had to the following site characteristics:

- *The area around the station is a low valley and development here will be able to incorporate tall buildings within a campus setting. Such buildings would be linked with the extensive network of Green Infrastructure and transport connections detailed above and will include access over the railway line. This should include landmark buildings announcing the route towards Stapleford and the northern gateway of the site onto the A52. There will be the potential to accommodate significant mixed use floorspace in this area which lends itself to development blended into an extensive network of Green Infrastructure including that to the west along the Erewash River and Canal. This area will contain a multi modal transport hub adjacent to a new station square and will include local north/south connections over the station to link Long Eaton to the south with Stapleford and Sandiacre to the north, via a significantly enhanced Bessell Lane northern gateway to the site.*
- *The area including and to the north of the residential led development area defined in the Toton Strategic Location for Growth Illustrative Concept Framework includes the high plateau. To the west of Toton/ Stapleford Lane the density of development could be increased from south to the north with lower densities towards the south. This could include a transition both in scale and use of buildings from the taller buildings around the HS2 Station. The buildings in this location would be linked with the same network of Green Infrastructure and transport and it is within this area that the tram would be extended to the station, possibly on a segregated route. The station would be accessed from the A52 within this area, and with the relocation of the school and sewage treatment works there will be scope for further large scale gateway buildings fronting onto the A52.*
- *The area to the east of the residential led development area shown on the Toton Strategic Location for Growth Illustrative Concept Framework could incorporate a Leisure and education hub with a relocated George Spencer Academy whilst maintaining sufficient space to link the Chetwynd development.*

Nottinghamshire County Council chairs the Toton Delivery Board (which has been tasked by local authority partners with the realisation of aspirations at Toton Strategic Location for Growth and the surrounding area). Given this, it is anticipated that the County Council will play a key role in the preparation of the Strategic Masterplan together with Broxtowe Borough Council, landowners/site promoters (including adjacent landowners) the Chetwynd: The Toton and Chilwell Neighbourhood Forum, infrastructure providers and other statutory consultees. Public consultation must be undertaken on the draft Strategic Masterplan prior to finalisation.

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

Key Development Requirements

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

To facilitate the full scale of development at Toton and Chetwynd Barracks and provide necessary capacity on the local highway network highway improvements will be required. These should be consistent with the proposals set out in the East Midlands HS2 Growth Strategy and the emerging Gateway Study.

Delivery

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

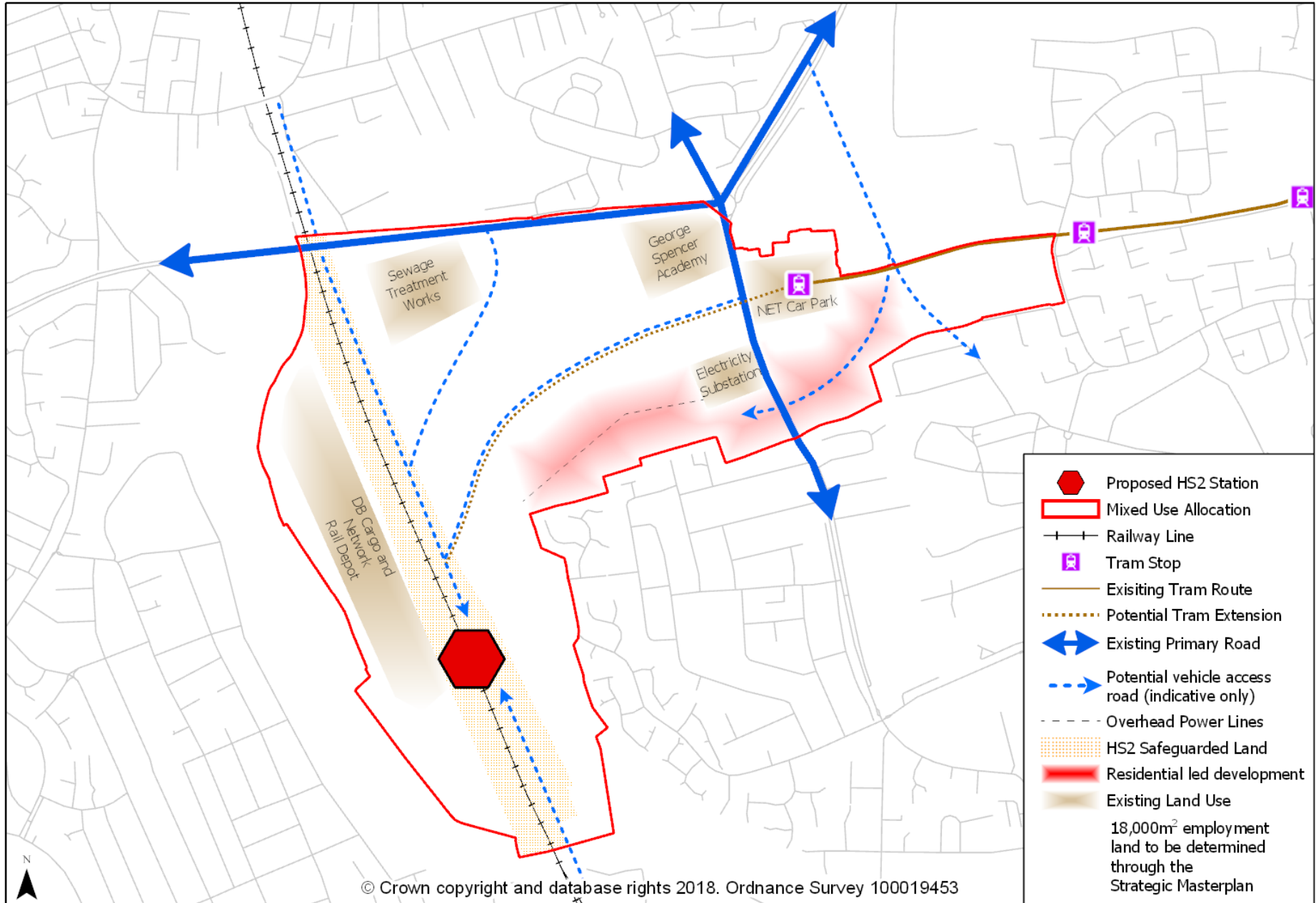
The Council will undertake a periodic review of the Infrastructure Delivery Plan as information changes. This is to ensure it continues to provide an effective tool to support co-ordinated delivery of development and associated infrastructure across the Toton Strategic Location for Growth. The Council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

To promote efficient and effective joint working and to front load the planning process, the use of Planning Performance Agreements will be strongly encouraged for development proposals brought forward at Toton Strategic Location for Growth. This will promote joint working between all parties, including statutory consultees, and will assist in focusing the issues that will need to be addressed prior to the submission of planning applications.

What the Sustainability Appraisal says

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

Figure XX: Toton Strategic Location for Growth Illustrative Concept Framework



Action M7A2: Policy 3.2

- **Include a Key Development Requirement for a Masterplan approach and consider who/what/when in the process.**

See response to Action M7A1.

Action M7A3: Policy 3.2

- **Make more explicit reference to the details of the housing and other uses in the allocation including details of the broad locations and expected timings of these.**

See response to Action M7A1.

Action M7A4: Policy 3.2

- **Consider wording for the 500 homes and whether 'minimum', 'around' or 'approximately' should be used with reference to the ACS wording.**

See response to Action M7A1.

The ACS sets a 'minimum' of 500 dwellings to be delivered at the Strategic Location for Growth, as at Chetwynd Barracks (Policy 3.1) the Council recognises that the location has capacity for a high number of dwellings than the 500 allocated in the submission version of the Part 2 Local Plan (around 3000).

Delivery of 100 dwellings a year is considered to be realistic for the Strategic Location for Growth during the plan period. It is considered that this is likely to be continuous throughout the plan period and that there will not be a pausing during construction (as is currently shown) and therefore a maximum of 800 dwellings (an additional 300 dwellings) could be delivered during the plan period.

Therefore rather than including 'minimum', 'around' or 'approximately' the number of dwellings expected to be delivered within the plan period has been expressed as a range from 500 – 800, this complies with the ACS policy.

Action M7A5: Policy 3.2

- **Review minimum density requirement and give consideration to a design led approach with a range of densities across the site.**

See response to Action M7A1.

Action M7A6: Policy 3.2

- **Provide more detail for the residential scheme to the south of the site including confirmation that this will be provided to the east and west of Toton Lane.**

See response to Action M7A1 and the Toton Strategic Location for Growth Illustrative Concept Framework **[figure XX]**.

Action M7A7: Policy 3.2

- **Provide additional clarity regarding the ‘mixed uses’ in relation to the Innovation Village.**

18,000 square metres of B Class Offices is expected within the Plan Period. Development beyond that point will be determined through the Core Strategy Review and will have to be in accordance with the Strategic Masterplan.

In addition the term ‘innovation village’ has been amended to ‘innovation campus’ for consistency.

Action M7A8: Policy 3.2

- **Update the IDP in line with other agreed modifications.**

See Infrastructure Delivery Plan.