

Assessing Outline Planning Application reference 25/00371/OUT - Development West of Stapleford Lane against CTTC Neighbourhood Plan Policies	RAG = Red / Amber / Green:- Red – development scheme fails to meet policy requirements Amber – development scheme partially meets policy requirements Green – development scheme fully meets policy requirements	
CTTC Neighbourhood Plan Policy	Compliance / Comments	RAG Rating
ENV01 Local Green Space	There appears to be no reference to this CTTCNP policy in any of the FPCR documents. Even though they claim that "the scheme is capable of compliance with relevant planning policy for the conservation of the natural environment." (Ecological Appraisal, 5.3) As there are many references to nature conservation in the Forum's Policies, this seems to be a major omission.	
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.	Non-compliant: The FPCR Ecological Appraisal report searched for potential zones of influence '1km around the Site for sites of Local or County Importance or statutory sites such as Local Nature Reserves (LNRs)' . Toton Fields LNR, Manor Farm Recreation Ground, Inham Nook Recreation Ground, Ghost House Lane, Hobgoblin Wood and the Memorial Garden at Chetwynd Barracks are within 1km of the proposed site and now have Local Green Space Protection for among other things, their wildlife value. Inham Nook Recreation Ground, Ghost House Lane, Hobgoblin Wood and the Memorial Garden at Chetwynd Barracks have not been mentioned within the Ecological Appraisal or indicated in Figure 1A. These omissions undervalue the green fringe to the south of the Site in the round and therefore do not consider them as part of the mitigation for the Development. The arable fields to the north of Toton are an important route for birds as well as other wildlife. In combination with the development of the land at Toton "East", Toton "North" and Chetwynd Barracks, important woodland such as Hobgoblin Wood become increasingly isolated. The need for effective wildlife corridors is crucial to allow continued wildlife movement. Please see Table 13.1 of the CTTCNP for a full list of ecological assets in the Area. In addition, we have no knowledge of 'Toton Sidings Pond' 1km south of the Site?	
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.	N/A	

ENV02 - Natural Environment	There is reference to this policy	
1. Development should have no significant adverse impact on, and take opportunities to enhance and augment, habitats and biodiversity.	Partially compliant: A proposal to include a small area of green space - the "Public Open Space" - is welcomed. However, the value to wildlife of this area would need to be very carefully planned in order to comply with the aspirations of the Nottinghamshire and Nottingham Local Nature Recovery Strategy. The increase in population with the concomitant increase in domestic pets, will inevitably affect existing green spaces including those within 1km of the Site. Toton Sidings LNR together with the adjacent Local Wildlife Sites, which is well used for recreation, will have added pressures. The "Public Open Space" does not seem to consider the need to safeguard the extension to the NET or access to the proposed "Toton Rail Hub" proposed in the GNSP, and within the Integrated Rail Plan for the North and Midlands as well as the SM-SPD. The benefit of this "Public Open Space" is limited by these requirements.	
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.	Non-compliant: There will inevitably be increased use of neighbouring accessible natural green space as listed in ENV01. For instance, Toton Sidings is habitat for the Dingy Skipper, a Section 41 species of principal importance under the NERC Act in England and could be adversely affected by increased footfall. Suggestions to mitigate the wider effects on Local Green Spaces, LWSs and LNRs from the increase in population is not evident in Appendices 7.1 through to 7.4. In addition, in Appendix 7.1, Appendix B, a Botanical Species List is presented which does not match the species listed either in the main body of the document or Fig 1B - Species Results. There are a number of plant species which are difficult to identify such as Round Leaved Cranesbill (<i>Geranium rotundifolium</i>) and Sand Sedge (<i>Carex arenaria</i>). Both species would be very rare in the County and to our knowledge Sand Sedge has not been found at Toton Fields LNR or Toton Sidings LWS. Species identification, especially of the more difficult grasses, sedges and rushes (here given as <i>Juncus</i> sp.) need to be exact if Biodiversity Net Gain is to be competently assessed. Appendix 7.2 BNG, Conclusion 7.2 states that it is "likely to require offsite delivery of habitat units to ensure compliance with legislative and policy requirements". CTCNF expect that any mitigation of biodiversity loss should occur within the Site rather than delivered offsite.	

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.	Non-compliant. The Arboricultural Assessment of the present tree and hedge stock appears to be comprehensive. It appears that part of treeline TL2 (4.10, Ecological Appraisal) will be removed during construction but no reference to TL2 can be found in any of the FPCR documents so it is difficult to know which trees are involved. There is reference to Appendix A in this context, but there is no Appendix A. In addition, tree groups G8(B), G17(B), part of G15(C), G9(B), G11 (B), G6(C) G5(C), and G7(B) and hedge group H3(C) all appear to be outside the Site boundary and yet are stated as being retained when there is no guarantee they will be, as this depends on ownership. This appears to be an effort to make the greening of this development better than it really is. This development should be an opportunity to increase the tree coverage of the area.	
ENV03 - Green and Blue Infrastructure Requirements	There appears to be no reference to this policy in any of the FPCR documents.	
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.	Non-compliant: It is not clear how this Policy will be complied with. No indication or mention of allotments or community gardens. Page 20 (no figure number given) of the Arboriculture Assessment seems to suggest that there will be community provision in the area north of the Site together with sports facilities. The much out of date 2016 Masterplan (IBI Group) of this Site and northwards shows these two facilities. They are not mentioned anywhere in these documents so the conclusion must be that the impression of the provision of these facilities is the object. There is little accessible green space with some pocket green spaces being included which will not in any way contribute to an increase in biodiversity.	

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:	Non-compliant: As with Planning Applications 25/00255 & 25/00306, the omission of some of the ecological assets of the area, as enumerated above (See ENV01 (1)), leads to a lack of recognition of the importance of the southern edge of the site which naturally forms a wildlife corridor. The Nottinghamshire and Nottingham Local Nature Recovery Strategy is in the process of consultation where wildlife corridors will be identified. It is possible that the southern edge of the site may form an important wooded wildlife corridor. Appendix 7.1, the Ecological Appraisal (see page 29 - no figure number given) suggests that the existing trees and shrubs are enough to form a boundary between the existing housing and the new development. Much is dependent on residents maintaining the existing trees and shrubs in their gardens and the provision of a strip of amenity grassland is simply not enough to allow for connectivity between patches of woodland. This needs to be rethought. Perhaps reference to the Masterplan of 2016 would help with the planning of enough space for nature. Appendix 7.1, 4.29 suggests yet again that back gardens will substitute for the extensive foraging opportunities and flight paths that bats within this area utilise. Back gardens cannot be managed externally and hedgehog holes can be filled in by home owners. So neither bats nor hedgehogs are adequately provided for.	
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];	Non-compliant: See 2 above.	
B. accessible natural green space linking Northfield Crescent to Hobgoblin Wood;	N/A	
C. a north-south accessible natural green space following the existing public footpath from Baulk Lane to Northfield Crescent;	N/A	
D. an east-west accessible natural green space linking Hobgoblin Wood and the Memorial Garden to Stapleford Lane;	N/A	
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;	N/A	

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;	N/A	
G. other opportunities to extend the mosaic of woodland, scrub and grassland into adjacent areas.	Non-compliant: There is little evidence that habitat connectivity to the south, east and west has been considered.	
3. New blue and green infrastructure should meet the following requirements:	Non-compliant: There is insufficient evidence to assess compliance. However, it should be noted that Appendix 7.1, Ecological Appraisal Fig. 3 seems to have excluded both the River Erewash and the Erewash Canal in their Waterbody Location Plan. It is unclear whether a thorough assessment of impacts of this development can be made when important blue corridors seem to have been missed.	
A. the need to be of sufficient width and area to support multifunctionality;	Non-compliant: There is insufficient evidence to assess compliance.	
B. the need to accommodate not only trees but also hedgerows to shelter the trees during establishment;	Non-compliant: There is insufficient evidence to assess compliance.	
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;	Non-compliant: There is insufficient evidence to assess compliance.	
D. planting using native species and those with high environmental value.	Non-compliant: There is insufficient evidence to assess compliance.	
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].	Non-compliant: CTCNF would like to see greater use of the urban landscape for the enhancement of wildlife. More detail for house and urban design is needed to determine compliance.	
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.	Non-compliant: Creation of a separate access link road to the A52 West of Bardill's island appears to be possible as proposed in the GNSP (Policy 21) and the Toton & Chetwynd Barracks SM- SPD, although none of the submitted documents mention it. Additionally, there is no indication of a possible route to the "Toton Station" suggested in the Integrated Rail Plan, and such a road would render the "Public Open Space" indicated in the illustrative Masterplan irrelevant. The Transport Assessment for 25/00371 shows the junction with the B6003 as a traffic light controlled crossroads with access to proposed developments east of the B6003. A full Traffic Study to assess the complete traffic impact on all the junctions (proposed and existing) of all the developments in Toton and Chetwynd Barracks is required before this application can be decided.	
2. New access roads will be supported, where they have the potential to:	Non-compliant: The Traffic Study suggests that the impact of this development will be 'minor'. However a second traffic light controlled junction (signalised crossroads) within a few hundred metres of the existing NET P&R junction will make traffic flows worse, particularly when the potential developments at "Toton East", "Toton North", 18,000sqm of employment required in the SLG, and access to a new railway station is considered. As all three development proposals are envisaged as almost exclusively residential, increased trips will be generated as there will be the necessity to travel for work, education, leisure, healthcare needs and retail. There has also been no consideration of the impact of the future NET tram extension across the B6003 which will add a further signal controlled junction in close proximity to the proposed new junction and the existing NET tram P&R junction. There is also the suggestion made that access to the Toton North Character Area (Nottinghamshire County Council owned land West of Stapleford Lane, and immediately North of this application) would be by turning the current NET tram P&R T-junction into a crossroads, adding further traffic on Stapleford Lane. As above, in order to assess the full impact and congestion on the wider area, not just Stapleford Lane, a new fully comprehensive Traffic Study is required.	

A. relieve congestion on Stapleford Lane;	Non-compliant: The Traffic Study does not consider the impact on traffic between the proposed junction and Bardill's Roundabout, either during construction or once in operation. It further does not consider the impact on the proposed junction & traffic of the required employment in the SLG, nor the creation of a separate link road through to the A52 between Bardill's Roundabout and the M1 (as per GNSP and the SM-SPD). The study also takes no account of the impact of other developments within the Toton SLG and Chetwynd Barracks, and a new fully comprehensive Traffic Study is required. Therefore, this development should not be permitted until the link road through the Barracks is completed and a "better" junction design is delivered.	
B. act as the local infrastructure for the development within Chetwynd Barracks and the Strategic Location for Growth (SLG);	Non-compliant: The impact of: a. creating access via a link road to the A52 between Bardill's Roundabout and the M1 (as per GNSP and the SM-SPD); b. extending the NET through the SLG; c. the traffic to the proposed Toton Rail Hub/transport interchange; and d. the 32,000 sqm of employment, have not been considered.	
C. support access to the proposed railway station and interchange.	Non-compliant: Access to the proposed railway station (and NET extension) has not been considered within this application.	
INF02 – Active Travel		
1. Major development [I] should contribute to the provision of new, dedicated cycle routes, where practical and feasible.	Partially compliant: The upgraded walk/cycle routes are to be welcomed, however there is no new provision. It is not clear how walking/cycling access to the new rail hub/public transport interchange (including the NET extension) will be achieved.	
2. Separated lanes should be included within new green corridors where practical and feasible (see also ENV03).	Non-compliant: There is insufficient evidence to assess compliance.	
3. Provision of associated facilities (such as secure cycle storage facilities) will be supported.	Non-compliant: There is no mention of secure cycle storage facilities within the proposed development in this application.	
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.	Non-compliant: There has been no consideration of the NET extension within this application.	

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.	Partially compliant: Access for bus service provision within the development has been considered. However, linking bus services to the station/tram interchange has not. Also, the primary street through the development terminates at its northern boundary with no bus turning point included. It would be undesirable for bus routes to permeate narrower secondary and tertiary streets within the proposed development.	
3. Development which preserves or enhances bus services within and through the Area will be supported.	Partially compliant: As per the above comments.	
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).	Partially compliant: On plot car parking (complying with NCC standards) is to be considered as part of a Reserved Matters application, therefore full compliance cannot be assessed at this stage. However, the mention of dwellings with shared driveways is not ideal, with the potential for neighbour disputes that this could create. The Transport Assessment states all dwellings will have EV charging, but this is at odds with the Design & Access Statement which says the majority of dwellings. This needs to be clarified. As above, secure cycle parking is not mentioned.	
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.	Partially compliant: The Travel Plan mentions the current car club at the NET P&R site, but does not include anything on-site. Demand responsive public transport is not included within the Transport Assessment or Travel Plan, this should be reviewed.	
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'.	Partially compliant: The proposal includes 30% affordable homes, however it doesn't state whether this will be a mix of affordable to buy and to rent, therefore clarification is required. There is insufficient detail to fully assess compliance at this stage.	

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.	Non-compliant: There is no detail in order to determine the mix or tenure of the accommodation. The Neighbourhood Area has an excess of 4+ bedroom houses and a high percentage of under occupied homes. This is made worse by the fact that many planning applications are to increase the number of rooms in existing homes, either by extending a 3/4 bedroom home or converting bungalows to 4/5 bedroom houses. Developments in the Area should seek to address this by allowing people to "rightsize" which includes downsizing from a 4+ bedroom home. Many of the people who would downsize are owner-occupiers and therefore would require a 1 or 2 bedroom 'Market' home. The number of Affordable Homes provided in other development proposals needs to be considered. The figures for the housing mix in "Toton East" (25/00255) has only 12% two bedroom 'Market' homes, and "Toton North (25/00306) is likely to provide still fewer two bedroom 'Market' homes (see separate representations to 25/00306). This application (25/00371) should include sufficient 2/3 bedroom 'Market' homes, including bungalows, to allow people to downsize whilst remaining in the locality.	
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:	Non-compliant: Neither BREEAM nor Home Quality Mark standards have been considered.	

A. Energy Efficient design & heating;	Non-compliant: The Energy Statement Section 7.5 Heatpumps: No consideration is given to Air to Air heatpumps which can provide both heating and cooling and are more efficient than water systems (even with underfloor application). Air Source Heatpumps are proposed: Ground Source heatpumps (despite their better and more reliable CoP) appear to have been dismissed because "GSHPs require significantly more space to install heating coils, either in trenches or bore holes. This is often not viable within the boundary conditions of a development, nor the space constraints of an urban or suburban dwelling". Heating coils can be installed at the same time as roads, drainage and other groundworks. Construction should include Ground Source Heatpumps with shared ground source loops installed during construction. Loop installation at the same time as drainage/roadways could also provide waste water heat extraction. The lower reliability of ASHPs (because of the additional moving parts) and noise (from the fans) has not been considered in the Acoustics Planning report. New builds should have both the highest thermal performance, effective heating systems and sources of renewable energy. Renewable energy not required by the building (due to its high thermal performance) can be exported to other local energy users. Energy Statement Section 4 1st paragraph: The phrase "replacing mechanical or electrical components on a continual basis" is disingenuous. All equipment (white goods, gas boilers, window frames, gutters,...) need maintenance, heatpumps, inverters, etc. are no different. Energy Statement Section 5 Table: Why are heating controls proposed only for areas over 150sqm? Energy Statement Section 7.5 Proposal: The phrase "Coupled with Solar PV heatpumps can lead to a zero net energy" is mendacious, heatpumps are most required when Solar PV is generating the minimum energy. The combination of heatpumps and Solar PV increases the annual variation in electricity demand.	
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B. Community Power;	Non-compliant: The Energy Statement only requires the generation of 785kWp generation and assumes that these will be provided on some East/West facing roofs. All roofs should be equipped with Solar PV on at least 40% of the roof with Batteries to provide a Community Energy System with even handed provision of Solar PV on 100% of homes (not up to 420 as stated). Excess energy can be stored in communal batteries or exported to the National Grid. The Energy Statement suggests most domestic systems are between 1.5 & 2kWp, most domestic systems are 4+kWp. Energy Statement - Solar Panels have a warranty period of 25 years and last significantly longer than this. Similarly Inverters have a lifetime longer than 10 years. Central Government have further recently stated that it is their intention to require all new homes are equipped with Solar PV and associated infrastructure.	
C. Efficient use of potable water.	Non-compliant: Efficient Use of Potable Water has not been included within this proposal. If water efficient fittings are to be included, how will this position be maintained when householders modify their systems? The inclusion of Rainwater and Greywater recycling has not been included within the development. Households should not be flushing toilets, washing vehicles or watering gardens with potable (drinking) water.	
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.	Non-compliant: This is not mentioned within this application, therefore there is insufficient information to assess compliance at this stage.	
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.	Non-compliant: There are no designs included at this stage, however no indication of the use of MMC is included in any document that would reduce the timescale to complete the development construction. The designs that were included for "Toton East" (25/00255) were for traditional build and do not use any form of MMC, which should be reconsidered for all the development proposals.	
URB01 – Amenity Space & Privacy		
1. Developments of 10 or more homes should have access to private amenity space, which can include:		

A. balconies;	Non-compliant: No designs or heights of dwellings have been included, therefore whether balconies have been included or are necessary is undetermined.	
B. front/rear gardens;	Compliant: The Design & Access Statement mentions private gardens.	
C. communal space.	Non-Compliant: The amount of communal space included within the area for housing is insufficient. ANGSt recommends 2.00ha natural or semi-natural areas per 1000 population and NSALG recommends 0.22ha allotments. No allotments have been planned. Fields in Trust recommend 1.6ha for outdoor sports and 0.25ha of Children/Youth Play area per 100 population. There are no outdoor sports facilities within this proposal.	
2. Residential development should ensure privacy by:		
A. avoiding development significantly taller than surrounding development;	Non-compliant: Insufficient Information to determine.	
B. designing to avoid direct overlooking between properties.	Non-compliant: Insufficient Information to determine.	
URB02 – Minimising Crime		
1. Developments should be designed to minimise crime, including by:	Non-compliant: Insufficient Information to determine.	
A. promoting natural surveillance of streets and spaces from buildings;	Non-compliant: Insufficient Information to determine.	
B. avoiding blank frontages and other spaces perceived to be 'leftover' or 'dead';	Non-compliant: Insufficient Information to determine.	
C. making entrances and exits to buildings clearly overlooked.	Non-compliant: Insufficient Information to determine.	
2. Development that contributes to crime reduction through clear separation of public and private spaces, in line with URB01 will be supported.	Non-compliant: Insufficient Information to determine.	
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.	Non-compliant: Insufficient Information to determine.	

2. On- or off-street parking provision should include cycle parking and electric vehicle charging points.	Partially compliant: As noted above under INF04 (1), on plot car parking (complying with NCC standards) is to be considered as part of a Reserved Matters application, therefore full compliance cannot be assessed at this stage. However, the mention of dwellings with shared driveways is not ideal, with the potential for neighbour disputes that this could create. The Transport Assessment states all dwellings will have EV charging, but this is at odds with the Design & Access Statement which says the majority of dwellings. This needs to be clarified. Also, secure cycle parking is not mentioned.	
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.	Non-compliant: Insufficient Information to determine.	
2. Innovative & creative design will be supported where it complements the existing context and:	Non-compliant: Insufficient Information to determine.	
A. complements the existing townscape in close vicinity;	Non-compliant: Insufficient Information to determine.	
B. is visually attractive and compatible with the surrounding area and includes screening where necessary;	Non-compliant: Insufficient Information to determine.	
C. is of a scale, design and finish appropriate to its setting, particularly where it can be viewed from high ground.	Non-compliant: Insufficient Information to determine.	
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.	Non-compliant: Insufficient Information to determine.	
4. Development, through its form, massing and layout, should maximise accessibility to, and enjoyment of, Green Infrastructure (see also ENV01 and ENV03).	Non-compliant: See also comments under ENV01 and ENV03 above.	
5. Where appropriate, development will also be supported where it:		
A. makes efficient use of land;	Non-compliant: Insufficient Information to determine.	
B. retains original street furniture of a historical nature (see also LHC02);	N/A	
C. provides attractive and active frontages to maximise vitality and viability;	Non-compliant: Insufficient Information to determine.	

D. provides adequate space and accessibility for waste and recycling collection;	Non-compliant: Insufficient Information to determine.	
E. includes features to support biodiversity such as roof gardens, green walls [I] and green/ brown roofs [I];	Non-compliant: Insufficient Information to determine.	
F. incorporates sensitive and responsive lighting to minimise light pollution;	Non-compliant: Insufficient Information to determine.	
G. includes the provision of public art.	Non-compliant: Insufficient Information to determine.	
URB05 - Strategic Location for Growth, West of Toton Lane		
1. Routes to, and possible location for, the Toton transport interchange must be safeguarded.	Non-compliant: The illustrative masterplan does not indicate that the route is 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:	Non-compliant: The application does not include any employment, but rather suggests that this is part of the "wider development" without requiring any contribution from this proposal, nor from the same applicants other planning submissions i.e. 25/00255 and 25/00306!	
A. predominantly business uses, but also residential and local retail opportunities;	Non-compliant: The proposal is entirely residential.	
B. facilities for daytime and evening use.	Non-compliant: No facilities are included.	
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;	Non-compliant: Insufficient Information to determine.	
B. parking for residential and commercial use underneath the buildings, with on-street parking minimised;	Non-compliant: Insufficient Information to determine and the proposal is entirely residential.	
C. combined buildings with commercial offices and apartments integrated in a single structure.	Non-compliant: Insufficient Information to determine and the proposal is entirely residential.	
4. Development of the Strategic Location for Growth should take account of impacts on existing residential areas.	Partially compliant: Impact of the proposed development has been considered for the existing residential properties abutting the southern boundary of the site. However, there is insufficient detail to fully determine at this stage	
URB06 – Infill Development	N/A	

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.	N/A	
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.	Non-compliant: This proposal does not include a Local Centre. This should be remedied and an impact assessment provided. The Forum is concerned that the scale of the proposed Local Centre (0.35ha) in "Toton North" (25/00306) will be insufficient to serve "Toton East", "Toton North" and "Toton West" for the increased population from these developments totalling circa 1,500 new dwellings. Suggesting that this, and other facilities, will be provided as part of the "wider development" without requiring any contribution from this proposal is disingenuous.	
2. The Chetwynd Barracks local centre should include retail, employment, with incorporated residential dwellings, and:	N/A	
A. be located adjacent to the Memorial Gardens;	N/A	
B. include a plaza or public space for open air events, markets and community use;	N/A	
C. be in close proximity to the proposed medical centre and primary school;	N/A	
D. have car parking, and access for delivery vehicles to shops and office premises, located behind buildings fronting the plaza or public space;	N/A	
E. be designed to enhance and respect the heritage and setting of the Memorial Gardens and Grade II listed Memorial.	N/A	
3. The local centre within the Strategic Location for Growth, West of Toton Lane should:	Non-compliant: See comments under LHC01 (1) above.	
A. include a plaza or public space for open air events, markets and community use;	Non-compliant	
B. have car parking, and access for delivery vehicles to shops and office premises, located behind buildings fronting the plaza or public space.	Non-compliant	
LHC02 – Heritage Assets	N/A	

1. Development of the Barracks should conserve its heritage value.	N/A	
2. Development which causes harm to non-designated heritage assets will not be supported.	N/A	
3. Consideration should be given to the recording of any heritage asset which is lost.	N/A	
LHC03 – Heritage Trail	N/A	
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.	N/A	
LHC04 – Secondary Education		
1. The expansion of the George Spencer Academy to meet the additional demand for school places would be supported.	Non-compliant: Should be included within this proposal. The increased number of residents will result in the requirement for additional secondary education, which is not considered in this planning application.	
LHC05 - Primary Education and Medical Facilities		
1. Provision of new primary schools and new medical facilities (to meet increased demand) will be supported.	Non-compliant: Should be included within the proposal. The increased number of residents will result in the requirement for additional healthcare provision, nursery & primary education, which is not considered in this planning application.	
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:	Non-compliant: Should be included within the proposal.	
A. No significant adverse impact on local amenity, and residential areas;	Non-compliant: The increased number of residents will require additional leisure facilities which is not considered in this planning application. The significantly large increase in population from this proposal, and from "Toton North" (25/00306) and "Toton East" (25/00255), is unlikely to be catered for by Bramcote and Chilwell leisure centres alone, which in any case are some distance from all three sites. An impact assessment should be carried out to determine the capacity of both existing leisure centres to cope with this increased demand, and from the other proposed developments within the SLG and Chetwynd Barracks.	

B. Being in a location accessible by public transport and active travel links.	Non-compliant: Should be included within the proposal as the site is located in close proximity to Toton tram terminus and active travel routes. A new leisure centre could be situated in any one of "Toton West" (25/00371), "Toton North" (25/00306) or "Toton East" (25/00255).	
LHC07 - Sports Field and Pavilion	N/A	
1. Proposals to retain and upgrade the sports pavilion and playing fields to the south-east of the Barracks will be supported.	N/A	
LHC08 - Provision of Allotments		
1. The provision of allotments and communal gardens within easy walking distances of new homes will be supported.	Non-compliant: Should be included within this proposal. Allotments and communal gardens have not been considered in this planning application.	
2. The provision of 2 x 250m2 allotments per 100 homes will be supported.	Non-compliant: No allotments are provided in this or any related application. This development of 420 dwellings should provide 8 allotments of 250m2 each or 2,000m2 in total.	
EMP01 – Strategic Location for Growth Business Zone		
1. Proposals for office buildings that provide significant numbers of jobs will be supported.	Non-compliant: This policy applies to both the Toton South ("Toton West") and Toton North Character Areas, and this application is therefore required to contribute to the 32,000sqm employment required by the draft GNSP.	
2. Developments comprising mixed-use buildings that incorporate both commercial and residential uses will also be supported.	Non-compliant: This policy applies to both the Toton South ("Toton West") and Toton North Character Areas, and this application is therefore required to contribute to the at least 18,000sqm of employment space required by the P2LP (rising to 32,000sqm within the draft GNSP).	
EMP02 – Chetwynd Barracks Business Zone	N/A	
1. Development of commercial uses on Chetwynd Barracks should first seek to reuse existing buildings where feasible and viable.	N/A	
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.	N/A	
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.	N/A	

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.	Non-compliant: A 'Centre of Excellence' could be located within the Strategic Location for Growth Business Zone, and should be considered within the proposals as part of the employment opportunities required as per EMP01.	
CTTC Neighbourhood Plan Aspiration		RAG Rating
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.	Non-compliant: The aspiration here is to provide a green corridor which extends the existing Erewash Valley Trail through the newly designated Local Green Spaces of Hobgoblin Wood and the Chetwynd Barracks Memorial Garden in a loop which eventually would take one to Attenborough Nature Reserve SSSI. See Figure 13.2 of the CTTC NP. Although indicative, these green corridors are the aspirations of the local community. Setting aside space at the southern boundary and using this to enhance the present woodland would increase the BNG of the Site and would be seen very positively by the local community.	
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.	N/A	
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.	Non-compliant: Insufficient energy capture and no energy storage or 'microgrid' to enable peer to peer energy selling is proposed within this OPA.	

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.	Non-compliant: There is no mention of the use of MMC within the proposal, and therefore the opportunity to become an exemplar development has been missed unless this is rectified.	
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.	N/A	
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).	N/A	
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.	Partially compliant: The existing power lines are intended to be routed underground within the development, but there is no indication as to the internal route or for necessary enhancements to the electricity substation & the planned battery storage facility that will be in close proximity to the site. There is no indication of the route or the width of the protection zone for the cables, and its implication for the development, especially if the cables can't be placed underground.	