

Planning Statement for an Outline Planning Application for the construction of a residential development of up to 420 residential dwellings and associated open space and infrastructure.

Land West of Stapleford Lane, Toton (Toton West).

On behalf of Bloor Homes

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Document Management.

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1. Introduction

- 1.1. This statement is submitted in support of an outline planning application being made at Land West of Stapleford Road, Toton for the construction of up to 420 dwellings including associated open space and infrastructure by Bloor Homes.
- 1.2. The application seeks to deliver up to 420 dwellings on a site which forms part of the allocation detailed within Broxtowe Borough Council's Part 2 Local Plan Policy 3.2: Land in the vicinity of the HS2 Station at Toton (Strategic Location for Growth).
- 1.3. This planning application is one of three planning applications for residential development that will comprehensively addresses growth in the Toton area when considered against the requirements of the Local Plan Part 2 Policy 3.2.
 - Parameter Plan
 - Concept Masterplan
 - Access Drawings
 - Design and Access Statement prepared by Pegasus.
 - Environmental Statement covering matters of:
 - Chapter 1 Introduction.
 - Chapter 2 Assessment Scope and Methodology.
 - Chapter 3 The Site.
 - Chapter 4 Proposed Development and Alternatives.
 - Chapter 5 Socioeconomics and Health;
 - Health Impact Assessment
 - Chapter 6 Landscape and Visual Amenity.
 - Chapter 7 Biodiversity.
 - Biodiversity Net Gain Statement
 - Arboricultural Impact Assessment
 - Chapter 8 Cultural Heritage
 - Chapter 9 Transport and Access –
 - Transport Assessment
 - Framework Travel Plan

- Chapter 10 Air Quality.
- Chapter 11 Noise and Vibration.
- Chapter 12 Flood Risk and Drainage
 - Flood Risk Assessment
 - Drainage Strategy
- Chapter 13 Contaminated Land / Ground Conditions.
 - Phase 1 Ground Assessment
- Chapter 14 Soils and Agricultural Land.
- Chapter 15 Climate Change.
- Chapter 16 Lighting; and
- Chapter 17 Summary.
- Statement of Community Engagement prepared by Pegasus Group.
- Sustainability / Energy Report by Briary Energy

- 1.4. The purpose of this planning statement and supporting documents is to demonstrate that the proposed development is acceptable in planning terms.
- 1.5. This statement begins with a description of the site and the surrounding area and goes on to provide reference of relevant planning history, a review of community engagement undertaken and the provision of a more detailed description of the proposed development. The statement continues with a review of relevant planning policy guidance followed by an assessment of the proposed development having regard to the development plan and other material considerations. Particular attention is paid to the need to achieve sustainable development, through planning for environmental, social and economic gains as set out in the National Planning Policy Framework (the Framework). The Statement goes on to identify draft S106 Heads of Terms.
- 1.6. In accordance with section 38(6) of the Planning and Compulsory Purchase Act (2004) and the presumption in favour of sustainable development, the application proposals accord with the development plan and should therefore be approved without delay.

2. Site and the Surrounding area

- 2.1. The Site is allocated for mixed-use development within Broxtowe Borough Council's (BBC) Local Plan Part 2 and extends to approximately 18.96 hectares (ha). Situated within the administrative area of BBC, the Site is located to the west of the B6003 Stapleford Lane, which leads northwards, and southwards, towards the suburbs of Stapleford, and Toton, respectively.
- 2.2. The majority of the northern extent of the Site is bound by hedgerow, beyond which are further field parcels in arable agricultural use. The north-eastern extent of the Site is bound by well-established trees and hedgerow, with an electricity transmission substation beyond. A series of electricity pylons and associated overhead lines traverse the Site in an approximate north-east to south-west direction, from the electricity transmission substation.
- 2.3. The east of the Site is adjoined by the B6003 Stapleford Lane, beyond which is the Land at Toton East site for which a planning application has been submitted (ref: 25/00255/FUL) by the Applicant (in conjunction with Peveril Securities Ltd).
- 2.4. To the south, the Site is bound by sporadic hedgerow and tree line, beyond which are gardens and existing residential dwellings associated with the suburb of Toton. The south-western most extent of the Site is adjoined by Toton Fields Local Nature Reserve (LNR).
- 2.5. Finally, the west of the Site is bound by the Toton Sidings Local Wildlife Site (LWS), beyond which lies the DB Toton Cargo Railway Terminus.
- 2.6. The George Spencer Academy is located 500m to the north-west of the Site, within the suburb of Stapleford. The Bispham Drive Junior School is located 525m to the south-west of the Site.
- 2.7. The Site is accessed from Stapleford Lane.
- 2.8. There are no statutory designated sites for nature conservation on or immediately adjoining the Site. Furthermore, there are no internationally designated sites within 20km of the Site.
- 2.9. A number of nationally designated sites for nature conservation are located within 5km of the Site. There are no statutory designated sites for nature conservation on or immediately adjoining the Site. Furthermore, there are no internationally designated sites within 20km of the Site.
- 2.10. A number of nationally designated sites for nature conservation are located within 2km of the Site. Those closest to the Site are set out below:
 - Toton Fields Local Nature Reserve (LNR), adjacent to the south-west of the Site;
 - Manor Farm Long Eaton LNR, 1.2km to the south of the Site;
 - Stony Clouds LNR, 1.9km to the north north-west; and
 - Fox Covert LNR, 1.9km to the south.

- 2.11. Six non-statutory sites for nature conservation are located within 1km of the Site:
- Toton Sidings LWS, adjacent to the west;
 - Toton Sidings Fishing Pond LWS, 450m to the north-west;
 - Toton Sidings Grassland and Scrub LWS, 450m to the south-west;
 - Toton Sidings Riverside LWS, 460m to the south-west;
 - Toton Erewash Canal LWS, 900m to the south; and
 - Toton Erewash Grassland LWS, 1km to the south.
- 2.12. One Tree Preservation Order (TPO) is located in the vicinity of the Site:
- TOT/06 which covers a row of lime trees along most extent of the eastern boundary of the Site.
- 2.13. The Site is not located within a conservation area. The closest conservation area is the Sandiacre conservation area, 500m to the north-west of the Site. Furthermore, the Sandiacre Canal Side conservation area is located 1.2km to the north-west of the Site.
- 2.14. There are no World Heritage Sites (WHS) within 10km of the Site. The closest WHS is Derwent Valley Mills WHS (Historic England (HE) ref: 1000100), 13km to the west of the Site.
- 2.15. There are no Scheduled Monuments located within 1km of the Site. The closest Scheduled Monument is 'Lock Up and Pinfold' (National Heritage List for England (NHLE) ref: 1007042), located 1.6km to the north-west of the Site.
- 2.16. There are no Registered Parks and Gardens (RPGs) located within 1km of the Site. The closest RPG is Clifton Park RPG (NHLE ref: 1001692), 4km to the east south-east of the Site.
- 2.17. There are no listed buildings on or immediately adjacent to the Site. A number of listed buildings are located within the vicinity of the Site, the closest being Grade II listed buildings as set out below:
- Lock Keeper's Cottage and Attached Outbuilding at Sandiacre Lock (NHLE ref: 1204239), 500m to the west;
 - Bridge at Sandiacre Lock (HE ref: 1087974), 480m to the west;
 - Beech House at Sandiacre Lock (HE ref: 1281294), 530m to the west;
 - Sandiacre Lock (HE ref: 1087973), 500m to the west;
 - Lock at SK 484 351 (HE ref: 1204172), 655m to the west south-west;
 - Canal Bridge at SK 484 351 (HE ref: 1087968), 660m to the west south-west;
 - Railings to Highfield Infant and Junior Schools (HE ref: 1087938), 820m to the south-west;

- Hall to South East of Highfield Infant School (HE ref: 1334862), 850m to the south-west;
- Highfield Infants School (HE ref: 1087936), 850m to the south-west;
- Hall to North of Highfield Junior School (HE ref: 1087937), 890m to the south-west;
- Highfield Junior School (HE ref: 1334861), 895m to the south-west; and
- Memorial to Workers of National Filling Factory No. 6, Chilwell (HE ref: 1263868), 1.2km to the east south-east.

2.18. One Public Right of Way (PRoW) Footpath 'Beeston FPI7' runs adjacent to the northern and south-western boundary of the site, connecting these routes together via crossing the western parcel of the Site. This PRoW also provides a connection to the PRoW Beeston BW27 (bridleway), leading eastward towards Beeston.

2.19. The western boundary of the Site is parallel to two PRoW Bridleways 'Beeston BW125' and 'Beeston BW127', which run within the Toton Sidings LWS. The PRoW Beeston BW125 splits to form Beeston BW126,.

2.20. The entirety of the Site is located within National Character Area (NCA) 69: Trent Valley Washlands . The key characteristics of Trent Valley Washlands NCA are set out below:

- *"Distinctly narrow, linear and low-lying landscape largely comprised of the flat flood plains and gravel terraces of the rivers and defined at its edges by higher ground;*
- *Geology dominated by superficial alluvium and gravel river terrace deposits underpins the contrast in arable and pastoral agricultural use, arable crops predominating on the free-draining soils of the river terraces, with grassland more commonly located along the alluvial river flood plains where soils are subject to frequent flooding or are naturally wet;*
- *Flood plain pastoral areas where riverside pastures are subdivided by thick, full hedgerows with some trees contrast with arable areas with larger fields divided by low, small hedgerows with few trees;*
- *Limited tree cover, but local concentrations give the impression of a well timbered landscape in many places. Riparian trees, especially willows, provide an important component;*
- *A landscape strongly defined by its rivers and their flood plains with the extensive canal network adding significantly to the watery character and providing major recreational assets for the area;*
- *Diverse range of wetland habitats supporting notable species such as spined loach and bullhead fish, otter, water vole, white-clawed crayfish, shoveler, bittern, lapwing, snipe and redshank;*
- *Rich history of human settlement and activity reflected in the archaeology and historic buildings with a particular focus on river crossing points and the gravel terraces, as well as being significant for early Christianity in the Midlands, and later for its canal and brewing heritage;*

- *Settlement pattern heavily influenced by flood risk, confining villages to the gravel river terraces and to rising ground at the edges of the flood plains. Traditional buildings are characteristically of red brick and clay plain tile with earlier timber frame and grander dwellings and churches typically built from sandstone. Red brick and Welsh slate of 19th- and early 20th-century urban expansion prominent in larger settlements along with modern housing and development;*
- *A landscape heavily used as transport and communication corridors along the rivers and canals, for major roads and railways, and for power lines; and*
- *A landscape marked by extensive sand and gravel extraction, power stations and prominent urban-edge industrial and commercial development”.*

- 2.21. The UK Government Flood Map for Planning service confirms that the vast majority of the Site is located within Flood Zone 1 (<0.1% chance of flooding from rivers or sea in any given year). A very small proportion of the north-western-most extent of the Site adjoins an area of Flood Zone 2 (0.1 – 1% chance of flooding from rivers or sea in any given year), associated with the River Erewash, no development is proposed in this area. The vast majority of the Site is at no risk of surface water flooding; save for a ribbon comprising low-to-high risk of surface water flooding located for the most part on the northern boundary of the Site, which then traverses the western parcel of the Site, associated with the watercourse in the same location.
- 2.22. The Site is not located within a Source Protection Zone (SPZ) which are designated for the purposes of safeguarding drinking water quality. The nearest SPZ is located 770m to the north of the Site, comprising Zone III ‘total catchment’ status.
- 2.23. The Site is not underlain, or in proximity to, a historic landfill site.
- 2.24. The Site is not located within a coal mining reporting area.
- 2.25. The Site is not located within an Air Quality Management Area (AQMA). The nearest AQMA is ‘AQMA No.2’, located 3.5km to the east of the Site and was declared by Nottingham City Council in 2002 for annual exceedances in the mean NO₂ objective, with the source attributed to pollution from road traffic.
- 2.26. Detailed Agricultural Land Classification (ALC) work has been performed on the Site and is available to view on the DEFRA’s ALC mapping service. The desk study found the Site to comprise a mixture of permeable and slowly permeable soils. These soils give land that is of Best and Most Versatile (BMV) quality, comprising Grade 2 and Subgrade 3a ALC land. Lower quality Subgrade 3b land is also present on the Site. Non-agricultural land comprising a concrete pad is also present on the Site. The approximate ALC grading of the Site is set out below:
- **Grade 2** – 0.8 ha (4% of the Site area);
 - **Subgrade 3a** – 0.9 ha (5% of the Site area);
 - **Subgrade 3b** – 16.8 ha (89% of the Site area); and
 - **Non agricultural** – 0.4 ha (2% of the Site area).



- 2.27. The work performed on the Site confirms that the Site is majority Grade 3b land, which is not considered to be Best and Most Versatile (BMV) land.

3. Relevant Planning History

- 3.1. In 2016 Broxtowe Borough Council approved a planning application (under planning application reference 12/00585/OUT) for the development of a Site (including part of the application) for a maximum of 500 dwellings, that included a convenience store and two retail outlets; a subsequent Reserved Matters application (under planning application reference 17/00499/REM) was approved in 2018 for the erection of 282 dwellings and supporting infrastructure (to the north of the application site). The Reserved Matters application under 17/00499/REM adjoins the north and east of the Site and was implemented through the construction of a small area of tarmac representing part of the access into the site.
- 3.2. The site has subsequently been sold by the previous owners and is now under the control of Nottinghamshire County Council.
- 3.3. The proposed development is allocated in Broxtowe Borough Council Local Plan Part 2, the site forms part of the allocation specified at Policy 3.2: Land in the vicinity of the HS2 Station at Toton (Strategic Location for Growth). The policy requirements are set out in Paragraph 6.27 below.

4. Pre-Application Engagement

- 4.1. As part of the preparation of the planning application public consultation has been undertaken. The supporting Statement of Community Involvement provides a full overview of activities taken to date and goes beyond the Council's requirement for pre-submission consultation.

Public Engagement

Website

- 4.2. In order to publicise the consultation process and provide easily accessible information regarding the proposal, a website was created and circulated. <http://www.totonwest.co.uk>. The website went live on the 7th March 2025 and provided written information regarding details of the proposed development at Toton West. Also included was a site location plan and an illustrative masterplan of the site.
- 4.3. The website provided users with an introduction to the site, where it is located, key information about the proposal and a section detailing how residents can make their views about the development known.
- 4.4. The consultation period ran from the 3rd March–17th March 2025, however, any comments received after this period have still been considered.

Leaflet

- 4.5. A leaflet was designed and distributed to 1,194 residents within the vicinity of the site.
- 4.6. The leaflet was designed to provide information about the proposal, the details of the website, an explanation of the development process, and an explanation of the need for development and two methods (via the website or to a postal address) for residents to make their views on the proposals known.
- 4.7. Included in the leaflet design was an address for postal responses to be made to the planning agent to collect the comments on the proposed development to assist with the preparation of this document.
- 4.8. A total of 185 responses were received during the consultation period, 2 responses of support were received with a focus on support for affordable housing delivery and incentivised housing purchase support.

Key Issues

- 4.9. 4 the key issues and points raised are detailed below. Responses are provided and identifies as to how the development responds to the key issues raised. The focus of the responses are to the negative comments received, the reader should note that some in principle support for development has been received.

Housing

- Too many houses proposed

The proposed development delivers a quantum of dwellings that sits within the policy requirement detailed in Local Plan Part 2 Policy 3.2: Land in the vicinity of the HS2 Station at Toton (Strategic Location for Growth) that identifies an overall requirement of up to 3,000 dwellings in total.

- Proximity to existing dwellings

The proximity of existing dwellings has been a key consideration in the formulation of the Masterplan for the site. A minimum set back distance of 9 metres is currently proposed between the site boundary and edge of the built form parameter. This gap consists of existing trees and hedgerows, a proposed landscape buffer and a shared pedestrian and cycling route.

- Other suitable brownfield sites available

The proposed site is allocated for development via Local Plan Part 2 Policy 3.2: Land in the vicinity of the HS2 Station at Toton (Strategic Location for Growth). The principle of development in this location has been established.

- No breakdown of housing mix

The proposed development at this time is in outline form. The application will establish a maximum quantum of dwellings and a percentage of affordable housing. It is proposed that a policy compliant 30% of affordable housing will be delivered as part of the development. The future housing mix will be determined at the consideration of future reserved matters and will consider local housing needs.

- Inclusion of street trees would be welcomed

The proposed Illustrative identifies the provision of street trees along the primary route through the site, this approach is in accordance with National Planning Policy Framework Paragraph 136.

Transport

- Road infrastructure needs improving in respect to highways capacity

The proposed development will contribute to off-site highways capacity improvements via a S106 contributions or improvements delivered by S278 agreement. The development forms part of a wider comprehensive development that is due to deliver the Toton Link Road which seek to address the capacity issue in the area and provide access into the Chetwynd Barracks development site.

- Transport Options are poor

The proposed development will deliver significant improvements to both pedestrian and cycle links, whilst providing clear link to the nearby Toton Lane Tram Stop. Further to this the site is ideally located for journeys onto the strategic road network via the A52 and the M1.

Facilities and Services

- Local Infrastructure not ready for additional housing

The proposed development will contribute financially to facilitate appropriate provision and or enhancement where necessary to meet the needs of the development proposed as part of as Section 106 agreement. It is also noted that local infrastructure improvements are also proposed to come forward as part of the development of the wider allocation.

Other Comments

- Availability of Green Land is dwindling

The proposed site is allocated for development via Local Plan Part 2 Policy 3.2: Land in the vicinity of the HS2 Station at Toton (Strategic Location for Growth). The principle of development in this location has been established. This site is not a windfall site and has formed part of the Council's development strategy for a number of years with the intention of the site being brought forward for residential development.

- Where is the employment land

Employment land is identified to come forward as part of Local Plan Part 2 Policy 3.2: Land in the vicinity of the HS2 Station at Toton (Strategic Location for Growth). The policy does not identify this site for the employment element. It is envisaged that employment will be delivered as part of the wider allocation to the west of Stapleford Lane within Nottinghamshire County Council ownership.

- PROW must be maintained

The existing Public Rights of Way will continue to be prevalent within the development. Further to this new provision (pedestrian and cycling) is also proposed that will provide connectivity within the site and provide connection in to neighbouring Toton and provide linkages to the Toton Land Tram Station.

- 4.10. Following the public consultation, no changes have been made to the illustrative layout that was published at the time of consultation. Main issues relate to the general principle of the development, the site in the context of the wider allocation, infrastructure provision or detailed matters that will be subject to future reserved matters applications further to this outline planning application.

5. Development Proposals

5.1. The Applicant seeks outline planning permission for the following description of development:

“For the construction of a residential development of up to 420 residential dwellings and associated open space and infrastructure”

5.2. Details of the Proposed Development are provided below with further information contained with the Design and Access Statement (DAS) accompanying this planning application.

Land Use

5.3. The Proposed Development would provide a mix of land uses which are set out in the following sections. The quantum of each land use proposed is provided in **Table 1** below.

Table 1 Land Use

Land Use	Quantum / Description
Built Form over c. 13.23 ha	Up to 420 residential dwellings with varying heights, categorised as 9.5m and 13m maximum height Above Finished Floor Level (AFFL).
	Streets and public realm, including hardstanding and incidental open space.
Landscape / Green Infrastructure over c. 7.72 ha.	Open space including amenity green space, retained vegetation, proposed landscape planting, drainage areas and approximate location of play space and SuDS feature.
Access and Movement	Including one vehicular point of access into the Site. The PRow crossing the Site will be retained and incorporated as part of the Proposed Development. An indicative pedestrian and cycle connection is shown.

Residential

5.4. The Proposed Development will provide up to 420 residential dwellings across the majority of the Site as shown on **Figure 4.1.** The Proposed Development will provide a mix of dwelling sizes, and up to 126 dwellings will be provided as affordable housing (30%).

5.5. The majority of the Proposed Development will comprise majority 2-storey dwellings (with a maximum height of 13m AFFL), with 2.5 and 3-storey buildings focused around the access point from the B6003 Stapleford Lane, in addition to the central areas of the Site to create focal points and variety in the street scene. Further information is provided within the DAS that supports the planning application.

5.6. The majority of the Proposed Development will comprise two-storey dwellings, however the current house types proposed also include 3 dwellings at 1.5 storey, 9 dwellings at 2.5 storey and 2 dwellings at 3 storey.

Green Infrastructure

- 5.7. The Proposed Development includes approximately 7.72 ha of 'open space', which will be formed by elements such as proposed landscaping, public open space, drainage areas, an approximate location for a play space, a pedestrian and cycle link, plot access (e.g., shared private drives) and landscaping buffers.
- 5.8. The landscape strategy seeks to retain the pattern and structure created by the existing field boundaries around the periphery of, and within, the Site. The public open space comprising the Proposed Development includes a Locally Equipped Area of Play (LEAP), natural play spaces, surface water attenuation and structural landscaping.

Vehicle Access and Circulation and Pedestrian / Cycleway Provision

- 5.9. Vehicular access to the Proposed Development would be via a new signal-controlled crossroads junction on the B6003 Stapleford Lane to the east of the Site, leading to a primary street that permeates the west and north of the Site, leading to streets and lanes to access the new development plots. The primary street will include for continuous footways on both sides of the carriageway. A 3m wide route has been provided to enable a two-way cycle track. The cycle track will be continued along the southern side of the primary street to a point located on the northern boundary of the Site. **Figure 4.2** illustrates the potential location.
- 5.10. Car parking across the Proposed Development will comply with BBC's current parking standards and include on plot spaces.
- 5.11. The Proposed Development seeks to retain and enhance the PRow on the Site. Further information on this PRow and how it connects to the wider area is set out in Appendix 9.1 of this ES.

Surface Water Drainage

- 5.12. An outline drainage strategy has been presented which will be refined at the detailed design stages. A drainage basin is proposed in the north-western area of the Site. The basin is located in the lowest area of the Site and will be gravity fed as far as possible, therefore mimicking the existing drainage scenario. The runoff will be restricted to the equivalent greenfield runoff rate plus +40% climate change allowance to ensure no increased rate of release to the surface water outfall.
- 5.13. Further information regarding the proposed drainage strategy is provided within the Flood Risk Assessment and Drainage Strategy at **Appendix 12.1** and **Appendix 12.2** of this ES.

Service Infrastructure / Utilities

- 5.14. Discussions are currently ongoing with the statutory undertakers in relation to the provision of the necessary services. In order to facilitate these connections, it is envisaged that this will require the laying of pipework / cables within trenches to the relevant point of connections. Once in position the equipment will not be visible. Details of the outline foul water drainage strategy are discussed in **Chapter 12: Flood Risk and Drainage** of this ES.

- 5.15. Consideration to the impacts of provision of these services has been given, where necessary and to the appropriate detail at this stage, within this ES.

Lighting

- 5.16. The Lighting Strategy for the Proposed Development will be guided by good practice and is set out in detail within **Appendix 16.1 'Lighting Strategy'** of this ES. The Lighting Strategy outlines a sustainable approach for the proposed lighting for the purpose of safety, security, wayfinding and amenity. **Appendix 16.1** sets out a minimally obtrusive approach to the lighting of the Proposed Development, whilst ensuring it is necessary and considers the sensitivity of nearby human, environmental and ecological receptors.
- 5.17. Luminaires will distribute light downwards only, to reduce the potential for light spill onto the boundaries surrounding the buildings and upwards towards the sky.
- 5.18. Further details on the Lighting Strategy for the Proposed Development can be found at Appendix 16.1 'Lighting Strategy'.

6. Relevant Planning Policy and Guidance

The Development Plan

- 6.1. This section sets out the key national and local planning policies which are material to the determination of this application.

The Development Plan

- 6.2. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that proposals be determined in accordance with the development plan unless material considerations indicate otherwise.
- 6.3. The development plan comprises of the adopted Broxtowe, Gedling and Nottingham Aligned Core Strategies Part 1 Local Plan (2014), the adopted Broxtowe Part 2 Local Plan that was adopted in (2019) and the Toton and Chetwynd Neighbourhood Plan that was made in 2024

Adopted Broxtowe, Gedling and Nottingham Aligned Core Strategies Part 1 Local Plan (2014)

- 6.4. The Aligned Core Strategy was adopted on 17th September 2014 and covers the plan period from 2011 to 2028.
- 6.5. Aligned Core Strategy Policy A Presumption in Favour of Sustainable Development – sets out the presumption in favour of sustainable development in accordance with the Framework, the confirms that the Council will be positive in determining development proposals that reflect the presumption in favour of sustainable development.
- 6.6. Aligned Core Strategy Policy 1 Climate Change – requires all development proposals to mitigate against and adapt to climate change, comply with national targets and contribute to local targets on reducing emissions and energy use, unless it can be demonstrated that compliance with the policy is not viable or feasible.
- 6.7. Aligned Core Strategy Policy 2 The Spatial Strategy – sets out the spatial strategy for development in the plan area and seeks to allocate land for the development of a minimum of 30,550 new dwellings between 2011 to 2028. Approximately 24,995 of these homes will be in or adjoining the existing main built up area of Nottingham. 3,800 of which are to be provided in Broxtowe.
- 6.8. The policy identifies that 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 is to be developed, which will include a minimum of 500 homes.
- 6.9. Aligned Core Strategy Policy 8 Housing Size, Mix and Choice – seeks to maintain, provide and contribute to a mix of housing tenures, types and sizes. Affordable housing will be required in new residential developments on appropriate sites, and within Broxtowe, 30% will be sought. In the case of larger developments, the level of affordable housing will be considered on a site-by-site basis taking into account localised information and set out in Part 2 Local Plans.

- 6.10. Aligned Core Strategy Policy 10 Design and Enhancing Local Identity – requires all new development to be designed to:
- make a positive contribution to the public realm and sense of place.
 - create an attractive, safe, inclusive, and healthy environment.
 - reinforce valued local characteristics.
 - be adaptable to meet changing needs of occupiers and the effects of climate change; and
 - reflect the need to reduce the dominance of motor vehicles.
- 6.11. All development proposals, and in particular proposals of 10 or more homes, will be expected to perform highly when assessed against best practice guidance and standards for design, sustainability, and place making.
- 6.12. Aligned Core Strategy Policy 11 The Historic Environment – confirms that proposals and initiatives will be supported where the historic environment and heritage assets and their settings are conserved and/or enhanced in line with their interest and significance.
- 6.13. Aligned Core Strategy Policy 12 Local Service and Healthy Lifestyles – highlights that new, extended or improved community facilities will be supported where they meet a local need. In particular, where there is an evidenced need, new or improved community facilities should be provided to support major new residential development (especially in Sustainable Urban Extensions)
- 6.14. Aligned Core Strategy Policy 14 Managing Travel Demand – seeks to locate and design new development in the most accessible locations following the spatial strategy at Policy 2, in combination with the delivery of sustainable transport networks to serve these developments. The priority for new developments is selecting a site that is accessible by walking, cycling and public transport. Where accessibility deficiencies exist, these will need to be fully addressed.
- 6.15. Aligned Core Strategy Policy 15 Transport Infrastructure Priorities – The policy identifies that where new development gives rise to the need for additional transport infrastructure, it should be prioritised in accordance with delivering the spatial strategy.
- 6.16. Policy 15 identifies new development, singly or in combination with other proposed development, must include a sufficient package of measures to ensure that journeys by non-private car modes are encouraged, and that residual car trips will not unacceptably compromise the wider transport system in terms of its effective operation.
- 6.17. The Policy also identifies the following local and national schemes will impact on the area if implemented:
- HS2 hub station at Toton to serve the East Midlands; and
 - Extension to NET to serve the new station.

- 6.18. Policy 15 states 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.
- 6.19. Aligned Core Strategy Policy 16 Green Infrastructure, Parks and Open Space – sets out the strategic approach that will be taken to deliver, protect and enhance Green Infrastructure, through establishing a network of regional and sub-regional Green Infrastructure corridors and assets, focusing on links between Nottingham and Derby. Where new development has an adverse impact on Green Infrastructure corridors or assets, alternative scheme designs that have no or little impact should be considered before mitigation is provided (either on site or off site as appropriate).
- 6.20. Policy 16 states that new or enhanced Green Infrastructure corridors and assets should be as inclusive as possible, multifunctional and look to make provision for more than one of the following:
- a) access to employment and leisure facilities and to Green Infrastructure corridors or assets and the countryside;
 - b) physical activity and wellbeing opportunities for local residents such as formal sports provision;
 - c) educational resource for local residents;
 - d) biodiversity opportunities;
 - e) tackling and adapting to climate change;
 - f) enhancement of landscape character;
 - g) protection or enhancement of heritage assets; and
 - h) opportunities for sustainable leisure and tourism.
- 6.21. Aligned Core Strategy Policy 17 Biodiversity – sets out the approach to increasing biodiversity over the plan period including ensuring new development provides new biodiversity features and improves existing biodiversity features where appropriate.
- 6.22. Aligned Core Strategy Policy 18 Infrastructure – requires all new development to be supported by the required infrastructure at the appropriate stage. Contributions will be sought from development proposals which give rise to the need for new infrastructure.
- 6.23. Aligned Core Strategy Policy 19 Developer Contributions – sets out the contributions that all new development will be expected to meet.

Adopted Broxtowe Local Plan Part 2 – (October 2019)

- 6.24. The Council considered the Part 2 Local Plan at a Full Council meeting on the 16th October 2019 and adopted it as part of the Development Plan for the Borough.

- 6.25. Policy 1 Flood Risk – states that development will not be permitted in areas at risk from any form of flooding unless:
1. There are no suitable and reasonably available alternative locations for the proposed development in a lower-risk area outside the Green Belt; and
 2. In the case of fluvial flooding, the proposal is protected by the Nottingham Trent Left Bank Flood Alleviation Scheme or other flood defences of equivalent standard of protection; and
 3. Provision is made for access to watercourses (8 metres for ‘main river’) and flood risk management assets; and
 4. Measures are included to:
 - a) mitigate any residual fluvial flood risk;
 - b) provide flood compensation where it is appropriate; and
 - c) ensure, including by the use of Sustainable Drainage Systems (SuDS), that:
 - i. developments on greenfield sites maintain greenfield (pre-development) surface water run off rates
 - ii. developments on brownfield sites reduce surface run off by a minimum of 30% compared with pre-development rates.
- 6.26. Policy 2 Site Allocations – states that on sites allocated for development, permission will be granted for development which:
1. Is consistent with the amount, type and distribution of development listed in the Key Development Requirements of each policy and shown on the Policies Map;
 2. Takes all reasonable steps to be consistent with the Key Development Aspirations of each policy; and
 3. Is consistent with other relevant policies in this Local Plan.
- 6.27. Policy 3 Main Built Up Site Allocations (Policy 3.2: Land in the vicinity of the HS2 Station at Toton (Strategic Location for Growth)) – the policy sets out the following policy requirements for the development of the allocation, these are summarised to read:
- In general accordance with Map 8: Toton Strategic Location for Growth Illustrative Concept Framework
 - 500–800 dwellings within the Plan Period (3,000 dwelling in total)
 - Min 18,000sq.m for mixed employment (B Uses)
 - Limited retail and community facilities
 - Undergrounding of the high voltage electricity cables at the south of the site.

- 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.
- Highway infrastructure must be considered in conjunction with requirements for the Chetwynd Barracks allocation (Policy 3.1) and wider area.

- 6.28. Policy 15 Housing Size Mix and Choice – states on allocated sites at Toton or located within the Green Belt comprising 10 or more residential units should deliver affordable housing at a proportion of 30% or more. The policy also confirms that on unallocated sites for the development of more than 10 units within Use Classes C2 or C3, affordable housing should be provided at 30% or more in the Toton submarket. Any applications which propose less than this must be accompanied by a viability assessment. Affordable housing provision should be made on site unless there are exceptional circumstances to justify otherwise.
- 6.29. 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 are met.
- 6.30. For developments of more than 10 dwellings, at least 10% of dwellings should comply with requirement M4(2) of the Building Regulations regarding ‘accessible and adaptable dwellings’.
- 6.31. Policy 17 Place-Making, Design and Amenity – sets out criteria which all new development should aim to achieve, to ensure best practice with regards to design, sustainability and place making. Applicants for housing development of 10 dwellings or more will be required to submit a Design and Access Statement to include an assessment of the proposals against each of the ‘Building for Life’ criteria.
- 6.32. Policy 19 Pollution, Hazardous Substances and Ground Conditions – seeks to ensure that any proposal for development is accompanied by an appropriate scheme of mitigation.
- 6.33. Policy 20 Air Quality – requires all development to provide effective alternatives for users of the development to utilise modes of transport other than the private car. Permission will not be granted for development which would directly result in a significant deterioration in air quality either through poor design or as a consequence of site selection.
- 6.34. Electric Vehicle charging points will be required in all housing developments of 10 or more houses and commercial developments of 1,000sqm or more of floorspace.
- 6.35. Policy 23 Proposals affecting Designated and Non-Designated Heritage Assets – states proposals will be supported where heritage assets and their settings are conserved or enhanced in line with their significance. The policy also identifies that proposals that affect heritage assets will be required to demonstrate an understanding of the significance of the assets and their settings, identify the impact of the development upon them and provide a clear justification for the development.
- 6.36. Policy 24 The Health Impacts of Development – requires the provision of a Health Impact Assessment Checklist for residential developments over 50 dwellings or more.
- 6.37. Policy 26 Travel Plans – requires all developments of 10 or more dwellings to submit a Travel Plan as part of an application.

- 6.38. Policy 28 Green Infrastructure Assets – requires development proposals which are likely to lead to increased use of any of the Green Infrastructure Assets listed below, will be required to take reasonable opportunities to enhance the Green Infrastructure Asset(s).

These Green Infrastructure Assets are:

- a) Green Infrastructure Corridors (not shown on the Policies Map);
- b) Playing Pitches;
- c) Informal Open Spaces i.e. 'natural and semi-natural green space' and 'amenity green space';
- d) Allotments;
- e) Recreational Routes;
- f) Nature Reserves;
- g) Golf Courses (Beeston Fields and Chilwell Manor);
- h) A mix of Informal Open Spaces and flood mitigation measures (land off Thorn Drive, Newthorpe); and
- i) Prominent Areas for Special Protection (Bramcote Hills and Bramcote Ridge; Burnt Hill, Bramcote; Catstone Hill Ridge, Strelley; Stapleford Hill; and Windmill Hill, Stapleford).

- 6.39. Policy 30 Landscape – requires that all developments within, or affecting the setting of, the local landscape character areas listed below should make a positive contribution to the quality and local distinctiveness of the landscape.

- 6.40. Policy 31 Biodiversity Assets – identifies that all development proposals should seek to deliver a net gain in biodiversity and geodiversity and contribute to the Borough's ecological network.

- 6.41. Policy 32 Developer Contributions – seeks contributions from development of 10 or more dwellings for:

- Affordable housing.
- Health.
- Community facilities.
- Green space.
- Biodiversity.
- Education; and
- Highways, including sustainable transport measures.
- On-site provision of new playing pitches may be required for developments of 50 dwellings or more.

Chetwynd and Toton Neighbourhood Plan

- 6.42. Broxtowe Borough Council resolved to 'make' (adopt) the Chetwynd: The Toton and Chilwell Neighbourhood Plan at its meeting of the Full Council on 15 May 2024. In accordance with the Regulations and the Borough Council's procedure, the Chetwynd: The Toton and Chilwell Neighbourhood Plan is 'made' and planning applications in the area must be considered against the Chetwynd: The Toton and Chilwell Neighbourhood Plan, as well as existing planning policy.
- 6.43. Policy ENVO2 – Natural Environment states the development should have no significant adverse impact on, and take opportunities to enhance and augment, habitats and biodiversity. The policy also requires major development that 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.
- 6.44. The Policy also states that proposals to remove mature trees, including those that are veteran and ancient, will not be supported except in exceptional circumstances.
- 6.45. Policy ENVO3 – Green and Blue Infrastructure Requirements states major development 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. It also confirms that major development 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.
- 6.46. The policy sets out requirements for new blue and green infrastructure:
- 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.
- 6.47. The policy seeks developments taking 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
- 6.48. Policy INFO1 – Road Infrastructure states that 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.
- 6.49. The policy is clear that 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.

- 6.50. Policy INFO2 – Active Travel states that major development should contribute to the provision of new, dedicated cycle routes, where practical and feasible. It seeks separated lanes within new green corridors where practical and feasible. The policy confirms support for the provision of associated facilities (such as secure cycle storage facilities) will be supported.
- 6.51. Policy INFO3 – Public Transport states that the extension of the Nottingham Express Transit (NET) tram line to the west of its current terminus at Toton Lane will be supported. It also highlights that major development should, in its design, layout and connectivity, enable the routing of bus services through it and to the potential public transport interchange. The policy also states that development which preserves or enhances bus services within and through the Area will be supported.
- 6.52. Policy INFO4 – Parking & Reducing Travel Demand requires that major development should provide off-street parking to meet its needs, subject to demand management measures, including secure cycle parking and EV charging points. The policy confirms that 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.
- 6.53. Policy HASO1 – Housing Mix states that in development of ten homes or more, at least 30% of properties should be 'Affordable', including a mix of 'Affordable to Rent' and 'Affordable to Buy'. The policy requires that 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.
- 6.54. Policy HASO2 – Green Design & Sustainability seeks that developments compliant with BREEAM Communities Standard and BREEAM Home Quality Mark and other Green Design standards are supported, including Energy Efficient design & heating; Community Power; and Efficient use of potable water.
- 6.55. Policy HASO3 – Broadband Connectivity requires that major development (such as at Chetwynd Barracks and the Strategic Location for Growth) should provide infrastructure (such as fibre-optic) within the site for high-speed connectivity to every home.
- 6.56. Policy HASO4 – On-Site Construction requires that major development should minimise on-site construction times by the use of Modern Methods of Construction (MMC) building techniques, such as Modular Homes as well as other means where appropriate.
- 6.57. Policy LHC02 – Heritage Assets 1. Identifies that development which causes harm to non-designated heritage assets will not be supported.

Supplementary Planning Documents

Toton and Chetwynd Barracks Strategic Masterplan Supplementary Planning Document (SPD)

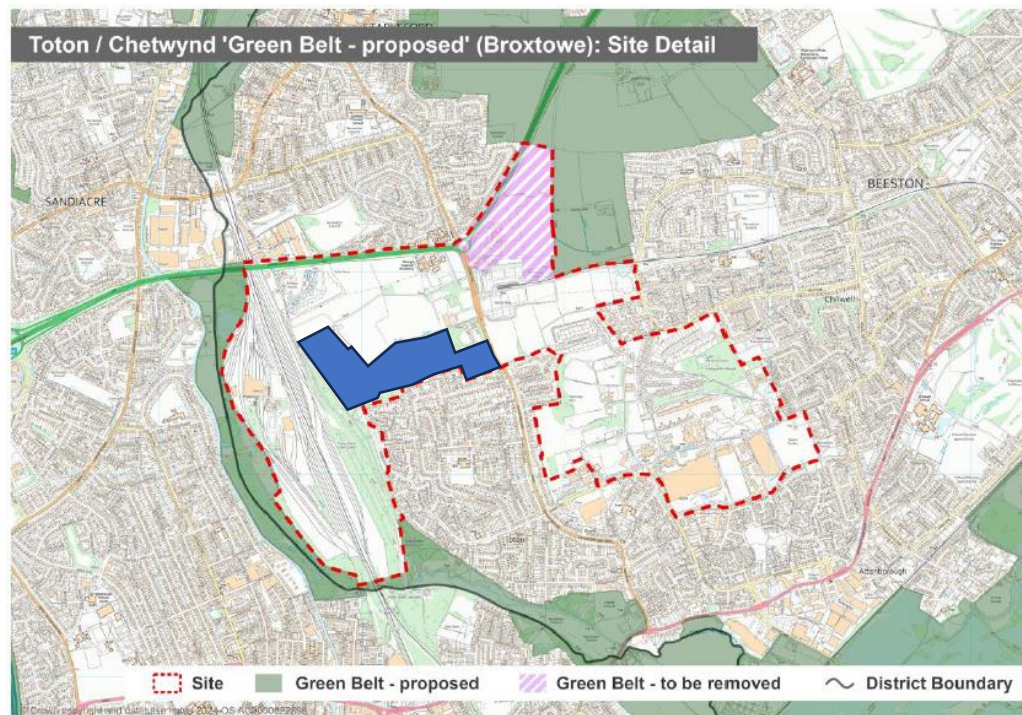
- 6.58. The Toton and Chetwynd Barracks Strategic Masterplan SPD was adopted by Broxtowe Borough Council on 7th February 2023. The document confirms the key development requirements set out in the Part 2 Local Plan, both for development within the plan period to 2028 and beyond.

Emerging Development Plan

Greater Nottingham Strategic Plan Publication Draft

- 6.59. Broxtowe Borough, Nottingham City and Rushcliffe Borough Councils are preparing the Greater Nottingham Strategic Plan, which will set out policies to secure sustainable growth up to 2041.
- 6.60. The Council are currently at Regulation 19 stage and completed a consultation in December 2024 where representations were invited on the publication draft of the Strategic Plan, on whether it is legally compliant and meets the tests of 'soundness' as set out in the National Planning Policy Framework.
- 6.61. Gedling Borough Council has since pulled out of the Greater Nottingham Strategic Plan. The three remaining Council's are due to undertake Regulation 19 consultation again on 12th March 2025.
- 6.62. Given the early stages of the preparation of the update to the Greater Nottingham Strategic Plan limited weight can only be attributed to these emerging policies.
- 6.63. The following emerging policies are summarised for information and may be afforded additional weight during the determination period as the Plan progresses.
- 6.64. Policy 1: Climate Change, Sustainable Design, Construction, Energy and Managing Flood Risk sets out that carbon neutral development will be strongly supported. The Policy will require that all development proposals will be expected to mitigate against and adapt to climate change, to comply with the national target to bring greenhouse gas emissions to net zero by 2050 and contribute to the Councils' carbon neutral targets on reducing carbon emissions and energy use.
- 6.65. Policy 2: The Spatial Strategy identifies how sustainable development will be achieved within the Plan area. The policy also identifies that the settlement hierarchy to accommodate this growth is sequential and includes areas adjoining the main built up area of Nottingham.
- 6.66. Policy 3: Housing Target identifies that the Strategic Plan will deliver a minimum of 47,600 new homes between 2023 and 2041, with 8,950 of these new homes being located within Broxtowe. Toton and Chetwynd Barracks is identified as a Strategic Site to assist meeting this requirement in Broxtowe with a total of around 4,800 homes proposed and 2,700 homes being delivered in the Plan period.
- 6.67. Policy 21: Strategic Allocation Toton and Chetwynd Barracks (Broxtowe) focuses on the delivery of the Toton Strategic Location for Growth and the Chetwynd Barracks, as part of the Policy the Local Plan proposes to release Green Belt land to the North of the tramline, Figure 1 below shows the extent of the Green Belt release:

Figure 1 Extent of Green Belt Release



Key

 Application Site

6.68. Policy 21 details the following headline requirements from the allocation as a whole:

- Mixed use development including 4,800 dwellings, at least 32,000 square metres of business and industrial floor space, two local centres, community facilities, transport infrastructure and at least 16 hectares of open space
- The allocation includes 20 hectares of land released from Green Belt at Toton North East to facilitate a junction and link road.

Housing

- At least 1,500 dwellings at Toton and 1,200 dwellings at Chetwynd (within the Plan period;
- Affordable housing comprising 30% of the total and of similar design to market housing in each sub-area.

Employment

- At least 18,000 square metres of business and industrial (Class E (g) and B2) at Toton North and South;
- At least 8,000 square metres of office (Class E (g) (i)) floor space only at Chetwynd South;

Local Centres

- Local centres at Toton North or South and at Chetwynd East to serve their respective catchments only.

Transport

- A road from the A52 east of Bardills Roundabout to Chetwynd Barracks, to which all development must contribute;
- A west-facing junction from the A52 near Bessell Lane into the site, to which all development must contribute;
- Provision to extend the tramway to a new park and ride of around five hectares near Bessell Lane, which development at Toton (North & South) must facilitate;
- Provision for cycle, road, tram and rail connections to the park and ride, which development at Toton (North & South) must facilitate;
- Road layouts that allow the extension or creation of viable bus routes;

Education

- Primary schools at Toton and Chetwynd near Local Centres and open space.

National Planning Policy Framework (The Framework), December 2024.

- 6.69. The National Planning Policy Framework was revised on 12th December 2024 in response to the 'Proposed reforms to the National Planning Policy Framework and other changes to the Planning system consultation' and sets out the Government's planning policies for England and how these are expected to be applied.
- 6.70. This revised framework replaces the previous Nation Planning Policy Framework which was originally published in March 2012 and revised in July 2018, July 2021, September 2023 and December 2023.
- 6.71. The purpose of the planning system is to contribute towards the achievement of sustainable development. The three overarching objectives of sustainable development are set out at Paragraph 8 of the Framework. These objectives are:
- An economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure.
 - A social objective – to support strong, vibrant, and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful, and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

- An environmental objective to protect and enhance our natural, built, and historic environment, including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

6.72. Paragraph 11c) states that plans and decisions should apply a presumption in favour of sustainable development, which for decision-taking this means approving development proposals that accord with an up-to-date Development Plan without delay.

6.73. Paragraph 11d) state where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

- i. the application of policies in this Framework that protect areas or assets of particular importance⁷ provides a strong reason for refusing the development proposed; or
- ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination

6.74. Paragraph 39 advises that local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible

6.75. Paragraph 48 states that planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. Decisions on applications should be made as quickly as possible, and within statutory timescales unless a longer period has been agreed by the applicant in writing.

6.76. Paragraph 58 identifies that planning obligations must only be sought where they meet all of the following tests:

- a) necessary to make the development acceptable in planning terms;
- b) directly related to the development; and
- c) fairly and reasonably related in scale and kind to the development

6.77. Paragraph 61 identifies that to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay. The overall aim should be to meet an area's identified housing need, including with an appropriate mix of housing types for the local community.

- 6.78. Paragraph 77 highlights that the supply of a large numbers of new homes can often be best achieved through planning for larger scale development, such as new settlements or significant extensions to existing villages and towns, provided they are well located and designed, and supported by the necessary infrastructure and facilities (including a genuine choice of transport modes).
- 6.79. Paragraph 78 confirms that local planning authorities should identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of five years' worth of housing against their housing requirement set out in adopted strategic policies, or against their local housing need where the strategic policies are more than five years old
- 6.80. Paragraph 96 states that policies and decisions should aim to achieve health, inclusive and safe places that promote social interaction, are safe and inclusive and enable healthy lifestyles.
- 6.81. Paragraph 103 identifies that access to a network of high quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities, and can deliver wider benefits for nature and support efforts to address climate change
- 6.82. Paragraph 116 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.
- 6.83. Paragraph 124 highlights that decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.
- 6.84. Paragraph 125a identifies that decisions should: encourage multiple benefits from both urban and rural land, including through mixed use schemes and taking opportunities to achieve net environmental gains – such as developments that would enable new habitat creation or improve public access to the countryside.
- 6.85. Paragraph 126 states that local planning authorities, and other plan-making bodies, should take a proactive role in identifying and helping to bring forward land that may be suitable for meeting development needs.
- 6.86. Paragraph 131 reflects that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.
- 6.87. Paragraph 135 requires that decisions should ensure that developments will:
- will function well and add to the overall quality of the area;
 - are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
 - are sympathetic to local character and history, including the surrounding built environment and landscape setting

- establish or maintain a strong sense of place
- optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users⁵¹; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

6.88. Paragraph 163 highlights that the need to mitigate and adapt to climate change should also be considered in preparing and assessing planning applications, taking into account the full range of potential climate change impacts.

6.89. Paragraph 164 states that new development should be planned for in ways that:

a) avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through incorporating green infrastructure and sustainable drainage systems; and

b) help to reduce greenhouse gas emissions, such as through its location, orientation and design. Any local requirements for the sustainability of buildings in plans should reflect the Government's policy for national technical standards.

6.90. Paragraph 170 identifies that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.

6.91. Paragraph 187 states that applications and decisions should enhance and contribute to the natural and local environment by

a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan);

b) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland;

c) maintaining the character of the undeveloped coast, while improving public access to it where appropriate;

d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures and incorporating features which support priority or threatened species such as swifts, bats and hedgehogs;

e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air,

water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans; and

f) remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.

- 6.92. Paragraph 231 identifies that the policies in this Framework are material considerations which should be taken into account in dealing with applications from the day of its publication. Plans may also need to be revised to reflect policy changes which this Framework has made.

Planning Practice Guidance (the PPG)

- 6.93. The Planning Practice Guidance (PPG) reinforces and provides additional guidance on the policy requirements of the Framework.
- 6.94. The PPG also provides extensive guidance on the matter of design, including listing the planning objectives that can be achieved via good design. These include considering local character, landscape setting, safe, connected and efficient streets, crime prevention, security measures, access and inclusion, efficient use of natural resources and cohesive and vibrant neighbourhoods.
- 6.95. The role of health and wellbeing in planning is a consideration in the PPG: active healthy lifestyles should be encouraged, that are made easy through the pattern of development, good urban design, good access to local services and facilities; green open space and safe places for active play and food growing and are accessible by walking and cycling and public transport.
- 6.96. The PPG reiterates the importance of, and provides guidance on, the assessment of housing need, including affordable housing. With regards to housing delivery, it makes clear that past under-supply should be met, where possible, within the first 5 years of the plan period.

National Design Guide

- 6.97. The National Design Guide was published in October 2019 and sets out the characteristics of well-designed places and what good design means in practice. The document sets out the ten characteristics necessary to achieve high quality design:
- Context – enhances the surroundings;
 - Identity – attractive and distinctive;
 - Built Form – a coherent pattern of development;
 - Movement – accessible and easy to move around;
 - Nature – enhanced and optimised;
 - Public spaces – safe, social and inclusive;
 - Uses – mixed and integrated;



- Homes and buildings – functional, healthy and sustainable;
- Resources – efficient and resilient; and
- Lifespan – made to last.

7. Assessment of Development Proposals

- 7.1. Section 38(6) of the Planning and Compulsory Purchase Act, 2004 requires the determination of this application to be made in accordance with the development plan, unless material considerations indicate otherwise.
- 7.2. Whilst the Framework does not change the statutory status of the development plan as the starting point in decision making, it constitutes an important material consideration in determining applications. The Framework constitutes the Government's view of what sustainable development means in practice for the planning system.
- 7.3. The Government's objective in publishing the Framework is to secure a significant culture change in the way planning applications are determined, with a clear presumption in favour of sustainable development, with local planning authorities proactively driving and supporting sustainable economic development to deliver the homes, business and industrial units and infrastructure the country needs. A key message in the Framework is the need for positive planning to significantly boost the supply of housing.
- 7.4. For decision taking, the Framework requires local planning authorities to approve development proposals that accord with the development plan without delay
- 7.5. For the purposes of this application, the development plan currently comprises of the adopted Broxtowe, Gedling and Nottingham Aligned Core Strategies Part 1 Local Plan (2014), the adopted Broxtowe Part 2 Local Plan that was adopted in (2019) and the Toton and Chetwynd Neighbourhood Plan that was made in 2024
- 7.6. Due weight is to be given to relevant policies according to their degree of consistency with the Framework (para 232), the extent to which they can be considered out-of-date (para 11d and 14) and the status of relevant policies in emerging plan (para 49).
- 7.7. The following sections consider the consistency of the proposals with relevant policies of the development plan that can be afforded weight in the determination of the application, and then considers the implications of the Framework and whether any specific policies indicate development on the site should be restricted based on the final layout, Environmental Statement, supporting drawings and technical documents.

Principle of Development

- 7.8. The proposed development consists of the construction of up to 420 residential dwellings and associated open space and infrastructure.
- 7.9. The development site sits within the Local Plan Allocation Policy 3.2 that covers a much wider area. The policy sets out the following policy requirements the development of the allocation, these are summarised to read:
 - In general accordance with Map 8: Toton Strategic Location for Growth Illustrative Concept Framework
 - 500–800 dwellings within the Plan Period (3,000 dwelling in total)
 - Min 18,000sq.m for mixed employment (B Uses)

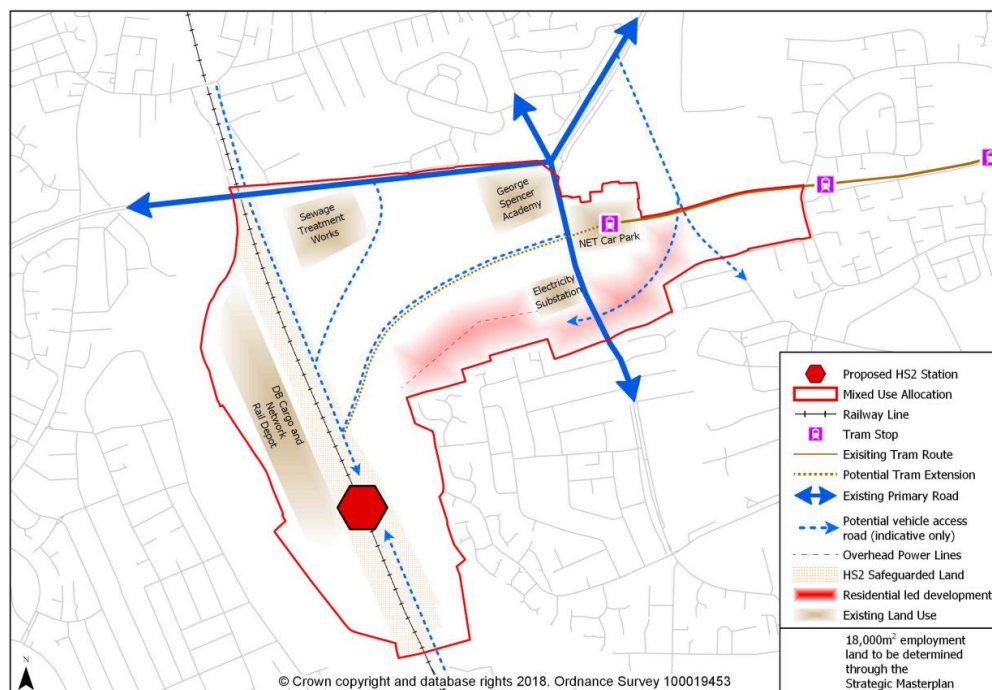
- Limited retail and community facilities
- Undergrounding of the high voltage electricity cables at the south of the site.
- Development should be located and designed to complement and not prejudice proposals for access to the HS2 Hub Station and further build-out of the Innovation Campus which is to be delivered beyond the plan period.
- Highway infrastructure must be considered in conjunction with requirements for the Chetwynd Barracks allocation (Policy 3.1) and wider area.

7.10. The following section identifies how the proposed development of up to 420 dwellings, open space and associated infrastructure is in accordance with the allocation requirements outlined in Policy 3.2.

In general accordance with Map 8: Toton Strategic Location for Growth Illustrative Concept Framework

7.11. Map 8 is shown below, the Illustrative Concept Framework identifies the application site as being for residential led development. The proposed development is in accordance with Map 8 as it is proposing a residential led development for up to 420 dwellings. Further to this the proposed development provides a vehicular access for Stapleford Lane connecting to the proposed Toton Link Road. The proposed development also accounts for the overhead cable current spanning the site, the Masterplan has been prepared on the basis of these being undergrounded.

Image 1 (Map 8) Growth Illustrative Concept Framework



500–800 dwellings within the Plan Period (3,000 dwelling in total)

- 7.12. The site will deliver up to 420 dwellings and facilitate and stimulate the delivery of further dwellings across the allocation by contributing towards key infrastructure provision and improvements.

Min 18,000sq.m for mixed employment (B Uses)

- 7.13. Employment uses are not proposed for this site.

Limited retail and community facilities

- 7.14. Retail and community facilities are not proposed on this part of the application site and are identified to come forward as part of the wider allocation. As a standalone development the development would not necessitate the provision of these additional facilities.

Undergrounding of the high voltage electricity cables at the south of the site.

- 7.15. The applicants are in discussions with utility providers regarding the undergrounding of pylons and cables across the site. The development of the site has been designed on the basis of this provision being underground.

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.

- 7.16. The proposed development of the application site will not affect any future proposals to access either the HS2 Hub Station, or the Innovation Campus (both uses are under review). The proposed development is future proofed to deliver a controlled access onto Stapleford Lane and it also provides a potential vehicular loop into the neighbouring land north of the site which forms part of the wider allocation.

Highway infrastructure must be considered in conjunction with requirements for the Chetwynd Barracks allocation (Policy 3.1) and wider area.

- 7.17. Highways infrastructure has been clearly considered as part of the allocation in conjunction with the Chetwynd Barracks allocation. The primary route for the site from Stapleford Road has been designed at a standard to facilitate the delivery of the Toton Link Road between the A52 and the Chetwynd Barracks on land East of Stapleford Road. Facilitating the delivery of the Link Road and necessary highways improvements have been at the forefront of the development of the scheme.

- 7.18. It is clear from the above assessment that the development meets the key principles and requirements of Local Plan Part 2 Policy 3.2.

Sustainable Development

- 7.19. Paragraph 8 of the Framework defines sustainable development as having three dimensions, economic, social and environmental:

- Economic – contributing to building a strong response and competitive economy;

- Social – supporting strong, vibrant and health communities; and
- Environmental – contributing to protecting and enhancing our natural built and historic environment.

7.20. These dimensions are important aspects in delivering a sustainable development and are considered in detail below.

Economic

7.21. The proposed development will deliver economic benefits through the creation of construction jobs and economic activity resulting directly and indirectly from the construction of the development.

- An estimated 169 jobs could be supported on-site and in the wider economy per annum during the build phase.
- Around £10.7million of gross value added per annum is estimated to be generated over the two-year build period, or £68million over the entire build phase (present value).
- An estimated 438 economically active and employed residents are estimated to live in the Proposed Development.
- The Proposed Development could generate an additional household expenditure of £6.7million per annum once it is complete and fully occupied, of which around £2.1million would be retained within Broxtowe.
- The dwellings could generate additional £1million per annum in Council Tax payments.
- The dwellings could generate an estimated £2.5million in first occupation expenditure.

Social

7.22. The application site is accessible by all modes of transport and is therefore well located for residential development. It is well connected to the local and strategic highway network the A52 and M1 with good opportunities for sustainable travel into Nottingham. Facilities and services are located close by and neighbouring development sites will be providing further infrastructure enhancements and improvements.

7.23. Pedestrian, cycling facilities and bridleway in the vicinity of the site are very good and will help to facilitate walking journeys to the wider allocation, local centre and transport links.

7.24. The proposals will potentially contribute towards the Council's five-year housing land supply position and will deliver social gains through meeting local housing needs in Broxtowe through the mix of house types and affordable housing (30%) to be delivered. The development of the application site will deliver housing to help meet Broxtowe Borough Council's housing requirements, through the delivery of an allocated housing site, and achieving the Government's objective of significantly boosting the supply of new homes.

Environmental

- 7.25. The proposal respects the landscape context, seeking to minimise the loss of hedgerows and trees, protect habitats and with new planting and management provide ecological enhancement. Issues relating to landscaping, trees, ecology, transport and drainage have been carefully considered to influence the layout.
- 7.26. The proposals will help to mitigate future climate change through reducing CO2 emissions by building new homes in a highly accessible location and therefore reducing the need to travel by car. The provision of a sustainable drainage strategy utilizing the existing capacity available together with green infrastructure and landscaping will help to ensure that the development is resilient to future climate change impacts. The strategy for the design of new housing will consider appropriate efficiency and generation initiatives through the development of a detailed development scheme. The development scheme will be guided by the Future Homes Standard.
- 7.27. In summary, the development is considered sustainable development in accordance with the requirements and definitions of the Framework. Construction and supply chain jobs will be created by the proposed development. The site is located within walking distance of local service and facilities and connections to public transport to access the facilities and services locally (Toton, Stapleford and Chilwell) and the larger centres of Beeston and Nottingham. The site considers the impact of the development environmentally and the design of the detailed layout and construction of the dwellings will be guided by this.
- 7.28. Having established that the principle of residential development in accordance with Policy 3.2 in this location is acceptable and delivers on the three dimensions of sustainable development (in accordance with the Framework), the statement evaluates the detailed and more technical matters remaining to assess if the proposals as a whole are acceptable. Assessment is made under the following key headings:
- Socio-Economics and Health.
 - Landscape and Visual Amenity.
 - Biodiversity.
 - Cultural Heritage
 - Transport and Access
 - Air Quality.
 - Noise and Vibration.
 - Flood Risk and Drainage
 - Contaminated Land / Ground Conditions.
 - Soil and Agricultural Land;
 - Climate Change.
 - Lighting

Socio-Economics and Health

- 7.29. The Socio-Economic Effects of the proposed development have been assessed, and the likely significant effects of the proposed development have been identified. Significant economic benefits are identified at Paragraph 7.21 above that support the proposed development.
- 7.30. Overall, the Proposed Development is considered to provide significant beneficial effects during the construction phase in relation to employment and economic contribution. Once operational, significant beneficial effects are expected in relation to wider economic effects and open space. The proposed development is therefore considered to conform with the NPPF and the Part 2 Local Plan Policies 24 and 32.
- 7.31. In response to the requirement of Policy 24, a Health Impact Assessment Checklist has been prepared. The Checklist demonstrates that the proposed development is likely to have a neutral – positive impact on development in term of health. The completion of the checklist has been undertaken in accordance with Local Plan Part 2 Policy 24.

Landscape and Visual Amenity

- 7.32. Pegasus Group has prepared this landscape and visual impact assessment in relation to the Proposed Development at 'Toton West'; on land to the west of Stapleford Lane, Toton, Nottingham (referred to as 'the Site').
- 7.33. The approach and methodology used has been developed in accordance with industry guidance; the 'Guidelines for Landscape and Visual Impact Assessment', published by the Landscape Institute and Institute for Environmental Management and Assessment, 2013.
- 7.34. The assessment undertaken sets out in visual terms, due to its urban fringe context, vegetation and built form to the east and north-east, and the sloping nature of the landform broadly to the west into the Erewash valley, the Site is generally well contained and generally limits the extent of potential views towards the Site from beyond. Principal receptors comprise PRoW users within and approaching the Site at short distance, residents adjoining the southern Site boundaries, and road users along the B6003.
- 7.35. The assessment identifies that given the settled edge context of the Site and the degree of influence from urbanizing elements, together with distribution of green infrastructure and open space throughout the development, the Proposed Development is not considered to result in any significant direct or indirect residual effects upon the character of the landscape.
- 7.36. The majority of views assessed as subject to the highest magnitudes of impact and significance of effect are from locations within the Site itself, or directly adjacent to the Site. There would therefore be significant effects upon users of the PRoW along a section of the public footpath as it passes along and though the Site, and upon receptors along the B6003 where they briefly pass the Site access. Such effects are therefore considered to be localized in nature, being limited in extent to receptors passing through and in immediate proximity to the Proposed Development.
- 7.37. The assessment considered potential impacts upon the Bramcote Conservation Area, The Site does not lie within or in close proximity to the CA, and no intervisibility was identified, including that consistent with the CA's special characteristics. The Site is screened from the CA by tree cover, both intervening and within the south of the CA itself.

- 7.38. Considering cumulative impacts, in general significant effects upon either the landscape or visual resource are not predicted, with the exception of receptors along the B6003 passing both Toton East and the Site simultaneously. From along this section of the route along the road, both the Proposed Development and Toton East would be experienced, either in combination or sequentially, at short / immediate distance and altering the existing views from open farmland to enclosed residential development with existing and replacement roadside tree planting and hedgerow (to west and east, respectively).
- 7.39. The mitigation strategy for the Proposed Development focuses on integrating the Proposed Development into the surrounding landscape through a robust landscape and green infrastructure strategy. The design process has been influenced by landscape and visual constraints to ensure that the Proposed Development respects the local context, with careful attention to scale, character, and vegetation retention.
- 7.40. Key mitigation measures include conserving the landscape character, retaining and enhancing existing vegetation, and incorporating substantial green infrastructure such as tree planting and enhancement proposals to strengthen tree belt, reinforce existing hedgerow and improve species diversity.
- 7.41. The assessment concludes that there would be an inherent degree of landscape and visual impact for any largely undeveloped settlement edge site seeking to deliver new residential development of this nature, although given the extent of influence from the settled edge and urbanising elements in the landscape, such impacts would be less than those relating to a site that has no existing urban influences.
- 7.42. The mitigation measures delivered as part of the design of the scheme have sought to address the likely effects in order to avoid, reduce or offset adverse impacts wherever possible.
- 7.43. The proposed development would give rise to some significant residual visual effects, however, these would be localized and principally focused within and adjoining the Site upon receptors of higher sensitivity. This is often the case with any proposed development on greenfield land.
- 7.44. It is therefore considered that proposed development is considered appropriate and is in accordance with the NPPF, Part 1 Local Plan Policies 10 and 16 and Part 2 Local Plan Policies 28 and 30.

Biodiversity

- 7.45. In support of the Environmental Statement Chapter the following supporting assessments prepared by FPCR have been submitted to inform the assessment:
- Ecological Appraisal
 - BNG Report
 - Arboricultural Assessment
- 7.46. The desk- and field-based baseline investigations have demonstrated that the habitats present within and around the Site do not pose an 'in principle' constraint to the proposed development.

- 7.47. The retention of a majority of the ecologically valuable habitats within the site design (hedgerows and treelines) and the creation of new habitats is proposed. This report has outlined precautionary and best practice measures to ensure avoidance of harm to individual animals including badger, hedgehog and grass snake that might be using the Site during construction. Through the creation of semi-natural habitats such as grassland, scrub and hedgerows and additional wetlands (SuDS) that can be managed sympathetically for wildlife as well as provision of additional nesting and roosting boxes for birds and bats wound the site, means that habitat connectivity and opportunities for a range of protected and notable species will be maintained and enhanced across the site.
- 7.48. On this basis, by virtue of the relatively limited constraint posed by the limited habitats and protected species interest within the site and the scale and scope of the greenspace, the scheme is capable of compliance with relevant planning policy for the conservation of the natural environment.
- 7.49. A Biodiversity Net Gain assessment has been used to inform the habitat creation proposals for the scheme and to guide decisions around additional habitat provision. The approach to habitat management will aim to maximise and enhance the biodiversity value of the Site and adjacent wider land ownership through the provision of Habitat Management and Monitoring Plan.
- 7.50. The results of the assessment demonstrate that the current proposals with the appropriate landscape detail are likely be capable of meeting the required 10% gains for hedgerow and watercourse units onsite. The development could require offsite delivery of habitat units to ensure compliance with legislative and policy requirements, however this will not be confirmed until the development has been designed in detail.

Figure 2 Toton East Biodiversity Net Gain Results

	Habitats	Hedgerows	Watercourses
On Site			
Baseline Units	39.72	7.00	2.61
Post-Intervention Units	36.22	8.16	2.95
Total Net Unit Change	-3.49	+1.16	+0.34
Total Net Percentage Change	-8.80%	+16.55%	+13.15%

- 7.51. An Arboricultural Assessment has been prepared by FPCR. The Arboricultural Impact Assessment has been prepared on the basis of the Planning Layout and seeks to outline the relationship between the proposals and the existing trees and hedgerows. The drawing shows the proposals for residential development. An overlay of the layout has been incorporated in the Tree Retention Plan to assist in identifying the relationship and any potential conflicts between the proposals and the existing trees and hedgerows.
- 7.52. An overlay of the layout has been incorporated in the Tree Retention Plan to assist in identifying the relationship and any potential conflicts between the proposals and the existing trees and hedgerows. The plan also identifies which trees would be required to be removed or retained as part of the proposed development. Figure 3 details the impact on the existing tree stock

Figure 3 Impact upon Existing Tree Stock

	Trees to be Retained	Total	Trees to be Removed in full or part	Total
Category U - Unsuitable		0		0
Category A (High Quality / Value)		0		0
Category B (Moderate Quality / Value)	G4, G5, G7, G8, G11, G12, G17	7	G9(part)	1
Category C (Low Quality / Value)	T1, G1, G2, G3, G6, G18, H1, H3, H4, H5, H6	11	G10, G13, G14, G15(part), G16(part), H2(part)	6

- 7.53. Construction of the Stapleford Lane access road junction necessitates the removal of specific trees to achieve required junction and its associated visibility splays. This includes four trees from group G9, and the complete removal of groups G10 and G14. The access road's alignment significantly impacts the root protection areas of these trees, rendering their retention unsustainable. The part removal of G9 for access was shown in the outline application (12/00585/OUT).
- 7.54. Development of the proposed dwellings and internal road network will result in the removal of entire tree group G13, and sections of groups G15 and G16. Additionally, a break in hedgerow H2 is required to establish a pedestrian connection to the off-site path.
- 7.55. In conclusion for arboriculture, the proposals are considered to meet the aims and objectives national policy through careful consideration of the design and retention of a high proportion of the existing tree cover. The retention of, coupled with targeted future management and enhancement of the existing and future tree cover will meet many of the individual aspirations set out in the policy.
- 7.56. The proposed development is considered to enhance biodiversity and protect species, it is therefore confirmed that the development is in accordance with the NPPF, Core Strategy Policy 16 and 17, Local Plan Part 2 Policy 31 and Neighbourhood Plan policies ENVO2 and ENVO3.

Cultural Heritage

- 7.57. Pegasus Group have considered potential effects upon the significance of archaeological and built heritage receptors. Specifically, it considers potential direct and indirect effects of the Proposed Development on the potential archaeological resource of the Site and relevant built heritage assets within its environs.
- 7.58. While there are no records of Prehistoric to Romano-British date within the Site, the Geophysical Survey recorded a number of anomalies adjacent to the southern boundary that have been interpreted as forming a possible partially truncated Iron Age to Romano-British enclosure system. The potential for identification of remains of dating to the Prehistoric to Romano-British periods within this section of the Site is therefore considered to be moderate to high.
- 7.59. On the basis of spatial proximity, the theoretical potential for undiscovered remains dating to the Prehistoric to Romano-British periods within the wider Site is moderate to high.

However, no further anomalies possibly dating to this period were recorded during the Geophysical Survey. Meanwhile, as is the case with the identified possible Prehistoric to Romano-British features, any additional features would to be anticipated to have been at least partially truncated by agricultural activities from the Medieval period onwards. Taken together, the residual archaeological potential for undiscovered Prehistoric to Romano-British remains within the wider Site is considered to be low to moderate.

- 7.60. On the basis of available evidence, the potential for remains of Early Medieval date is considered to be low.
- 7.61. The Site appears to have comprised part of the agricultural hinterland associated with the settlements of Toton and Stapleford from the Medieval period onwards and thus has some potential for artefacts and deposits associated with agricultural activities from the Medieval to Modern periods.
- 7.62. While records are focused within the settlement centres, the surrounding landscape is characterised by various records of agricultural field systems, including ridge and furrow earthworks, former field boundaries and drainage systems. While no such records are recorded within the Site, the Geophysical Survey identified possible buried remains of ridge and furrow cultivation across several fields. The features have, however, been truncated by later field boundary reconfigurations and ploughing activities. The Geophysical Survey also recorded below-ground evidence of former field boundaries recorded on historic Ordnance Survey Maps.
- 7.63. Desk-based research has also identified potential evidence of post-Medieval mining activities within the southern section of the Site, which takes the form of five small, slightly raised features interpreted as possible capped shaft-heads. The HER notes that the features may also be of agricultural origin. Due to the presence of mature crops at the time of the site walkover, it was not possible to determine the presence of such remains, while the Geophysical Survey did not identify any possible below-ground remains associated with these features. However, as the land has subsequently been used for arable agricultural cultivation, including the use of modern farming machinery, it is likely that any such remains would have been disturbed or truncated.
- 7.64. There are no designated heritage assets located within the Site, while eleven Grade II Listed Buildings and one Conservation Area are located within the 1km study area.
- 7.65. By virtue of spatial and visual separation, including large-scale infrastructure associated with the intervening railway, intervisibility between the Proposed Development and all assets within the 1km study area would be wholly screened. Taken alongside the lack of any known historic or functional relationship with the Site, beyond forming part of the wider agricultural landscape to the east, it is considered that the Proposed Development would not alter any aspect of the setting of any of the assets that contribute towards their overall significance. No harm would therefore be anticipated to result via a change in setting. All designated heritage assets within the 1km study area have therefore been excluded from any detailed assessment within this ES Chapter.
- 7.66. No designated heritage assets beyond the 1km study area were identified as potentially sensitive to the Proposed Development.
- 7.67. Two potentially significant effects have been identified as resulting from the Proposed Development, if considered in isolation and unmitigated. This comprises the removal of

buried remains associated with the possible Iron Age to Romano-British enclosure system and other previously undiscovered Pre-historic to Romano-British remains which have the potential to be of up to Moderate Value in EIA terms. No cumulative effects would be anticipated in combination with any of the identified cumulative developments.

7.68. Further archaeological investigations will be required to establish the presence, extent, character, significance and level of development impact of the potential buried archaeological resource within the Site and to formulate specific mitigation strategies, as appropriate.

7.69. Notwithstanding, it is considered that the proposed development accords with the NPPF, Core Strategy Policy 11 and 16; Local Plan Part 2 Policy 23 and the Neighbourhood Plan Policy LCH02 in relation to the potential impact on the setting and significance of nearby heritage assets.

Transport and Access

7.70. ADC Infrastructure Ltd have provided highways advice in support of a planning application through the provision of a Transport Assessment and Travel Plan.

7.71. The Transport Assessment (TA) for the proposed development and has been produced using outputs from the East Midlands Gateway Model (EMGM). It is acknowledged that further modelling work using EMGM is likely to be required to adequately reflect proposed revisions to development proposals and infrastructure requirements for the wider Toton Strategic Location for Growth.

7.72. A review of recent local road collision data has been undertaken, and it is considered that there are no underlying road safety concerns that would be exacerbated by additional development generated traffic.

7.73. Access to the development is proposed via provision of a fourth arm to a proposed signal junction on the B6003 Stapleford Lane that is to be provided as part of development of land on the opposite side of the B6003 (site known as Toton East).

7.74. The following sustainable transport improvements are proposed:

- Provision of a segregated cycle route along the main site access route, connecting to facilities proposed as part of development proposals at Toton East and Toton North;
- Improvements to surfacing, lighting and waymarking of existing public footpath route Beeston FP17, together with minor diversion of the route where it passes through the site;
- Financial contributions towards local bus service improvements;
- Access route designed for potential future use by bus services;
- Cycle parking provided at each individual dwelling;
- New Residents Travel Packs for each dwelling; and
- Implementation of a Residential Travel Plan

- 7.75. An assessment of the cumulative impact of the residual trips associated with the development on the local highway network has been undertaken. Further work is required to identify potential off-site highway improvements that may be required to mitigate the cumulative impact of the wider Toton Strategic Location for Growth.
- 7.76. A Travel Plan is also submitted alongside the planning application and set out the following key targets:
- Target One – All residents and potential purchasers will be aware of the Travel Plan prior to occupation or within two weeks of occupation.
 - Target Two – A peak hour two-way trip rate of 0.490 vehicle trips per dwelling will be achieved within 3-years following first occupation of the proposed development.
- 7.77. It is considered that the proposed development and the provision of a wide estate road that could form part of the a Toton Link Road and sustainable transport infrastructure accords with the NPPF, Core Strategy Policies 14 and 15 ; Local Plan Part 2 Policies 3.2 and 26 and the Neighbourhood Plan Policy INFO1, INFO2, INFO3 and INFO4 in relation to transport and access.

Air Quality

- 7.78. Hoare Lea have considered the impacts of the Proposed Development on local air quality in terms of dust and particulate matter emissions during construction and emissions from road traffic generated by the operational development.
- 7.79. The Site is not located within an AQMA, with the closest 'AQMA No.2' located approximately 3.1km southwest from the nearest AQMA, which is located in the neighbouring NCC administrative area.
- 7.80. Monitored concentrations in the vicinity of the Proposed Development show pollutant concentrations have been below the AQOs in 2023, the most recently available year of monitoring data.
- 7.81. For the construction phase, it has been predicted that the construction traffic flows will fall below the EPUK/IAQM screening criteria. It is to note that all construction phase traffic movements are to be controlled via the CTMP for the Proposed Development. As such, the residual effect for construction traffic emissions can be considered Negligible and therefore, Not Significant.
- 7.82. A qualitative assessment of the potential dust soiling and PM₁₀ effects to human health and ecological receptors as a result of the construction activities during the construction phase has been carried out. The unmitigated risk was determined to be high risk, in line with the IAQM guidance^{Error! Bookmark not defined.}. With the implementation of suitable mitigation measures included within the CEMP, to be secured by condition, and good site practice, the impacts from construction dust can be controlled and the residual effect for construction activities can be considered Negligible and therefore, Not Significant.
- 7.83. For the operational phase, the assessment has also demonstrated that pollutant concentrations will be well below the objectives at all existing receptors in 2030, which serves as a worst-case assumption of the Proposed Development opening year in 2041. The results from the detailed assessment of operational transport emissions (the percentage change in pollutant concentrations predicted at existing sensitive human receptors in the DS

and IC-DS scenarios compared to the DM scenario), show that the impact on all existing sensitive receptors is anticipated to be Negligible for all pollutants, and therefore Not Significant.

7.84. The air quality assessment confirms that the construction phase emissions to air will be controlled by a CEMP and CTMP.

7.85. The overall construction and operational air quality effects of the Proposed Development are judged to be 'Not Significant'. It is concluded that the proposed package of mitigation will ensure that the Proposed Development is acceptable and that there will be no adverse significant effects to air quality and be in accordance with the NPPF, Core Strategy Policies 1 and 10, Local Plan Part 2 Policy 20 and the Neighbourhood Plan.

Noise and Vibration

7.86. Hoare Lea has undertaken an assessment of the likely significant noise and vibration effects upon sensitive receptors within and in the vicinity of the Site, during the construction and operation phase has been undertaken. An acoustic survey has been carried out to quantify the existing baseline sound climate. Traffic data has been used to predict the change in noise levels from the existing road network on existing receptors.

7.87. The prevalent noise source on the Site is road traffic on the nearby roads with localised noise along the western site boundary from train pass-bys, trains idling, and occasional train horns associated with the railway sidings to the west. There was no audible noise from either the park and ride, nor the electrical sub-station, nor the Water Treatment Works at any time during the attended portions of the Site survey.

7.88. Noise and vibration generated during the construction phase of the Proposed Development at the nearest sensitive receptors identified above in the baseline conditions have been considered based upon a range of construction activities deemed possible to occur at the Site. Although the noise from the majority of activities are calculated to exceed the criteria set in accordance with BS 5228-1, these activities are likely to only occur for short periods and as such, this is considered to equate to a Medium magnitude of impact on high sensitivity receptors, corresponding with a Moderate Adverse temporary Effect which is Significant when activities are taking place in close proximity to these receptors. For the remainder of the time when activities occur at greater distances from the high sensitive receptors, lower levels would be anticipated. Vibration levels at the closest noise-sensitive receptors are predicted to equate to a Medium magnitude of impact on high sensitivity receptors which corresponds with a Moderate Adverse temporary Effect which is Significant. Where there is no piling undertaken at the Site, there are no other sources of vibration anticipated, corresponding within a Negligible effect, which is not significant.

7.89. The increase in traffic at the nearest sensitive receptors identified above in the baseline conditions has been considered during both the construction and operational phases based upon predicted traffic flow levels as provided by the Applicant and by their Transport Consultant. When looking at traffic increases cumulatively, and allowing for general growth, increases in road traffic noise levels are, at worst, a negligible magnitude of impact on high sensitivity receptors, corresponding to a negligible effect, which is not significant.

7.90. Prior to construction, a CEMP will be implemented on the Site which will detail the implementation of measures therein to address construction effects relating to noise and

vibration, on the environment, existing surrounding communities, businesses, and residents of the area.

- 7.91. In order to reduce the level of noise and vibration on the nearest sensitive dwellings during the construction phase of the Proposed Development, a series of measures are to be implemented which will form part of the CEMP. The measures to be provided will reduce the adverse effects as far as practical.
- 7.92. Façade acoustic performances can be designed to comply with the relevant British Standard desirable internal noise levels through standard products such as standard thermal double glazed windows which will be specified at the more detailed stages. This would correspond to, at a worst, a low magnitude of impact. Noise levels in external areas are expected to have a negligible impact. There is potential for external areas to be acoustically positive environments that facilitate wellbeing, particularly if suitable greenery is incorporated into the design. Therefore, Site suitability is, at worst, a low magnitude of impact on high sensitivity receptors, corresponding to a permanent Minor to Moderate adverse effect (not significant). The Site suitability assessment has been carried out based on the future sound climate, allowing for traffic increases associated with other developments. Therefore, cumulative considerations are already accounted for to an appropriate extent.
- 7.93. The proposed effect of development from noise are considered to not be significant and a mitigation strategy has been proposed to achieve appropriate internal noise levels. It is therefore considered that the development can come forward in accordance with the NPPF Core Strategy Policies 1 and 10, Local Plan Part 2 Policy 19 and the Neighbourhood Plan.

Flood Risk and Drainage

- 7.94. This Flood Risk Assessment and Drainage Strategy has been carried out on behalf of Bloor Homes. The assessment has been conducted in accordance with the requirements of the NPPF and the associated Planning Practice guidance.
- 7.95. Under proposals, the site would be redeveloped to provide up to 420 new dwellings with associated infrastructure. The increase in impervious surfaces would increase the rate and volume of run off, post development, which could increase flood risk to the site, and downstream catchments, unless mitigated in a sustainable manner.
- 7.96. The geology of the site does not support infiltration-based SuDs techniques, so in following the drainage hierarchy, it is proposed that post development flows, will be attenuated, using a detention basin, with discharge restricted to 2l/s/ha and controlled by a hydro brake discharging to the STW culverted watercourse.
- 7.97. STW have confirmed that post development flows can be discharged to their network as long as the runoff rates do not exceed 2l/s/ha. The basin has been designed to accommodate the volume of water from the critical duration 1% AEP event; and include an allowance of 40% climate change, 10% urban creep allowance, and 150mm of freeboard. The results of the modelling, show there is sufficient capacity to accommodate the increased rate and volume of runoff resulting from development, without increasing flood risk to the development or downstream catchment.
- 7.98. As discussed above, by restricting the discharge rate for the development area to 2.0 l/s/ha, the total site discharge post development will be lower than the 1 in 100-year greenfield rate;

and this will provide significant betterment to the downstream STW network, by reducing discharges, which will reduce potential flood risk.

- 7.99. The proposals will also optimise opportunities to promote and enhance biodiversity, with the basin and existing ditch integrating with the landscaping as a part of a holistic green infrastructure strategy. The detention basin will be designed to incorporate a low flow channel, which will provide effective water treatment enabling pollutants to be removed before discharge.
- 7.100. All other potential sources of flooding have been considered; and are assessed as being low or very low. Finished floor levels will be set at least 150mm above ground level, and development levels will be set to ensure exceedance flows are directed along road corridors, to areas of public open space, adjust to the ordinary water course
- 7.101. In summary, a conservative approach has been adopted to the sustainable management of post development flood risk; and implementation of the measures set out in the drainage strategy will effectively mitigate flood risk for the site and provide betterment, while promoting biodiversity.
- 7.102. Provided that the recommendations of this report are followed, then the development can proceed without being at any significant flood risk and without increasing flood risk elsewhere. The development proposals are considered sustainable from a flood risk and drainage perspective. The proposed development in terms of flood risk is considered to accord with the NPPF, Core Strategy Policies 1 and 16, Local Plan Part Policy 1 and Neighbourhood Plan Policy ENV02.

Contaminated Land / Ground Conditions

- 7.103. Geodyne have undertaken a review of the Geo-Technical conditions of the proposed development site.
- 7.104. The Phase I Desk Top Assessment confirms that the bedrock geology across the site typically represents suitable bearing strata for traditional shallow foundations.
- 7.105. The Desk Study enquires revealed the presence of Made Ground and Infilled Land to the sites west / northwest. There is the potential for the off-site Made Ground to encroach locally onto the western area of the site. The Made Ground and Infilled Land are considered to represent potential sources of ground gases (i.e. methane and carbon dioxide), which have the potential to affect the proposed residential development.
- 7.106. Therefore, it is recommended that a programme of ground gas monitoring be undertaken at the site as part the Phase II works to confirm the ground gas regime and determine the requirement for any ground gas precautions within the proposed dwellings.
- 7.107. No specific investigation or mitigation in relation to historical coal mining issues are considered to be necessary at the site.
- 7.108. No radon protective measures are necessary at the site, in accordance with the Envirocheck report.
- 7.109. The use of soakaways would be subject to the ground conditions encountered during the intrusive works and the results of in-situ permeability testing (if deemed appropriate).

However, according to geological mapping the site is anticipated to be underlain by relatively impermeable strata and soakaways are unlikely to be feasible at the site.

7.110. It is considered that the following contaminants represent an appropriate list of determinands for initial assessment with regards to potential contamination risks at the site.

- Metals and metalloids associated with any potential localised Made Ground beneath the site.
- Polycyclic Aromatic Hydrocarbons (PAHs) from any ashy inclusions and / or carbonaceous inclusions in the near surface soils.
- Pesticides and herbicides associated with the historical agricultural use of the site.
- Asbestos containing materials associated with any localised Made Ground beneath the site and construction materials to the former on-site building and the railway sidings to the sites immediate west.
- Polychlorinated Biphenyls (PCBs) associated with the substation to the northeast of the site.

7.111. The foregoing contaminants have the potential to adversely impact site workers, end users (i.e. residents) and building structures. Detailed Phase II Exploratory Investigation works will be required to attempt to further investigate and resolve the potential contaminant risk. At this stage, we envisage undertaking a contamination assessment for the plausible contaminants identified at the site. The requirement for water testing would be dependent upon the findings of the intrusive investigation (although is considered to be unlikely).

7.112. The Study undertaken recommends that a Proposed Phase II Exploratory Works should be sufficient to investigate the possible issues raised in the Phase I Desk Study and should be undertaken in general accordance with current industry good practice. Based on their current understanding (preliminary Conceptual Site Model), it is recommended that Phase II works comprise the following, as a minimum:

- A programme of exploratory holes across the site to provide an initial inspection of the ground conditions for geotechnical and environmental purposes.
- Appropriate geotechnical soil analysis.
- Contamination testing of soil samples.
- A programme of ground gas monitoring to confirm the ground gas regime and determine the requirement for any ground gas precautions within the proposed dwellings.

7.113. The study concludes that based on the evidence of the findings of the Phase I Desk Study enquiries and following the implementation of any necessary remedial measures, the site is considered likely to be suitable for the proposed end-use from a geotechnical and environmental perspective. The development therefore accords with the NPPF, the Core Strategy, Local Plan Part 2 Policy 19 and the Neighbourhood Plan.

Soils and Agricultural Land

- 7.114. A soil resources and agricultural land quality survey has been undertaken by Land Research Associates.
- 7.115. The Site is made up of a mixture of permeable loams and slowly permeable soils. They give BMV land of Grade 2 (0.8 ha), Subgrade 3a (0.9 ha) and Subgrade 3b (16.8 ha) quality. The remainder of the Site comprises non-agricultural land.
- 7.116. The Proposed Development has the potential to cause the loss of all topsoil within the development area and compaction of the subsoil within landscaping areas of the Site – a potential major adverse impact prior to the implementation of mitigation measures.
- 7.117. The Proposed Development is estimated to result in the negligible magnitude loss of BMV Grade 2 (0.8 ha) and Subgrade 3a (0.9 ha) agricultural land – overall a permanent minor adverse impact that is not significant.
- 7.118. The soil resources can be protected through adherence to a Site-specific Soil Management Plan (SMP) that can form part of a wider CEMP (secured via planning condition). This will reduce the potential effect of the Proposed Development to negligible. There is no possible mitigation for the permanent loss of agricultural land, however given the limited amount that will be lost is considered minor adverse.
- 7.119. The proposed loss of Best Most Versatile land is allowable as per the Framework Paragraph 188. Footnote 65 states where significant development of agricultural land is demonstrated to be necessary, areas of poorer quality land should be preferred to those of a higher quality. Notwithstanding the Council have chosen to allocate the site for development. The report however demonstrates that lower quality agricultural land is being utilised alongside the better quality land.
- 7.120. The Proposed Development will have a negligible effect to soil resources and a minor adverse effect to agricultural land quality. There are no significant effects of the Proposed Development.

Climate Change

- 7.121. BWB Consulting have undertaken assessment in the form of an ES Chapter on Climate Change which assesses the effects that may arise as a result of climate change on the Proposed Development and the effects of GHG emissions associated with the Proposed Development in accordance with the EIA Regulations. Supplementing the Chapter is an Energy Statement has been prepared by Briary Energy
- 7.122. An indicative quantitative assessment of embodied carbon was undertaken for the construction phase. The total amount of GHG emissions anticipated to be emitted during the construction phase is 21.23 ktCO₂e, which is considered to be a permanent, moderate adverse effect. However, the implementation of mitigation measures such as selective material selection and a more stringent embodied carbon target are expected to reduce this to a permanent, minor adverse effect, which is not considered to be significant in EIA terms. This would align with the LETI Design 2030 Target and would also not inhibit the UK Government's trajectory to reach net zero by 2050.
- 7.123. Quantitative assessment of vehicular emissions and energy production were undertaken for the operational phase. The total yearly amount of GHG emissions anticipated to be emitted during the operation phase is 1.29 ktCO₂e, which is considered to be a permanent, moderate

adverse effect. However, the implementation of mitigation measures such as: the provision of sustainable transport measures within the Travel Plan; and Solar Photovoltaic Collectors and ASHPs is expected to reduce this to a permanent, minor adverse effect, which is not considered to be significant in EIA terms and would not cause the UK Government to fail in reaching their net zero trajectory by 2050.

- 7.124. Mitigation measures have been embedded into the Proposed Development, and additional measures have been proposed to increase resilience to climate change and reduce the influence on climate change. Within the design, a large number of trees and hedgerows will be retained, helping with flood alleviation and the drainage basin has been designed to account for climate change. Sustainable transport options such as walking and cycling have also been incorporated to reduce GHG emissions. The Proposed Development's energy demand has also been reduced by a 'fabric first' approach.
- 7.125. Additional mitigations including a CEMP, CTMP, selective procurement of materials to reduce embodied carbon and use of the LETI Design 2030 Target for embodied carbon have been proposed for construction, with a SWMP, Travel Plan, Operational Waste Management Plan and the implementation of low carbon technologies proposed for operation.
- 7.126. The 'fabric first' approach to the design of dwellings will provide a 81.60% carbon savings under the Building Regulations, which represents a 74.18% energy demand reduction.
- 7.127. The proposed approach represents a significant reduction when considered against the Policy requirements set out in Core Strategy Policy 1 and the wider requirements of the NPPF and Local Plan Part 2 and the Neighbourhood Plan Policy HASO2.

Lighting

- 7.128. A Lighting Strategy has been prepared by DFL (Designs for Lighting Ltd).
- 7.129. The Lighting Strategy proposes good practice and outlines a suitable approach for the proposed lighting for the purpose of safety, security, wayfinding and amenity. The Lighting Strategy is intended to set out a minimally obtrusive approach to the lighting, whilst ensuring it is necessary and considers the sensitivity of nearby human, environmental and ecological receptors.
- 7.130. The Lighting associated with The Proposed Development will comply with relevant British Standards and Institution of Lighting Professionals (ILP) guidance to ensure obtrusive light is minimised in accordance with best practice.
- 7.131. The strategy seeks to ensure that the lighting is not outside of the obtrusive light limits for the Environmental Zone in which the Proposed Development is located, is sensitive to the area, and provides a recognised standard level of lighting for all adoptable areas requiring illumination.
- 7.132. Luminaires will distribute light downwards only, to reduce the potential for light spill onto the boundaries surrounding the buildings and upwards towards the sky.
- 7.133. The follow areas will require task lighting to facilitate the safe undertaking of operational tasks:

Lighting to an adoptable specification will be required in the following application areas:

- Primary Street
- Streets & Lanes
- Public Right of Way
- Pedestrian & Cycle Links
- Pedestrian Routes
- Pedestrian & Cycle Priority Crossings
- Vehicular Site Access Points

7.134. The following areas are not anticipated to require dedicated lighting.

- Play Space – daytime use only

7.135. Mitigation measures are proposed and will be embedded into the design of the final detailed scheme.

7.136. The proposed development is therefore designed and considered to be in accordance with the NPPF, the Core Strategy, Local Plan Part 2 and the Neighbourhood Plan.

Design

7.137. The design of the site has been carefully considered and is detailed in the submitted Design and Access Statement prepared by Pegasus Groip.

7.138. The application of urban design objectives will ensure a high quality layout is achieved whilst the identification of the constraints and opportunities will ensure that the proposals are sensitively assimilated on the site and into the surrounding landscape and urban fabric.

7.139. Successful urban design is dependent upon achieving an appropriate relationship between community needs, development principles, development form and a positive response to local conditions.

7.140. The principles which have been developed provide a framework by which to create a distinctive place, with a consistent and high quality standard of design.

7.141. The DAS explains how these principles have been derived from the site assessment in conjunction with the delivery of a high quality development which achieves the criteria set out in NPPF Paragraph 135 namely:

- Function and Quality;
- Visually Attractive;
- Response to Context
- Strong Sense of Place
- Accessibility

- Safe, Inclusive and Accessible Places

- 7.142. The Design and Access Statement has set out a clear explanation of the design process, community engagement and consultation process undertaken with the local community and other key stakeholders. The design process has also included a comprehensive and thorough assessment of the site and its immediate context, the development of a clear set of principles to guide the design of the site.
- 7.143. The plans and design approach, together with the supporting illustrative strategies, demonstrate how the vision for Toton West can be delivered to meet the three key NPPF objectives of sustainable design:
- A social objective;
 - An economic objective; and
 - An environmental objective.
- 7.144. The development proposals are the realisation of a clear vision for the site, focused around creating a residential development scheme.
- 7.145. The proposed development is of appropriate design that will create a new well-designed connected community and is therefore considered to accord with the NPPF, Aligned Core Strategy Policy 10, Local Plan Part Policies 3.2 and 17 and the Neighbourhood Plan.

8. Draft S106 Heads of Terms

- 8.1. In accordance with the CIL Regulations 2010 (Regulation 122), Paragraph 58 of the Framework confirms that planning obligations should only be sought where they meet all of the following tests:
1. Necessary to make the development acceptable in planning terms;
 2. Directly related to the development; and
 3. Fairly and reasonably related in scale and kind to the development.
- 8.2. It is anticipated that a Section 106 Agreement will accompany the grant of planning permission, where any agreed contributions which need to comply with the above tests. The initial Heads of Terms for the S106 are, subject to there not being any unforeseen costs that could affect the overall viability of the scheme, as follows:
- Provision of a necessary financial contribution towards the delivery of required educational capacity, proportionate to the impact of the development (Primary and Secondary Education)
 - 30% on-site affordable housing provision
 - Any necessary and justified contribution towards the provision of primary healthcare and/or community facilities.
 - Any necessary and justified contribution towards off-site green infrastructure provision;
 - Any necessary and justified contribution towards highways, travel packs and sustainable transport infrastructure.
- 8.3. It is considered that the identified Draft Heads of Terms will ensure that the new development will be supported by the necessary and appropriate infrastructure and accord with Aligned Core Strategy Policy 19 and Local Plan Part 2 Policy 32.

9. Conclusion

- 9.1. The application proposal involves a residential development of up to 420 dwellings including related infrastructure, landscaping and open space. Approval is sought for the proposed access into the development by Bloor Homes. The site forms part of a wider allocation for a mixed used development (note: the application site is identified for residential development) since 2014 and has not come forward. It is a significant part of the long-standing allocation in the Greater Nottingham Aligned Core Strategies and Policy 3.2 "Land in the vicinity of the HS2 Station at Toton (Strategic Location for Growth)" contained in the Broxtowe Local Plan Part 2.
- 9.2. The application proposals are in accordance with the Greater Nottingham Aligned Core Strategies and the Broxtowe Local Plan Part 2 Core Strategy, particularly Policy 3.2 which specifically allocates this site for housing and related development.
- 9.3. The proposed development is shown to comply with Policy 3.2 and represents sustainable development and Broxtowe Borough Council should grant planning permission for the application without delay. Up to 420 dwellings would be delivered on the site, some potential within five years and would contribute to the development of the wider allocation.
- 9.4. It is hoped that the Council will support the applicants' actions to bring forward the long-standing allocation and significantly contribute to its delivering housing to meet its needs.
- 9.5. The application includes assessments relating to vary technical and environmental aspects. These show there is no significant impact on any environmental matters arising from the application. There is the opportunity for enhancement in terms of biodiversity and strategies for drainage, landscaping and pedestrian/cycle linkages that fit in with the wider context of the allocated site.
- 9.6. The development is considered to be in accordance with the NPPF and the following Development Plan Policies set out in Table 2 below:

Table 2 Development Plan Policy Compliance

Development Plan	Policies
Broxtowe Aligned Core Strategy	A, 1, 2, 8, 10, 11, 12, 14, 15,16,17, 18, 19
Broxtowe Local Plan Part 2	1, 2, 3, 15, 17, 19, 20, 23, 24, 26, 28, 30, 31, 32
Chetwynd and Toton Neighbourhood Plan	ENVO2, ENVO3, INFO1, INFO2, INFO3, INFO4, HASO1, HASO2, HASO3, HASO4, LHCO2

- 9.7. The development will provide benefits in terms of economic, environment and social inclusion and achieve the Council's long-standing objectives and those of the Government for sustainable development.

- 9.8. In accordance with section 38(6) of the Planning and Compulsory Purchase Act (2004) and the presumption in favour of sustainable development, the application proposals accord with the development plan and should therefore be approved without delay.

Town & Country Planning Act 1990 (as amended)
Planning and Compulsory Purchase Act 2004

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