

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

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

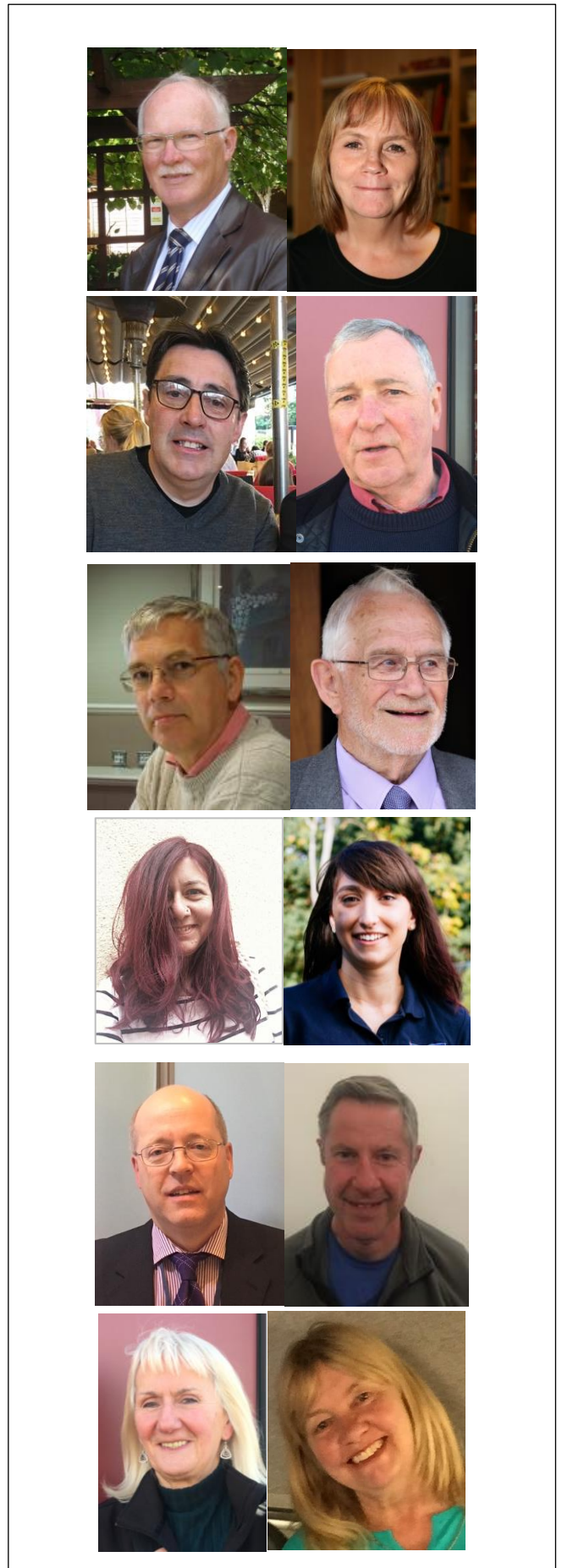
The Neighbourhood Plan (the 'Plan'), led by Chetwynd: The Toton and Chilwell ('CTTC') Neighbourhood Forum (the 'Forum'), was started back in the summer of 2016. The announcement of the sale of Chetwynd Barracks (the 'Barracks') brought together local residents who wanted to have a say in the future of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

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

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



Richard Hutchinson
Chairman June 2020



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

NOTES TO APPENDICES I, II, AND IV

Please note:

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

1. INTRODUCTION

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

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

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

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

HOW THE NEIGHBOURHOOD PLAN FITS INTO THE PLANNING SYSTEM

1.5 Although the Government's intention is for local people to be involved in decisions within their area, the Localism Act sets out some important guidelines. One of these is that all Neighbourhood Plans must be in general conformity with strategic planning policy. That is, Neighbourhood Plans must be in line with the National Planning Policy Framework (2019) [I] (the NPPF) and local policy, in particular Broxtowe Borough Council's Local Plan Part 2. The Local Plan has allocated between 1,000 and 1,300 new homes to be provided in our Area by 2028.

1.6 The Localism Act allows the Plan to provide *more* than this number of houses and amount of

employment land, but it does not allow the Plan to provide for *fewer*.

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

WHAT IS IN THE NEIGHBOURHOOD PLAN

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

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

HOW THE PLAN IS ORGANISED

1.9 The Plan is divided into 4 sections followed by 4 appendices.

SECTION A. THE NEIGHBOURHOOD AREA: PAST AND PRESENT

Sets out:

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

SECTION B. THE NEIGHBOURHOOD AREA: A VISION FOR THE FUTURE

Sets out:

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

SECTION C. GUIDELINES AND ASPIRATIONS

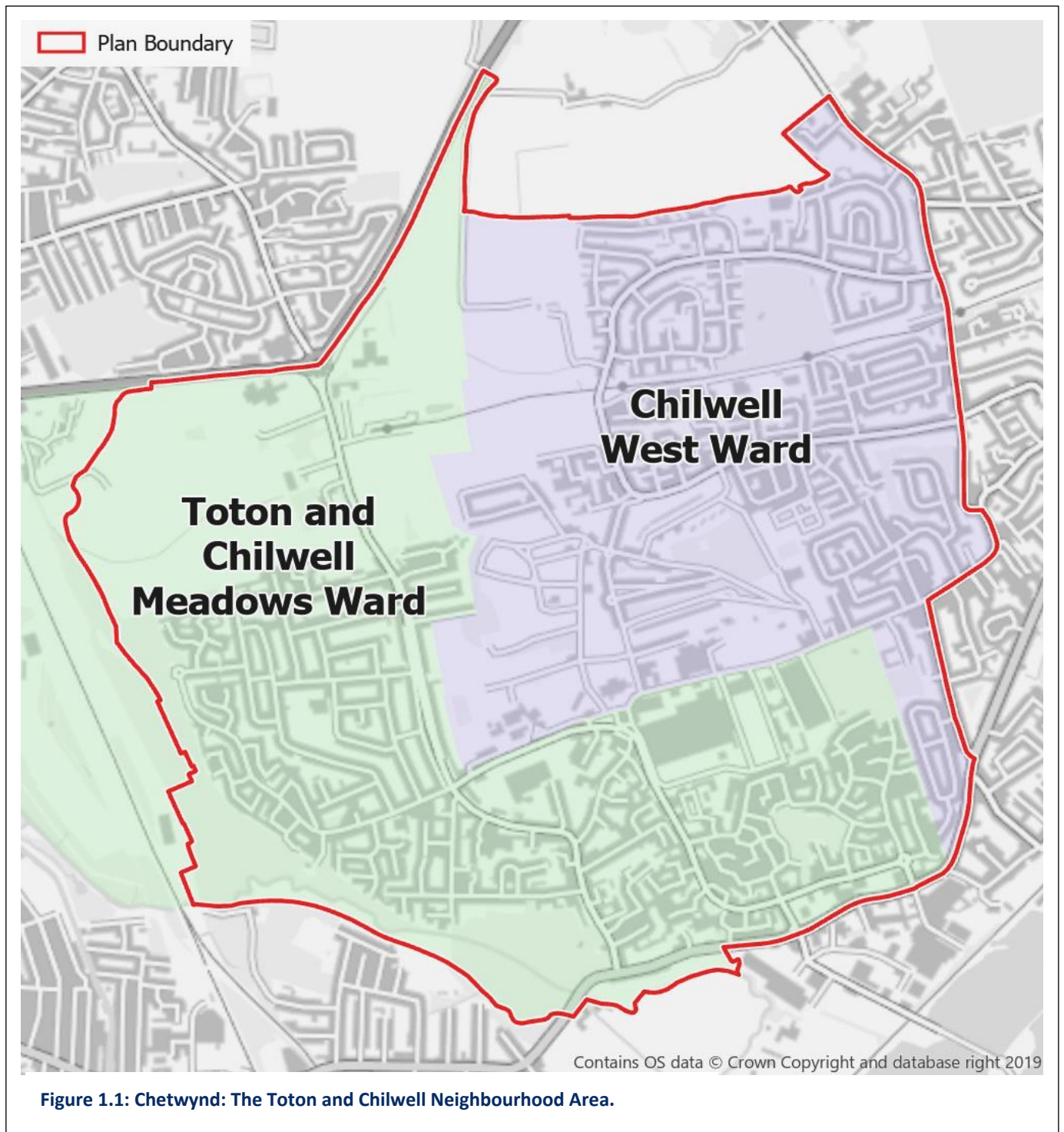
Outlines a framework of strategic guidelines and aspirations the Forum would like to pursue concerning the redevelopment.

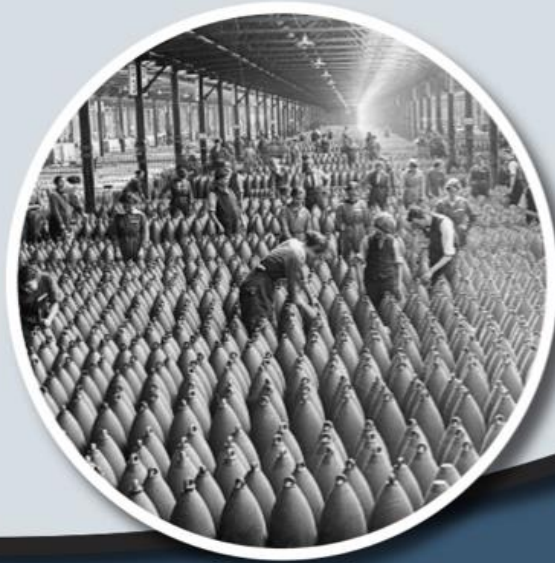
SECTION D. NEIGHBOURHOOD PLAN POLICIES

Details specific policies for the Area.

1.10 This document forms the Neighbourhood Plan for the Area. Under the Localism Act, the Plan's policies have been created using the framework provided in Section D.

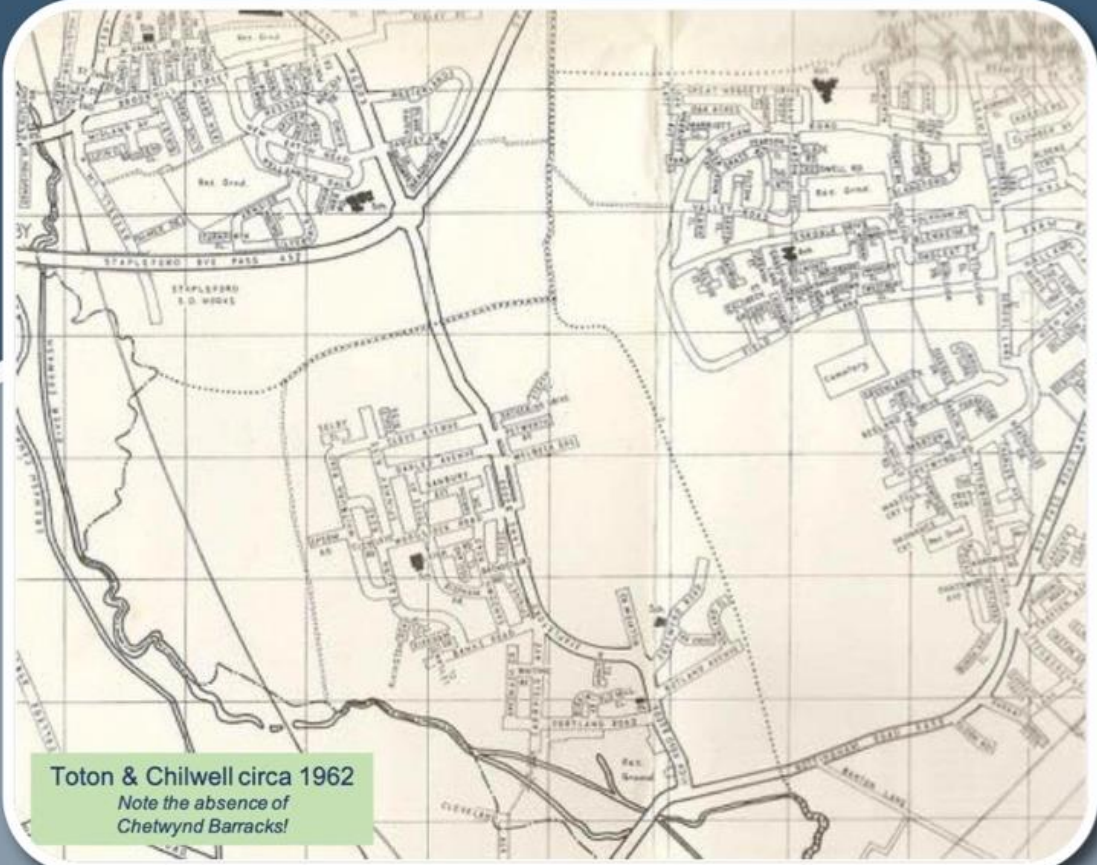
1.11 A large amount of background information (the Evidence Base) has informed the Plan. Appendix IV provides links to these key evidence documents.





Section A

Toton and Chilwell Past and Present



Toton & Chilwell circa 1962
*Note the absence of
Chetwynd Barracks!*

2. A SENSE OF PLACE

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

LOCATION

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

The Area comprises two Borough wards: Chilwell West and Toton and Chilwell Meadows - as shown in Figure 1.1.- that encompass approximately 5.5 square kilometers, with a population of circa 16,000 (2011 census).

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

2.3 Immediately adjacent to the western boundary of the Forum's Area lies Toton Railway Sidings, once the largest in the country, but now much reduced since their heyday as a focus for coal traffic in the 1960s. The Sidings nevertheless still form a significant barrier between Toton and Long Eaton and they are currently safeguarded by HS2 Ltd for the East Midlands Hub Station. The nearest mainline railway station is Attenborough, approximately 330m east of the A6005, providing access to Nottingham and Derby. At the centre of the Forum's area is Chetwynd Barracks, a Ministry of Defence (MoD) site due to be sold between 2021 and 2024. The Barracks are located on the former National Shell Filling Factory No. 6 site.

2.4 A network of public footpaths is accessible to residential areas adjacent to the Green Belt which acts as a 'green wedge' that encloses the north and west of the Neighbourhood Area.

The River Erewash forms part of the south-western boundary of the Area. The river is the focus of recreational routes and accessible open spaces, with footpaths and bridleways that link to Bramcote, Stapleford and Sandiacre to the north and Long Eaton to the west. These routes provide welcome access to fragments of open space that represent relics of the once-extensive farmland to the west of Nottingham.

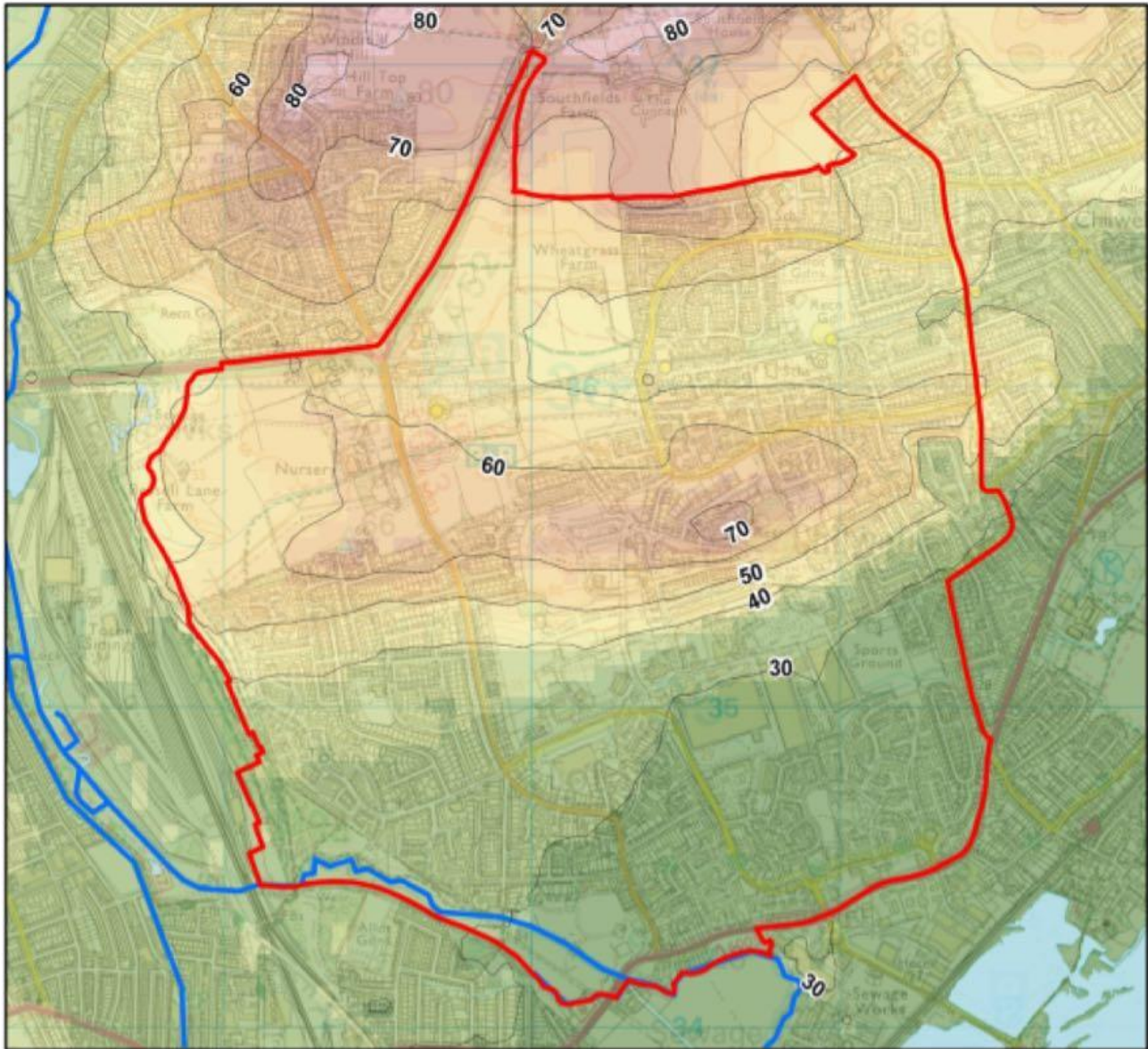
GEOGRAPHY

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

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



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



Legend

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

Elevation (m above ordnance datum)

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

0 0.25 0.5

km

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Figure 2.1: Topography and Hydrology (illustration courtesy of AECOM).

3. A SENSE OF HISTORY

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

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

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

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

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

3.6 With World War I came the need to produce shells. In 1915, Lord Chetwynd was tasked to find land close to a main railway line, away from large population centres but with a nearby labour supply. His chosen site became known as National Shell Filling Factory No.6. The station at Attenborough was enlarged, gravel was carted from the Trent and the

factory was up and running in months. Workers who dealt with the explosive materials absorbed TNT through their skin which turned yellow. The women workers became known as the Canary Girls. Tunnels were built into the hillside to store explosives. Chetwynd Road, the main road through Chilwell, was gated and access through the site was restricted.

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

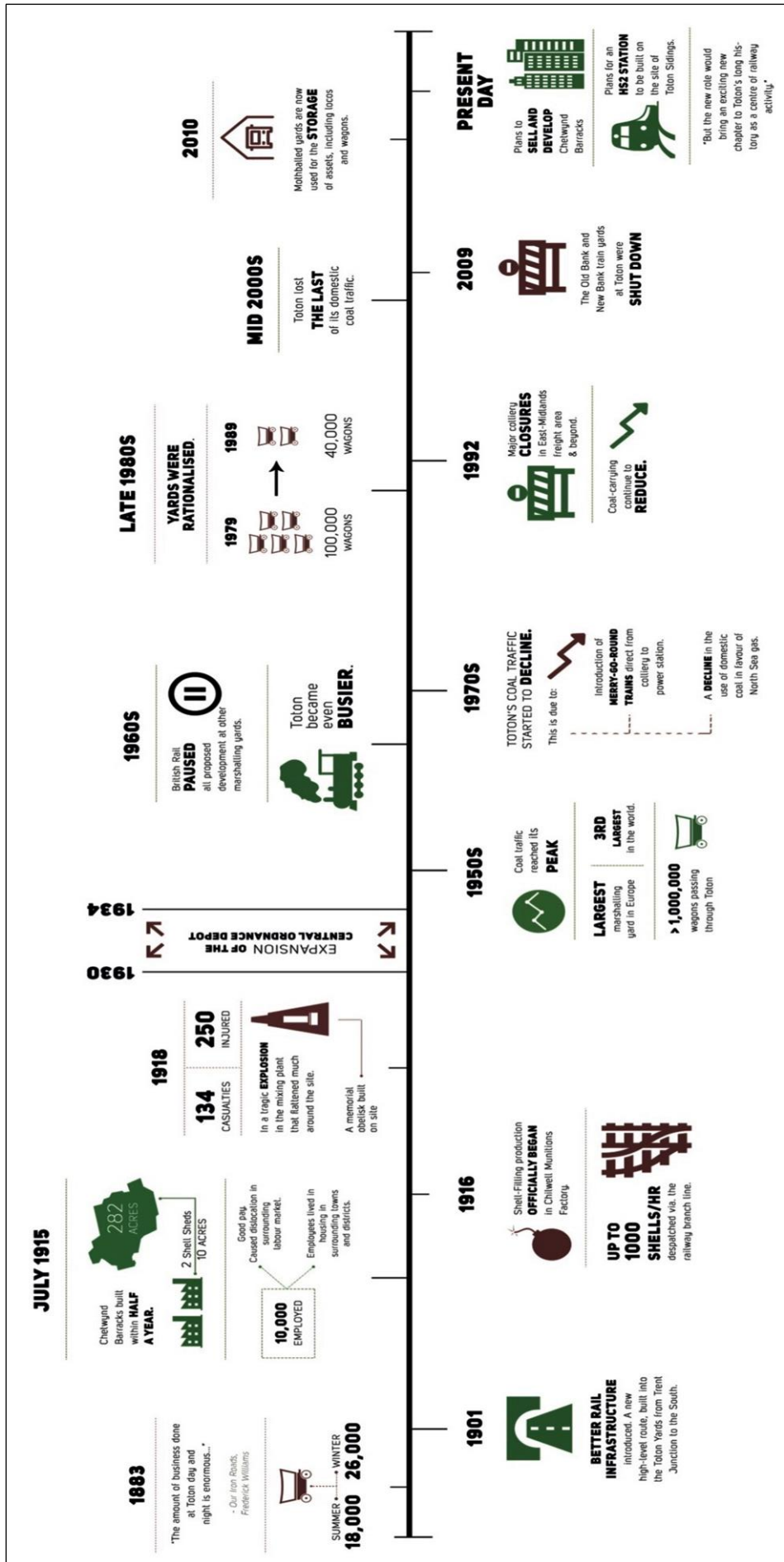
3.8 Following WWI, Toton Manor estate was sold. Private developers stepped in and houses were built on Portland Road and Stapleford Lane. Chambers cardboard factory moved from Long Eaton. Having started out making cardboard coffins for WWI, they continued in Toton until the 1990s, when bigger lorries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

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

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

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

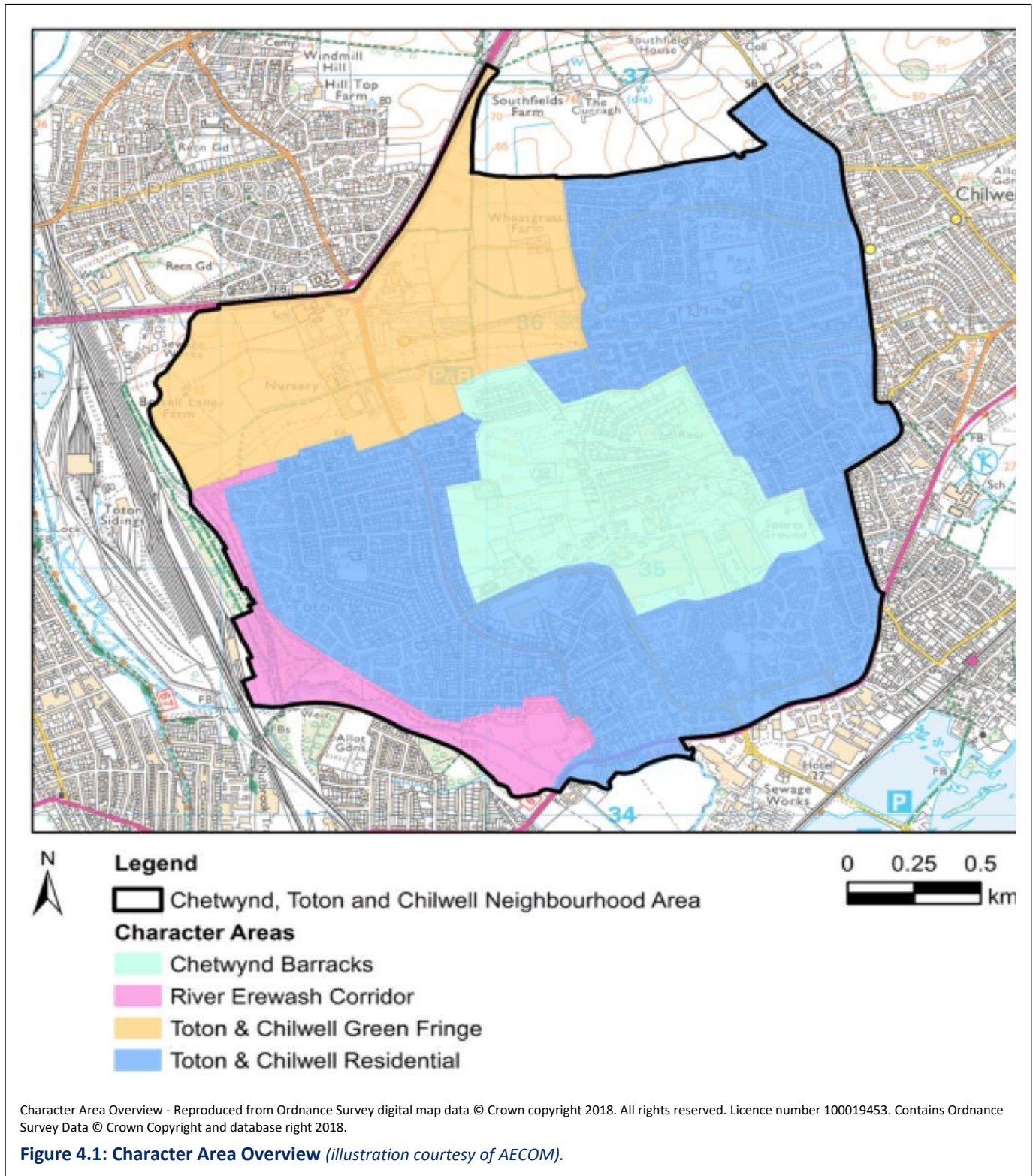
Figure 3.1: A brief history of Toton Sidings and Chetwynd Barracks (illustration courtesy of Nott'm University).



4. TOTON AND CHILWELL: TODAY

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

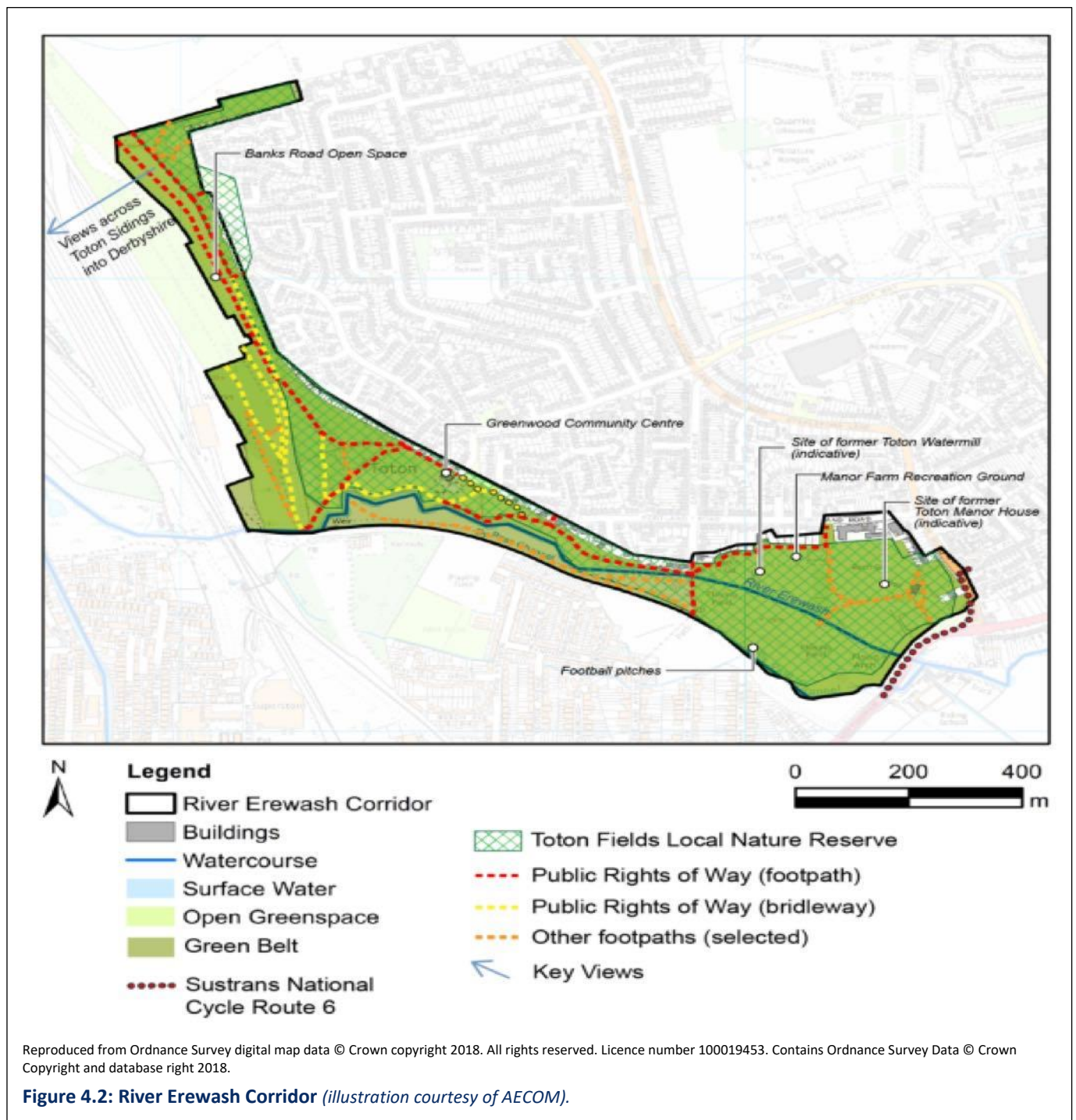
- historical development: including street pattern, land use, and heritage assets [I];
- movement: including physical boundaries such as railway lines, roads, and rivers;
- urban structure and built development: including density, building height, and architectural style.
- land use and levels of activity;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



RIVER EREWASH CORRIDOR

4.2 Key features:

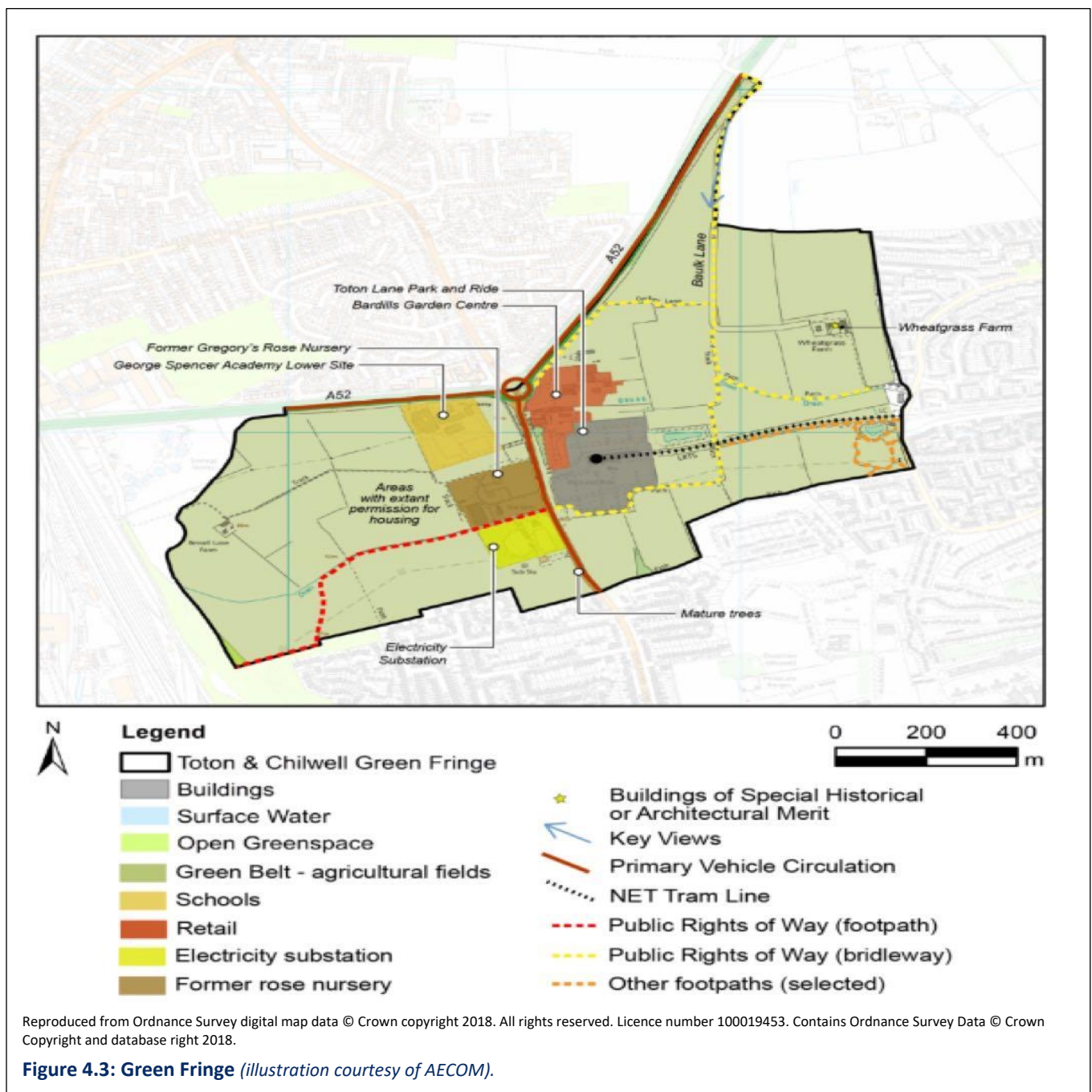
- The corridor takes up most of the western boundary of the Area. It is a narrow, largely north-south oriented linear green space that separates the residential area of Toton from Toton Sidings.
- The Toton and Chilwell Meadows ward boundary extends as far as the River Erewash. However, the Area boundary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



TOTON AND CHILWELL GREEN FRINGE

4.3 Key features:

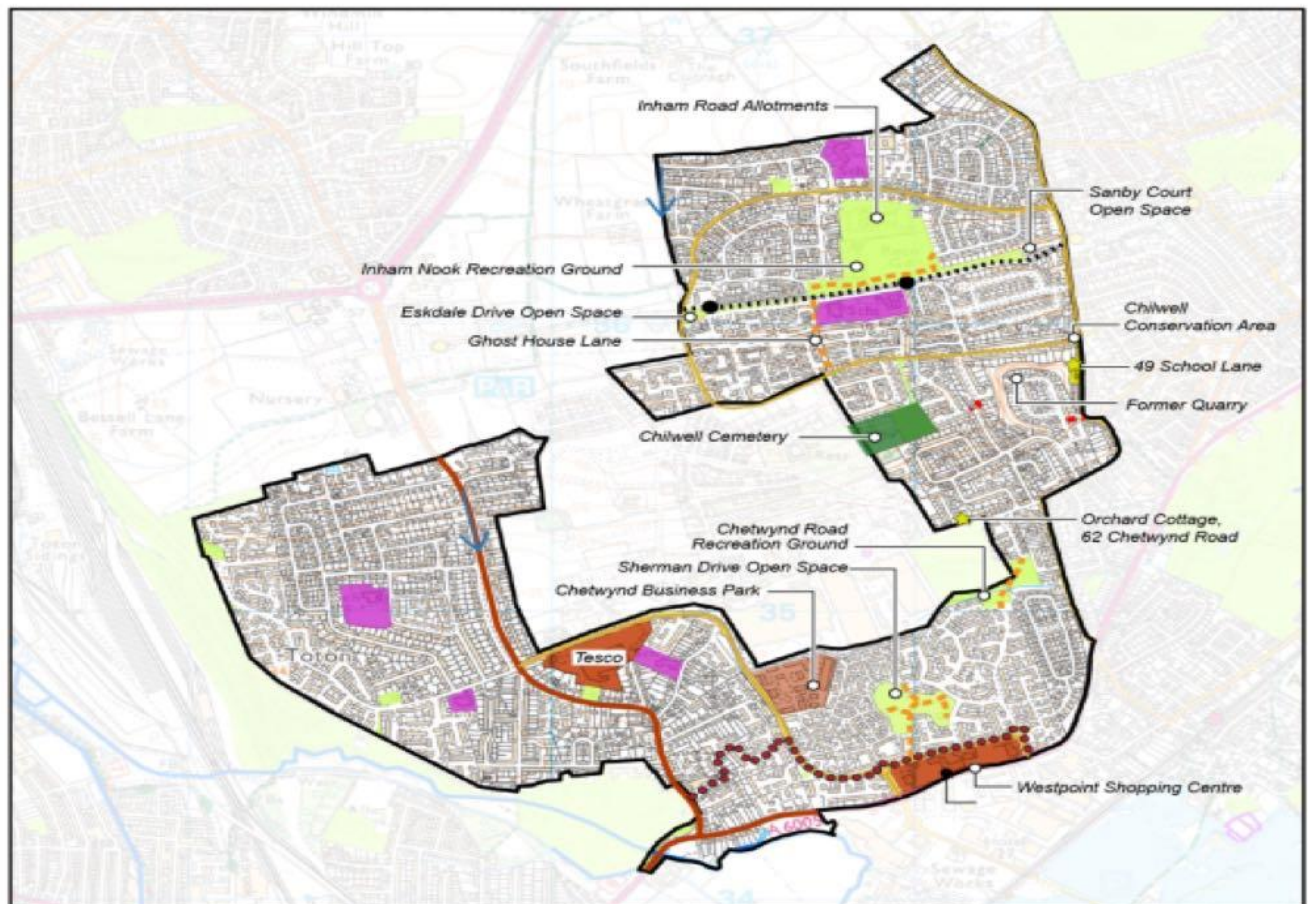
- This sub-area is bounded by the A52 dual carriageway to the north (linking Nottingham to Derby) and the residential areas of Toton to the south and Chilwell to the east. The Fringe was designated Green Belt land until the Local Plan Part 2 was adopted in 2019 when 154 ha was removed and allocated as the Toton Strategic Location for Growth (SLG) [1]. The SLG covers all the land to the west of Stapleford Lane and to the east it stretches south from the tram line to existing residential areas.
- The Fringe contains hard standing car parks linked to the tram terminus. There are scattered buildings near the Bardill's Island, such as the Garden Centre, George Spencer Academy, and an electricity substation.
- The Green Fringe is an important green corridor in the Area. Public open space [1] is very limited as the area comprises largely agricultural fields. However, the extensive network of formal and informal pedestrian and cycle routes allows a high level of access including a section of the Erewash Valley Trail [1]. In addition, there is a good degree of relic rural character here within this otherwise largely suburban area.



TOTON AND CHILWELL RESIDENTIAL AREAS

4.4 Key features:

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



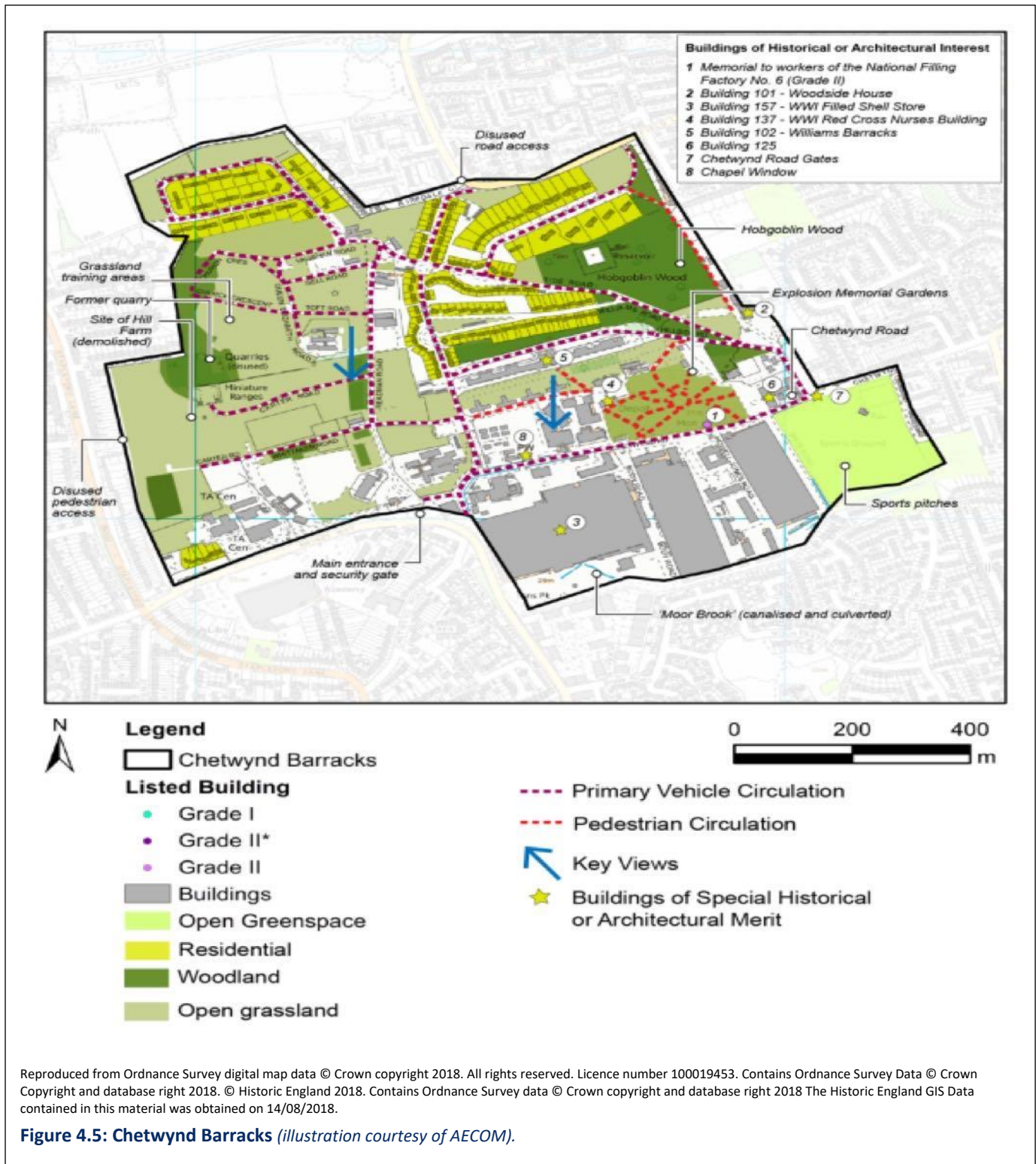
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Figure 4.4: Residential Areas (illustration courtesy of AECOM).

CHETWYND BARRACKS

4.5 Key features:

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



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5. KEY CHARACTERISTICS

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

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

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

ENVIRONMENT

5.3 Key characteristics:

RIVER EREWASH CORRIDOR

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

GREEN FRINGE

- Green corridors [1], which are part of the Green Fringe, form a significant component of the wider

green infrastructure network linking Bramcote, Beeston, Attenborough and the River Trent.

- Arable fields within the Green Belt designation (north of the tram line) and separating built-up areas to the west of the city.
- A good deal of openness, with medium-scale fields bounded by hedgerows and hedgerow trees.
- Undulating landform which provides views to the south from elevated areas, particularly the northern edge at Baulk Lane.
- Mature trees along the B6003 Stapleford Lane, especially along Spinney Crescent and the service road on the east side of the Lane.

CHETWYND BARRACKS

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

TOTON AND CHILWELL RESIDENTIAL AREAS

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

INFRASTRUCTURE / GETTING AROUND

5.4 Key characteristics:

ROAD INFRASTRUCTURE

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

PUBLIC TRANSPORT

- The Toton Lane tram terminus is located at the northern end of the Area close to Bardill's Island. The park-and-ride Nottingham NET station has

hard standing parking for 1,800 cars and the tram route bisects fields running down to housing and local tram stops at Inham Road and Eskdale Drive. Recent planting has yet to screen and soften this prominent feature.

- Commercial bus services run frequently along the A6005 between Long Eaton and Beeston (and beyond to Derby/Nottingham). Chilwell (Inham Road/Field Lane estate) is well served by Nottingham City buses but there are only infrequent, subsidised County Council services operating within Toton.

FOOTPATHS AND CYCLEWAYS

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



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

5.5 Key characteristics of these two themes:

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



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



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

LEISURE, HERITAGE AND COMMUNITY

5.6 Key characteristics:

LEISURE FACILITIES

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



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

COMMUNITY FACILITIES

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



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

HERITAGE ASSETS

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



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

EMPLOYMENT AND BUSINESS

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

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

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

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

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



Above: Stapleford Lane and Sunnyside Road neighbourhood shops.

Left: West Point Shopping Centre

Below: Blenheim Drive



Chetwynd Business Park

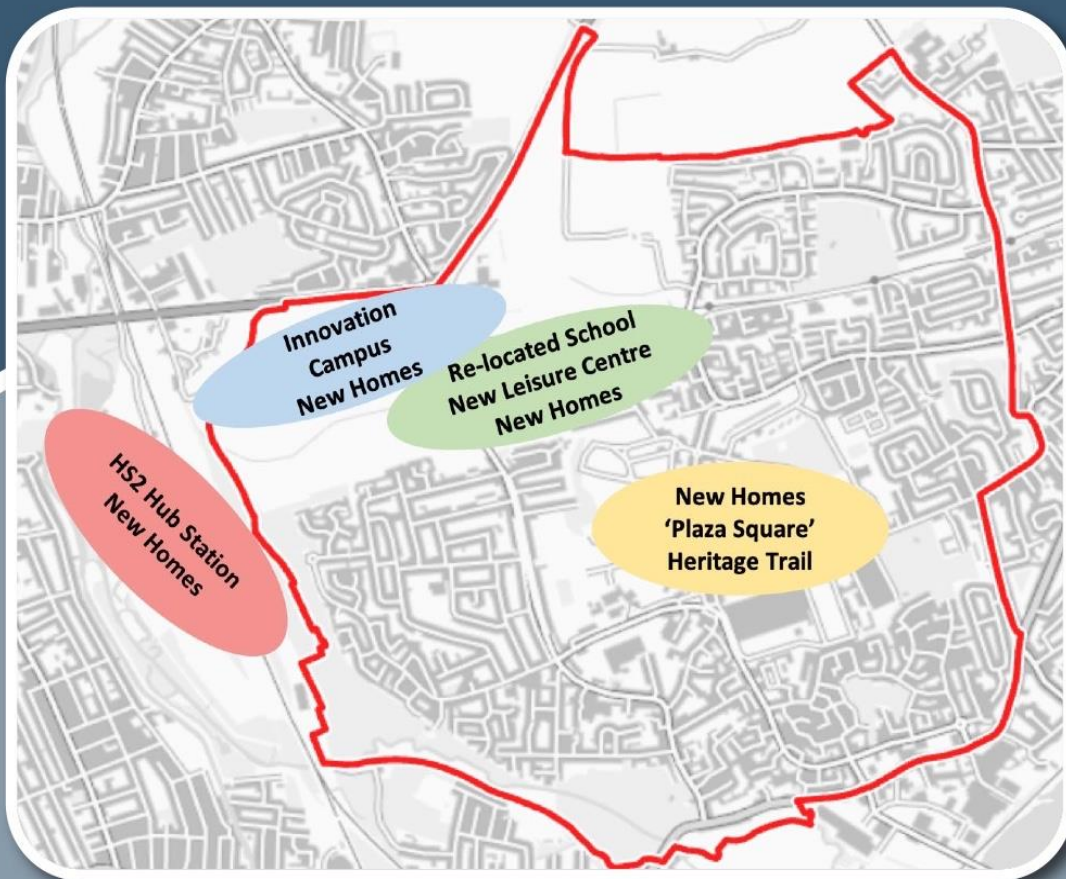


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Section B

Toton and Chilwell A Vision for the Future



6. THE CHANGING FACE OF OUR AREA

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

6.2 Three substantial developments are planned:

- Toton Strategic Location for Growth
- East Midlands Hub Station
- Chetwynd Barracks.

These initiatives will result in the Area absorbing a significant increase in new dwellings. We expect to see circa 4,500 new homes over the next 20 years with a concomitant increase in residents. This is from a baseline of 6,700 homes in 2011.

6.3 On its own this increase puts pressure on the local infrastructures: roads, water, power, communications, green space, schools, healthcare, etc. At the same time the Hub Station will result in large numbers of commuters transitioning through the area to travel to work and other activities, increasing the pressure on the road network still further.

TOTON STRATEGIC LOCATION FOR GROWTH

6.4 In 2013 it was announced the preferred route for the HS2 rail network will pass through Toton with a new Hub Station to serve the region. The station will significantly reduce journey times to regional cities in the Midlands and North, as well as London. In 2014, Broxtowe created the Toton Strategic Location for Growth and added it to the Aligned Core Strategies [IV: *Aligned Core Strategies 2014*].

6.5 The Hub Station is not expected to be open before 2030. However, it will encourage inward investment bringing significant benefits in terms of sustainable transport and economic development.

6.6 The Green Belt has been amended to allow for the Hub Station and an adjoining mixed-use development including housing and a NET extension.



Overlooking Toton Sidings (looking south-west).



Figure 6.1: The Hub Station (*illustration courtesy of East Midlands Growth Strategy*).

EAST MIDLANDS HS2 GROWTH STRATEGY

6.7 The Growth Strategy [IV: *East Midlands HS2 Growth Strategy*], published in September 2017, was developed within a wider regional context to maximise the potential of the Hub Station and its links to nearby cities as well as key assets such as East Midlands Airport and the East Midlands Gateway Freight Interchange.

6.8 It is acknowledged that the Hub Station will be the most connected station on the high-speed network outside of London. To capitalise on this super-connectivity proposals are being developed for a

high-quality ‘Innovation Campus’ linked to our university sector, capable of delivering up to 10,000 high quality jobs. In addition, new community facilities will be built as well as a range of new homes.

6.9 The intention is to create “an inspiring 21st Century Gateway to the East Midlands and a destination in its own right. The ‘Innovation Campus’ will sit at the heart of a thriving network of ‘garden village’ developments that will include the nearby Chetwynd Barracks site.”

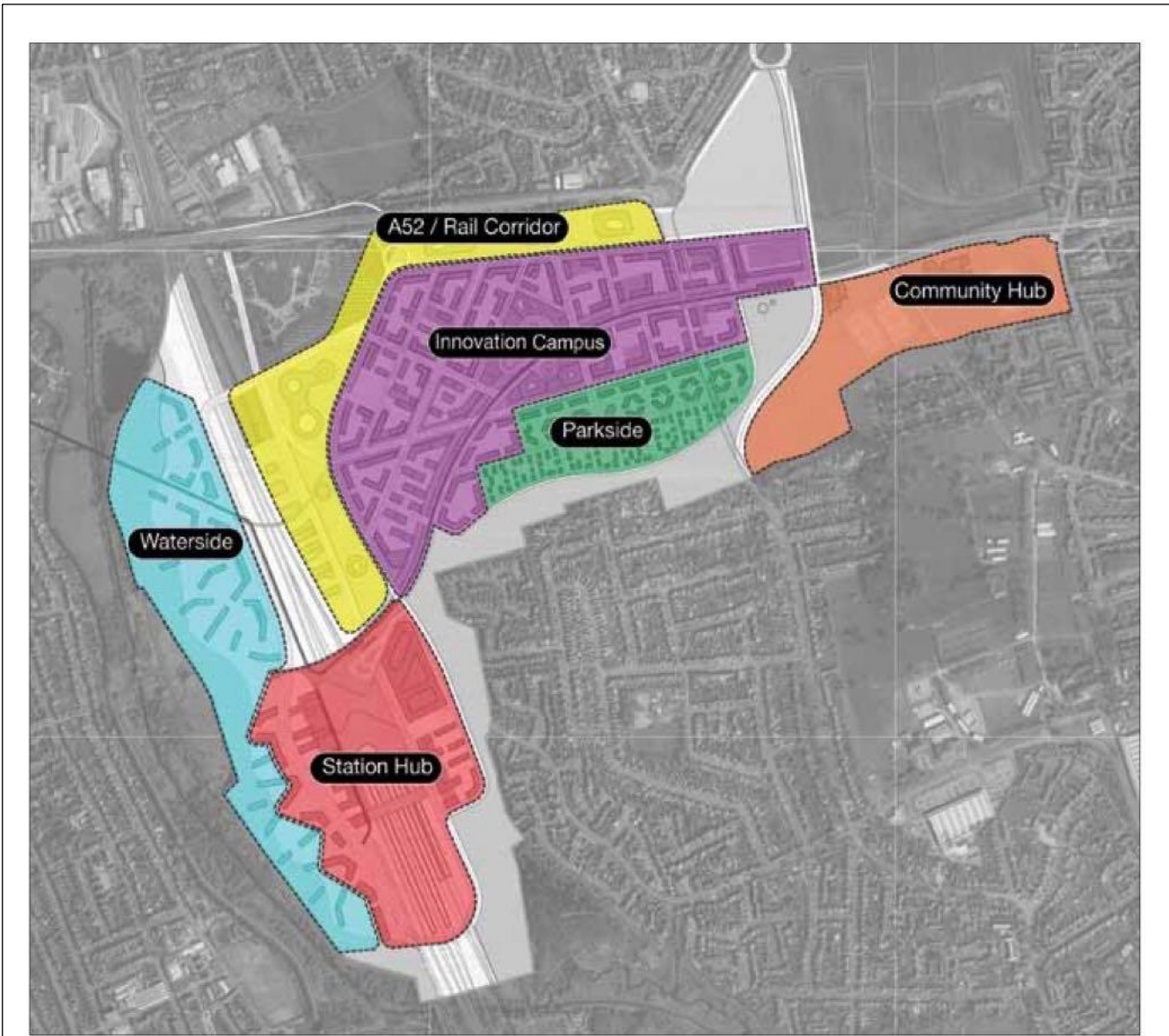


Figure 6.2: Toton Development (diagram courtesy of East Midlands Growth Strategy).

CHETWYND BARRACKS

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

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

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

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

CHETWYND GARDEN COMMUNITIES BID

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

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

6.16 Chetwynd is situated approximately 1km from the proposed East Midlands Hub Station. Although Chetwynd Garden Community itself will have a finite boundary, it forms part of the much larger, holistic vision that incorporates the Strategic Location for Growth Area, as discussed throughout this document.

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

6.18 Chetwynd therefore offers an opportunity to introduce an exemplar of this development approach to the City and foster debate about raising design standards within the region. Section C of this document details the both guidelines and aspirations the community would like to see implemented.



Figure 6.3: Chetwynd Barracks: extent of designated brownfield site.

7. CONSULTATION: ISSUES AND OPPORTUNITIES

METHODOLOGY AND PROCESS

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

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

7.3 The Forum wanted to understand what the community considers to be good, bad, worth keeping, and needs improving in the Area. We asked residents for their concerns about the redevelopment of both the East Midlands Hub Station and the Barracks.

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

7.5 In addition we engaged Nottingham University to produce a series of 'master plan' concepts and illustrations for our Area during the autumn semester



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

of 2017. This work was undertaken by a cohort of 23 architecture students and formed part of their post-graduate degree course.

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

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

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

The Weekly Digest [IV: *Digests*] is well appreciated by the membership and has a high 'read rate' with about 50% of the mails opened by recipients. Social Media is also used to inform people what the Forum is doing with 150 Facebook and Twitter followers.

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

DEMOGRAPHICS

7.9 It is important to be aware that the demographic of the responders may have weighted their comments. Table 7.1 seeks to compare the demographics of the latest census in 2011 (the last available) with that of the online survey.

7.10 Table 7.1 clearly demonstrates that residents under 30 are under-represented in the online survey while those between 60 and 74 are over-represented.

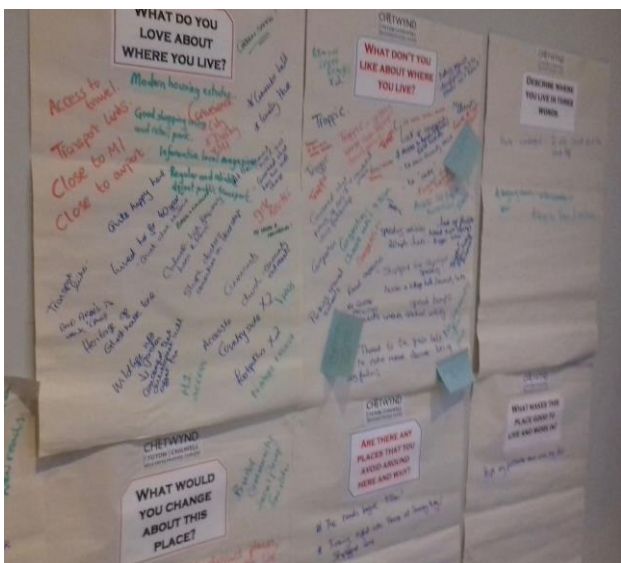
Age range	Census %	Online survey %
< 16	18.9	2.8
17-30	15.7	2.3
31-45	21.6	15.2
46-59	20.6	24.7
60-74	15.1	37.1
> 75	8.1	9.6
Did not respond	-	8.3
Total	100.0	100.0

Table 7.1: Online survey responses vs Census 2011

CONSULTATION QUESTIONS

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

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



CTTC consultation session, Toton, February 2018 sessions.

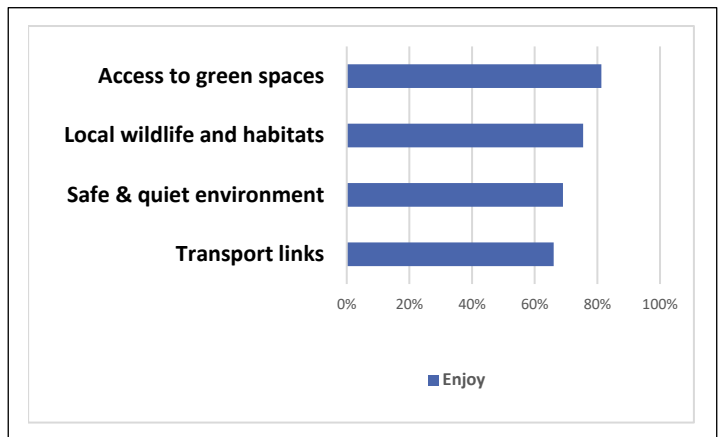


Figure 7.1: Why do you love living in the Area? (Top 4 answers)

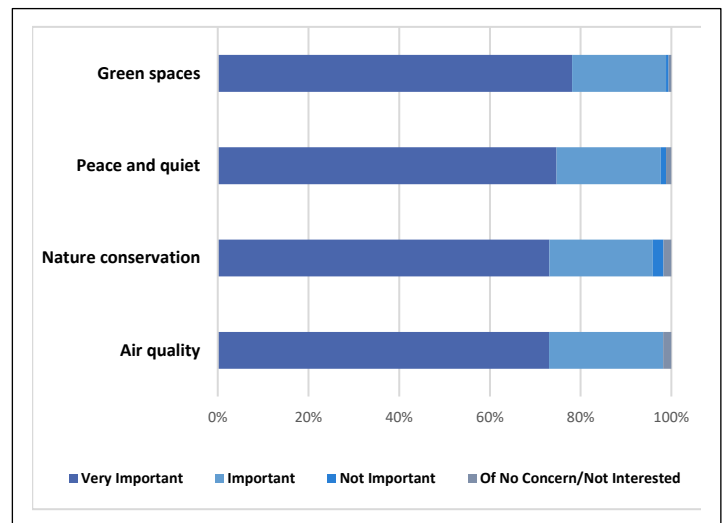


Figure 7.2: What is important to protect? (Top 4 answers)

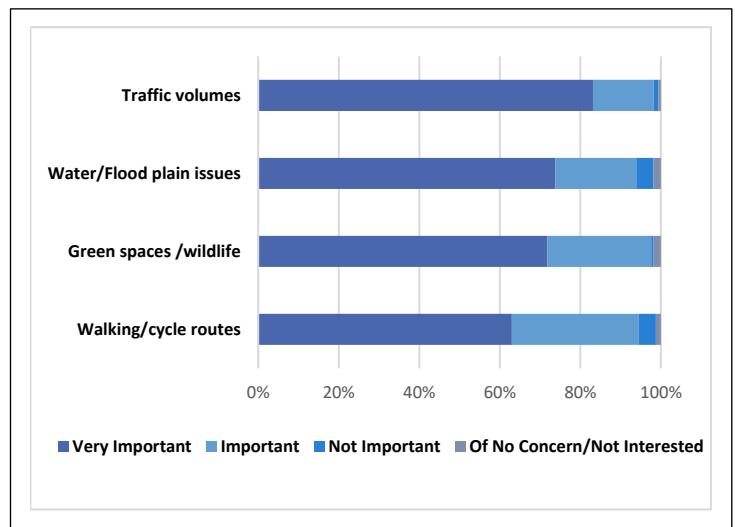


Figure 7.3: What aspects need improving? (Top 4 answers)

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

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

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

ENVIRONMENT

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

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

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

INFRASTRUCTURE/GETTING AROUND

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

7.18 However, although the Area is well connected to the main A52 road corridor (to the M1, Nottingham and Derby) the quantity of traffic through the area

accessing this highway was highlighted as a key concern many times.

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

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

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

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

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

HOUSING, SUSTAINABILITY AND URBAN DESIGN

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

7.25 Whilst it was recognised that much of the existing housing was built in the second half of the 20th century, it was commented that any new housing should be suited to the 21st century and break free of red-brick with diverse, mixed designs including self-

build opportunities to provide variable views taking advantage of the various gradients in the Area.

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

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

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

LEISURE, HERITAGE AND COMMUNITY

7.29 Responses were varied with some commenting on the good level of facilities, the integration of the churches in the community, the fact that there is a good range of shops, doctors and other amenities on

the doorstep. Others complained about the lack of a 'centre of focus' for the Area and few local shops.

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

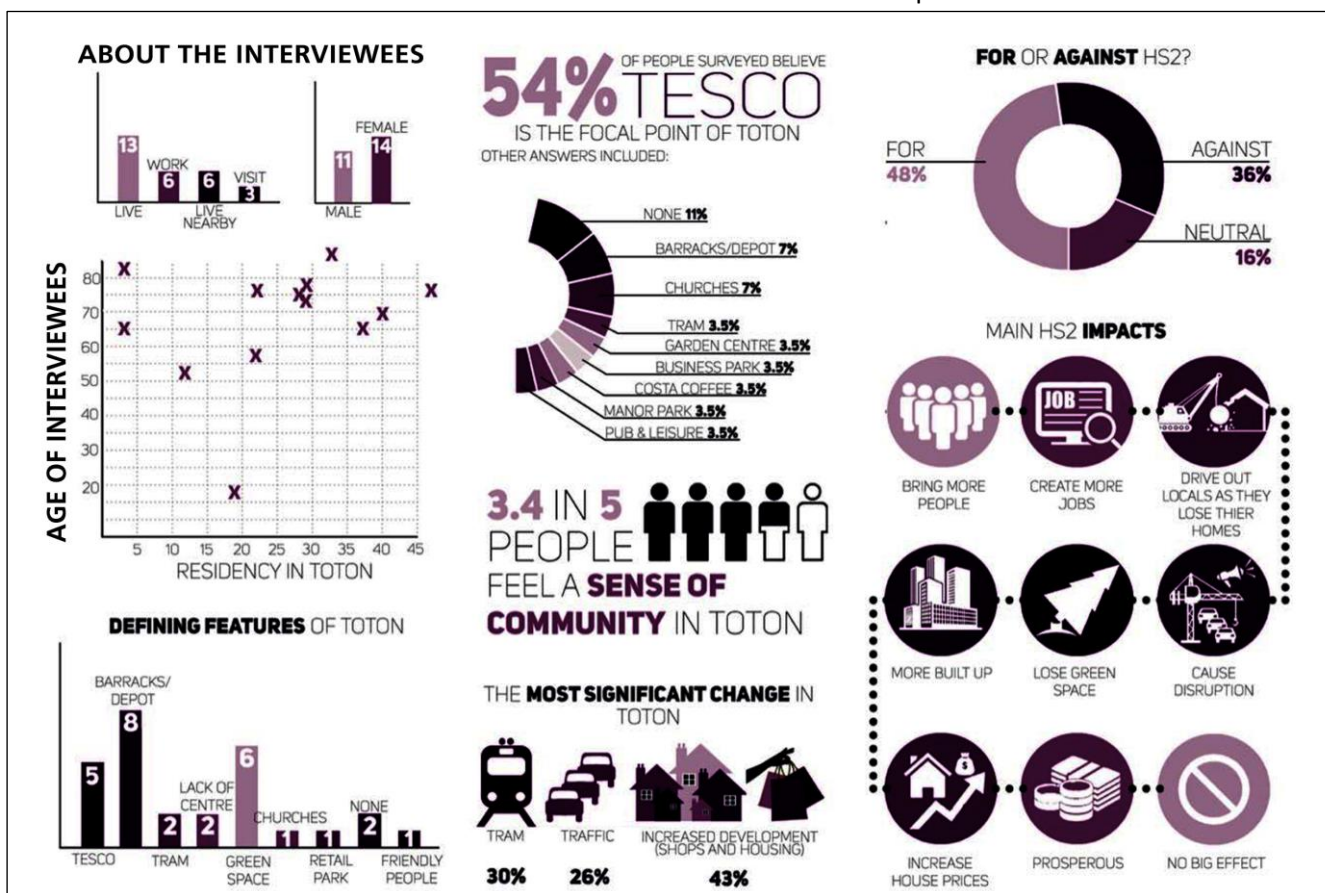
7.31 It is true the Area lacks a single point of focus with churches and community centres on the edge of the area, primarily in Toton, and the libraries at Toton and Inham Nook only open part-time.

7.32 It was also felt a new 'plaza' centre would help create a sense of 'place' for Chilwell West and Toton.

EMPLOYMENT AND BUSINESS

7.33 Few comments were made regarding employment and business activity in the area. This reflects the mainly residential character of the Area. There are a number of small neighbourhood shops scattered around the Area and a small business park.

7.34 On the other hand residents are well aware that HS2 will create significant commercial growth especially next to the Hub Station in the proposed Innovation Campus.



8. THE CORE OBJECTIVES

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

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

Environment

Comments raised during consultation included:

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

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

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

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

Infrastructure/Getting Around

Comments raised during consultation included:

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

Core objective: Improve traffic management in order to ease congestion and handle future growth from within the Area and from adjacent areas.

Core objective: New developments must provide safe pedestrian and cycle access to, from, and within the Area.

Core objective: Promote schemes to help reduce congestion on local roads (such as car sharing, car clubs etc.) and add flexibility to transport options.

Housing and Sustainability

Comments raised during consultation included:

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

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

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

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

[IV: Consultation Comments]

Leisure, Heritage and Community

Comments raised during consultation included:

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

Core objective: Provide new neighbourhood retail centre(s) designed to become focal point(s) for the community.

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

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

Urban Design

Comments raised during consultation included:

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

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

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

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

Core objective: Small scale, infill developments within existing residential area to reflect existing architecture and design.

Employment and Business

Comments raised during consultation included:

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

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

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

Core objective: Create neighbourhood-scale shopping area(s) in the Area - especially in the Barracks - ideally with small-scale traders, to promote a ‘village’ feel.

[IV: Consultation Comments]

9. THE VISION FOR THE NEIGHBOURHOOD AREA

OUR VISION

Protect and enhance the wellbeing of people who live and work in our Area. To innovate and adopt strategies that promote a sustainable, diverse place which is attractive for people to live and work.

Deliver a community focused Plan that sets new standards in Britain for a sustainable ‘sense of place’ and innovative commerce.

Provide the framework to encourage world class development of regional significance in response to the unique opportunities presented by East Midlands Hub Station, the Chetwynd ‘Garden Village’, and the Innovation Campus.

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

9.2 The key elements that residents want to see protected and improved are clearly identified in **Figures 7.1, 7.2 and 7.3** (page 30). They can be summarised as a set of key principles.

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

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

IMPROVE EXISTING AND CREATE NEW GREEN INFRASTRUCTURE

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

NEW FOOTPATHS / CYCLE ROUTES AND IMPROVE ROAD CONGESTION

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

Also, our vision is to build a new north-south access primary road to ease traffic congestion before significant further homes are built (see **Figure 9.3**).

SUSTAINABLE DESIGN AND CONSTRUCTION

Our vision is that developments should take account of best practice examples of energy opportunities, carbon reduction technologies and sustainable design and construction practices. The Forum would require developers to demonstrate the sustainability benefits of their proposals using such tools as the BREEAM [I] Family of Certification Schemes. The use of tools such as BREEAM Communities is encouraged within the Masterplanning process, e.g. the BREEAM Home Quality Mark for new buildings, BREEAM Refurbishment and Fit-out for non-residential buildings and BREEAM Refurbishment for building renovations.

A FOCAL POINT FOR THE COMMUNITY

Our vision is to create friendly, plaza-style neighbourhood shopping centre(s) to form a new ‘heart’ for the community. By locating one centre next to the WWI Memorial Garden in the Barracks, it will provide a focal point linked to a heritage trail that illustrates the history of the Barracks and wider area to both residents and visitors (see **Figure 9.4**).

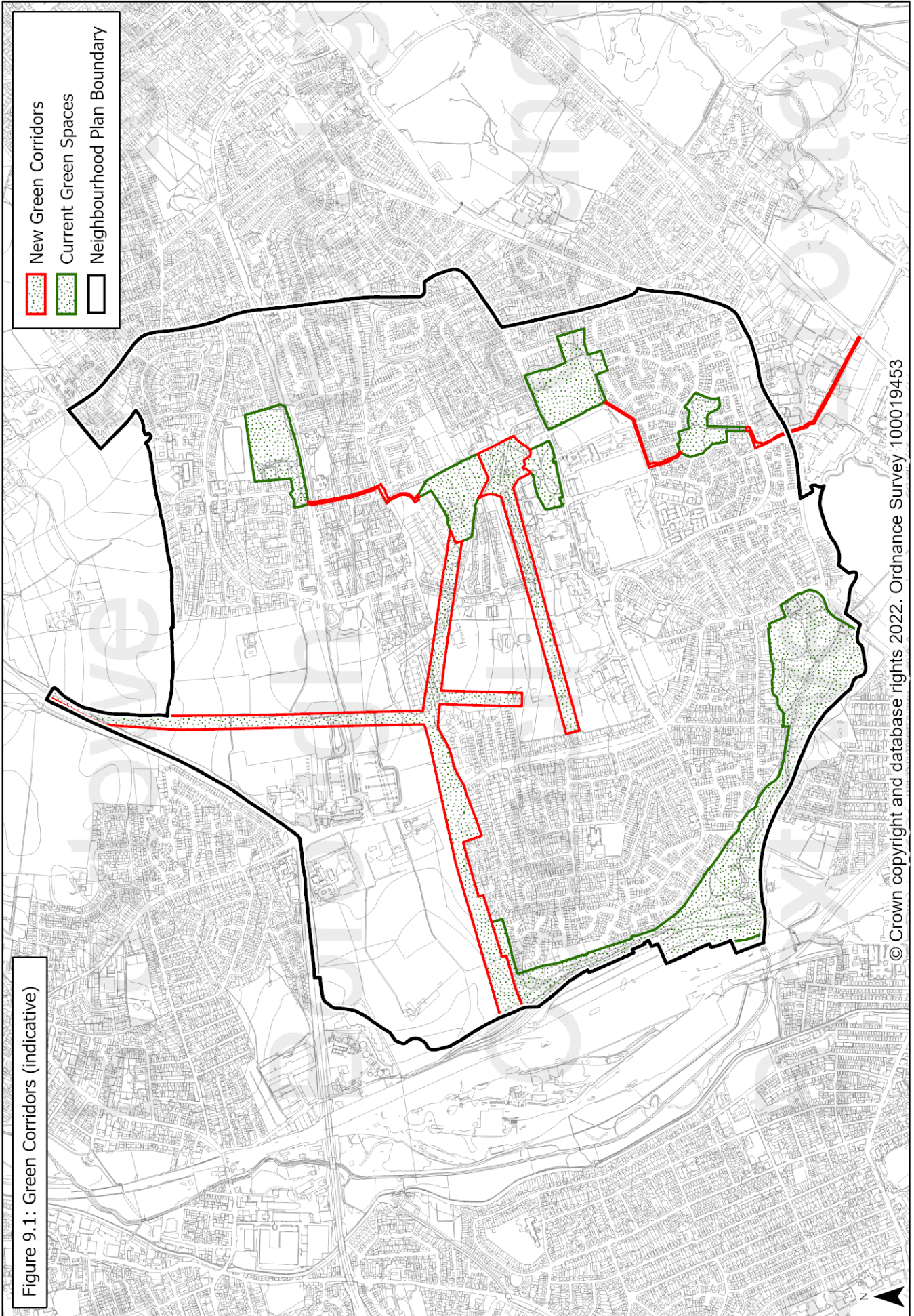
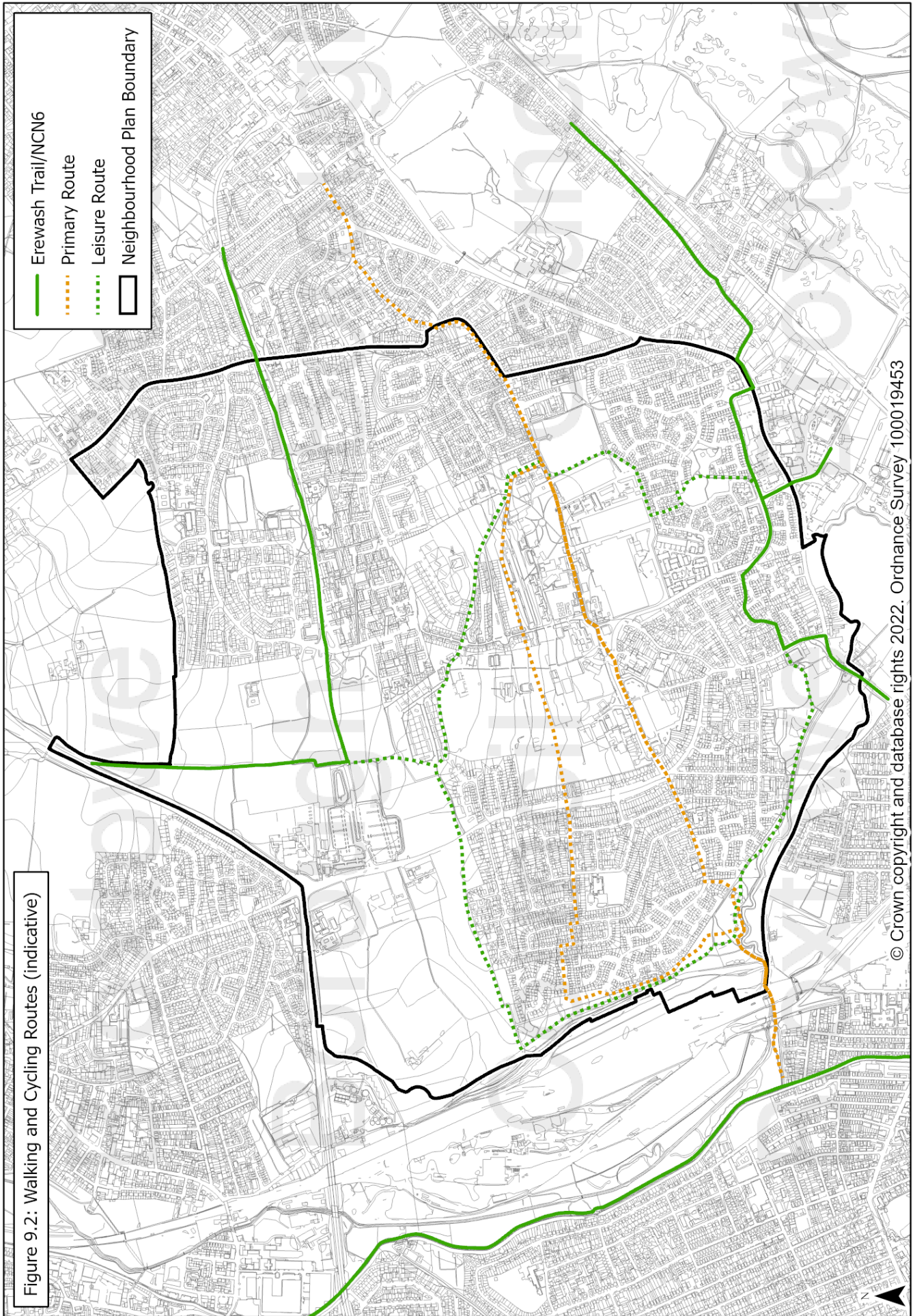


Figure 9.1: Green Corridors (indicative)



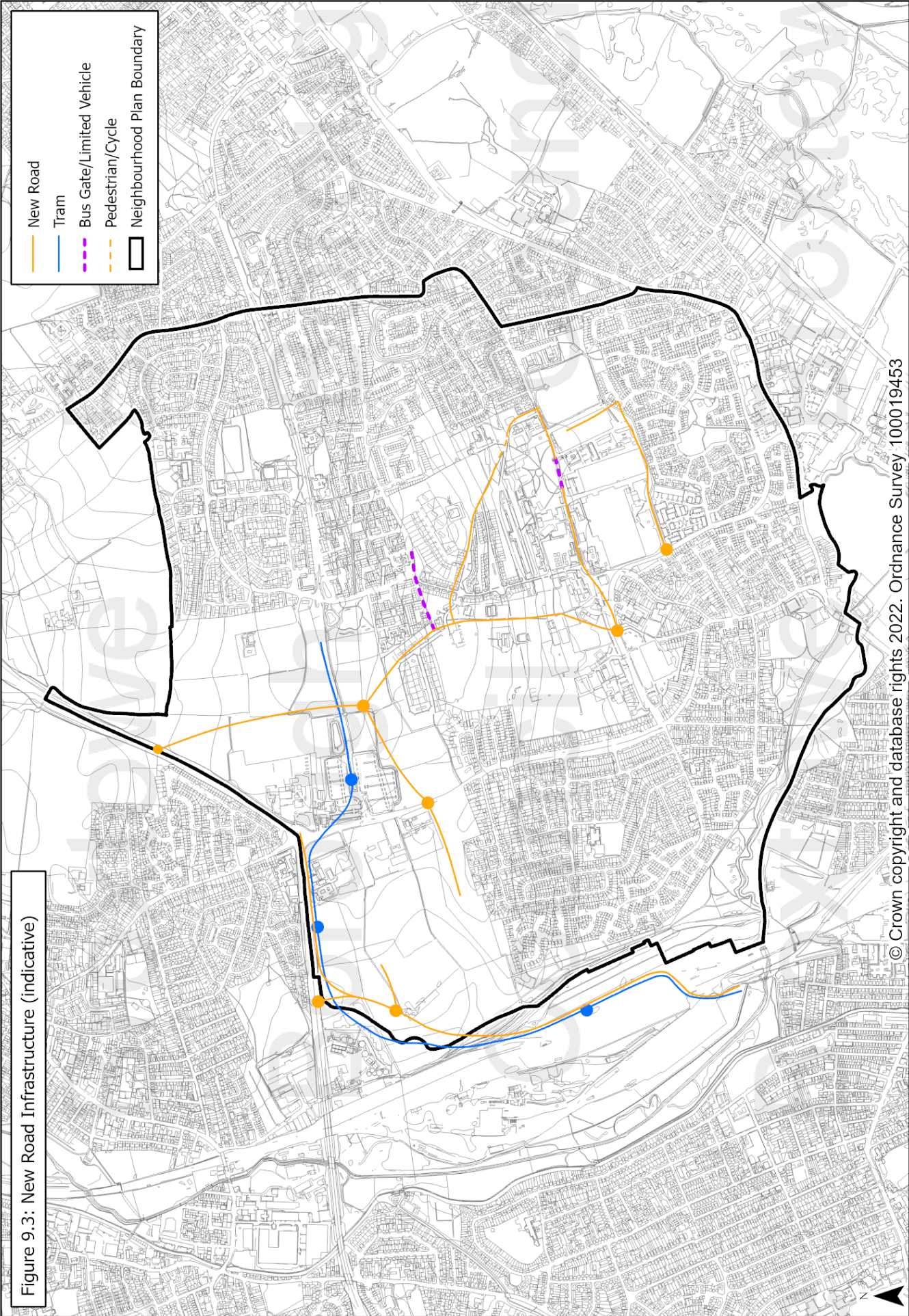


Figure 9.3: New Road Infrastructure (indicative)

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Figure 9.4: A focal point for the community

ACHIEVING THE VISION

9.4 Creating four distinct zones will turn this vision into reality - albeit only three are in our Area. Each zone has its own specific focus and the 'glue' joining them together will be existing and new green infrastructure corridors.

9.5 These zones can be labelled as:

- Community
- Leisure/Education
- Commercial/Innovation Campus
- East Midlands Hub Station (Outside Forum Area).

9.6. Each zone will contain significant residential homes of varying degrees but can be individually characterised as:

COMMUNITY (YELLOW ZONE)

This zone is centred on Chetwynd Barracks, with the main characteristics being:

- Mostly residential development
- Memorial and associated Garden to become a focal point and provide a sense of place
- Small plaza-style retail development adjoining the Memorial Gardens, with offices and residential over neighbourhood shops/cafes
- A true mix of residential development split into areas with focus on affordable homes
- Flexible small-scale industrial units to enable the build out of a holistic area
- Retain and enhance the sports ground to a 365-day a year facility
- New/relocated primary education facility
- Retain current green infrastructure and expand with new green corridors, including creating the 'Chetwynd Way'
- A new neighbourhood centre to create a sense of place
- A heritage trail to display and retain history of the site with links to wider assets in the neighbourhood
- Work with public transport companies to ensure routes through the site integrate with the green corridors

- A new north-south access road to ease traffic congestion.

LEISURE/EDUCATION (GREEN ZONE)

This zone is centred on land to the east of Stapleford Lane and south of the tram line. The main characteristics reflect the Forum's ambitions to:

- Relocate the George Spencer Academy, sized up to accommodate the newly formed community
- Relocate the Leisure Centre for South Broxtowe
- Provide the ability for shared services between the Academy and Leisure Centre
- Reroute Erewash Valley Trail along a new 'Chetwynd Way' to Toton Fields LNR and Attenborough Nature Reserve
- Possibly using new land to the north of the tram line as a location for social/affordable homes.

COMMERCIAL /INNOVATION CAMPUS (BLUE ZONE)

This zone is the land to the west of Toton Lane/ Stapleford Lane and comprises the bulk of the Strategic Location for Growth. The main characteristics are:

- East Midlands Hub Station integrated into the Innovation Campus
- Prime focus is commercial development; however, there will be significant residential quarters in this zone to give a 'small-city' feel.
- Need to identify a key business to attract suitable tenants
- Smart build infrastructure
- Re-engineered transport links to Hub Station, both road and tram
- West of the Hub Station we want to see complementary development including a transport link from Long Eaton
- Links via Bessell Lane to Stapleford and maximise redevelopment of a redundant industrial site.

EAST MIDLANDS HUB STATION (ROSE ZONE)

This zone is included here for completeness as it lies within the overall Toton Strategic Growth Area. BUT it lies outside the Neighbourhood Area, so this Plan has no remit to set policies here. However, beside the station complex itself we can expect a significant number of dwellings and offices will be located between the station and the River Erewash.

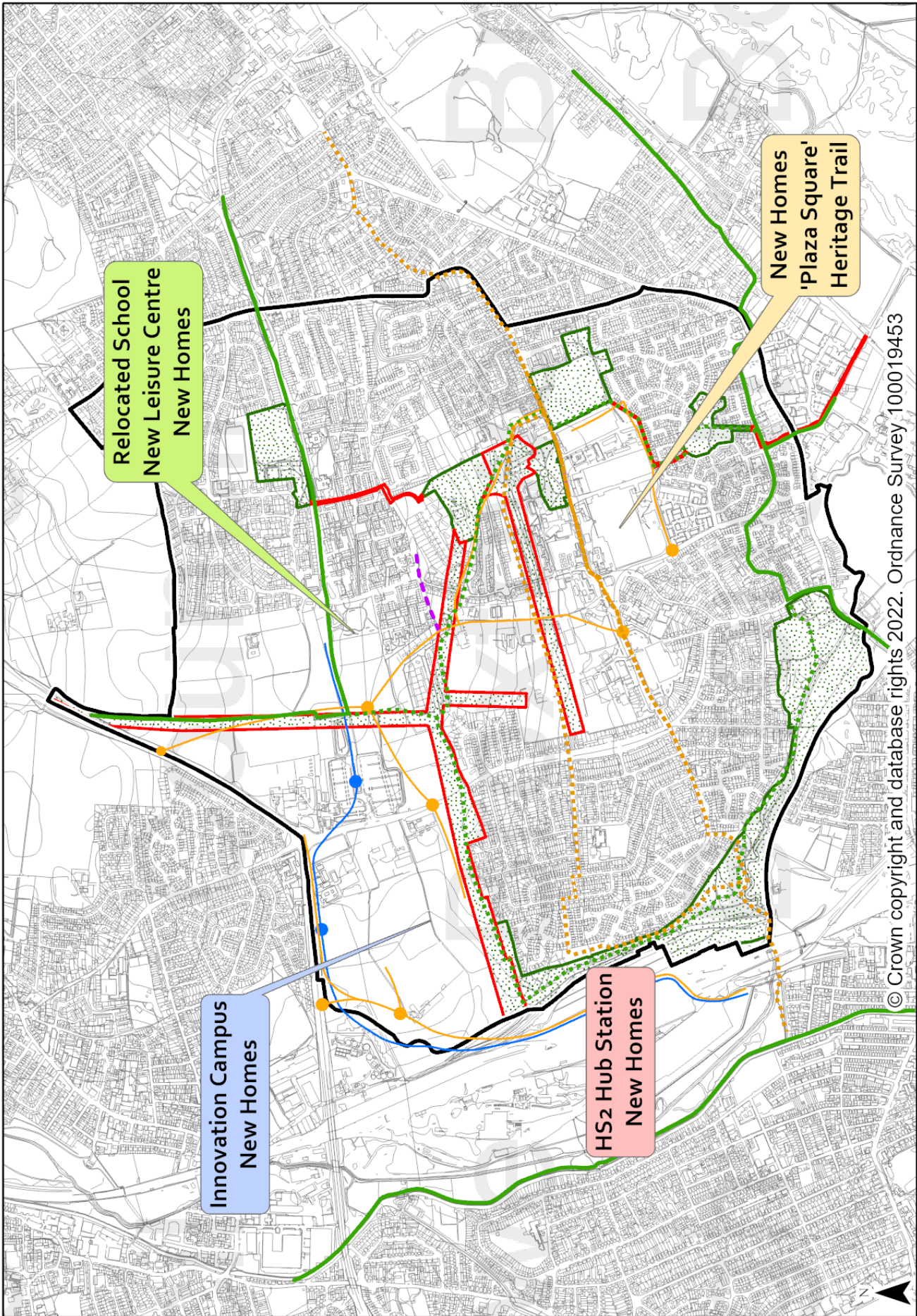


Figure 9.5: Proposed development zones overlaid with new (indicative) green corridors, cycle routes and potential roads/extended tram route.

FRAMEWORK FOR THE FUTURE

9.7 The Forum’s vision covers the three zones within our Area, as illustrated in Figure 9.5 (East Midlands Hub Station zone is located outside our Area).

9.8 Our vision for the zones are centred around 5 of the 6 Core Objective themes:

- Environment
- Infrastructure
- Housing
- Urban Design
- Leisure, Heritage and Community

9.9 The work carried out to inform development options thus far includes the following (studies marked with an asterisk were commissioned by the DIO specifically for Chetwynd Barracks):

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

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

to be delivered, it does seek a ‘comprehensive and cohesive development’.

9.11 The impact of development in our Area over the next 20 years will be huge. The construction of HS2 and the East Midlands Hub station immediately to the west of the Area will have a major impact bringing both housing and employment opportunities in the SLG.

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

CTTC VISION FOR CHETWYND BARRACKS

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

9.14 To this end, the Forum commissioned Kefa Design to develop an illustrative masterplan [IV: *Kefa Designs*] to map key elements of the Forum’s vision for the site. The masterplan draws significantly from the development principles articulated in the Opun report, commissioned by Broxtowe Borough Council.

9.15 The Forum also commissioned a Design Code for the Barracks [IV: *ibid*] which complements the Kefa masterplan by adding further detail to how it might be implemented in terms of both text and illustrations.

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

9.17 A new north-south primary access road through the site between the A52 and the A6005 will mitigate further traffic congestion due to the additional housing and employment in the Area and other nearby developments. This element must be included as part of any masterplan for the site.

9.18 The Forum believes opening up Chetwynd Road as a prime east-west road through the site will compromise a key design objective, a pedestrian-friendly neighbourhood shopping area (a 'plaza') located next to the Memorial Garden. As such, while an east-west road link through the site is supported in principle (for public transport) the intention is for the route to be less direct to discourage use as a cut through, while still improving access and permeability.

9.19 In this context, the Forum seeks to persuade masterplanners to support this view on east-west connections which aligns with the Opun report.

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

9.21 The Forum is keen to see Modern Methods of

Construction (MMC) used as a means of accelerating the development of building in the Area and believe that some of the existing buildings on the Barracks could be re-used as an on-site MMC factory. Once construction is complete, the Forum believes a number of the buildings could again be re-purposed and enhanced to both exploit their commercial opportunities as well as the heritage value relating to their former use by the military.

9.22 In particular, Building 157 is of a scale large enough to become a new military-themed museum, with a possible theme of the history of the 'home front' during WWI and WWII. Informal talks to develop such a museum have begun. If a military museum of this type comes to fruition, then it would enhance the Area as an attraction for visitors and residents alike.

9.23 The Forum believes that due to the size of the Barracks site it is still capable of supporting the development of 1,500 homes, as well as accommodating Building 157 for alternative uses.

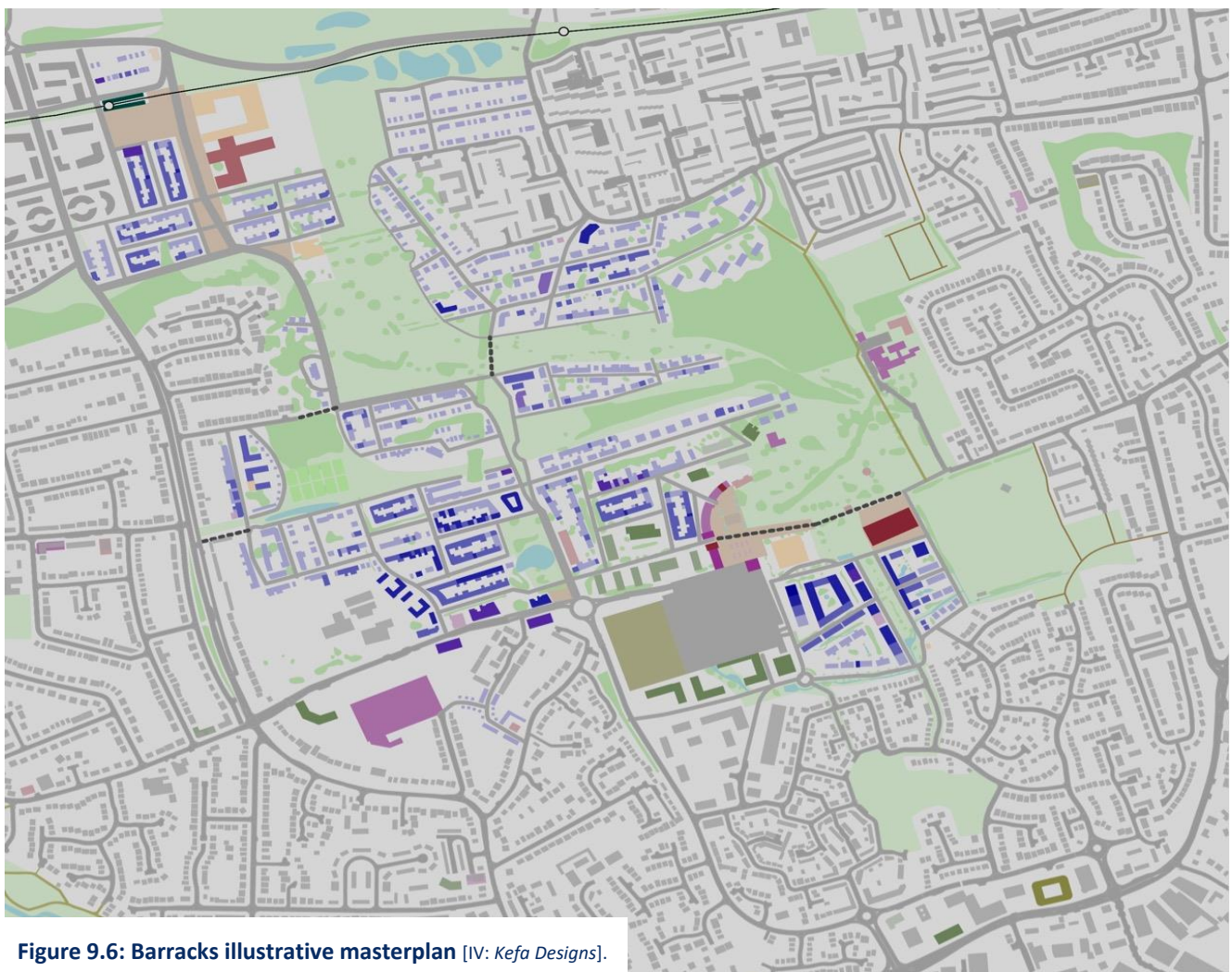


Figure 9.6: Barracks illustrative masterplan [IV: Kefa Designs].

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Section C

Guidelines and Aspirations



10. GUIDELINES AND ASPIRATIONS

INTRODUCTION

10.1 The previous chapter provided details of the Forum’s vision for the future and outlined ideas to achieve the vision. All of the ideas are ambitious. Whilst some are aspirational, many more are pragmatic and achievable given good will on all sides – landowners, developers, and the community.

10.2 This section takes our vision and separates out:

- Guidelines: those ideas that we believe are practical and deliverable and which we **expect to see** incorporated in masterplans.
- Aspirations: those ideas we believe could happen and **wish to see** incorporated in masterplans.

10.3 With the publication of the Local Plan Part 2, it was agreed the Area will have two masterplans:

- One overarching masterplan for the whole of the Strategic Growth Area (SLG) with particular focus on the land either side of Stapleford Lane.

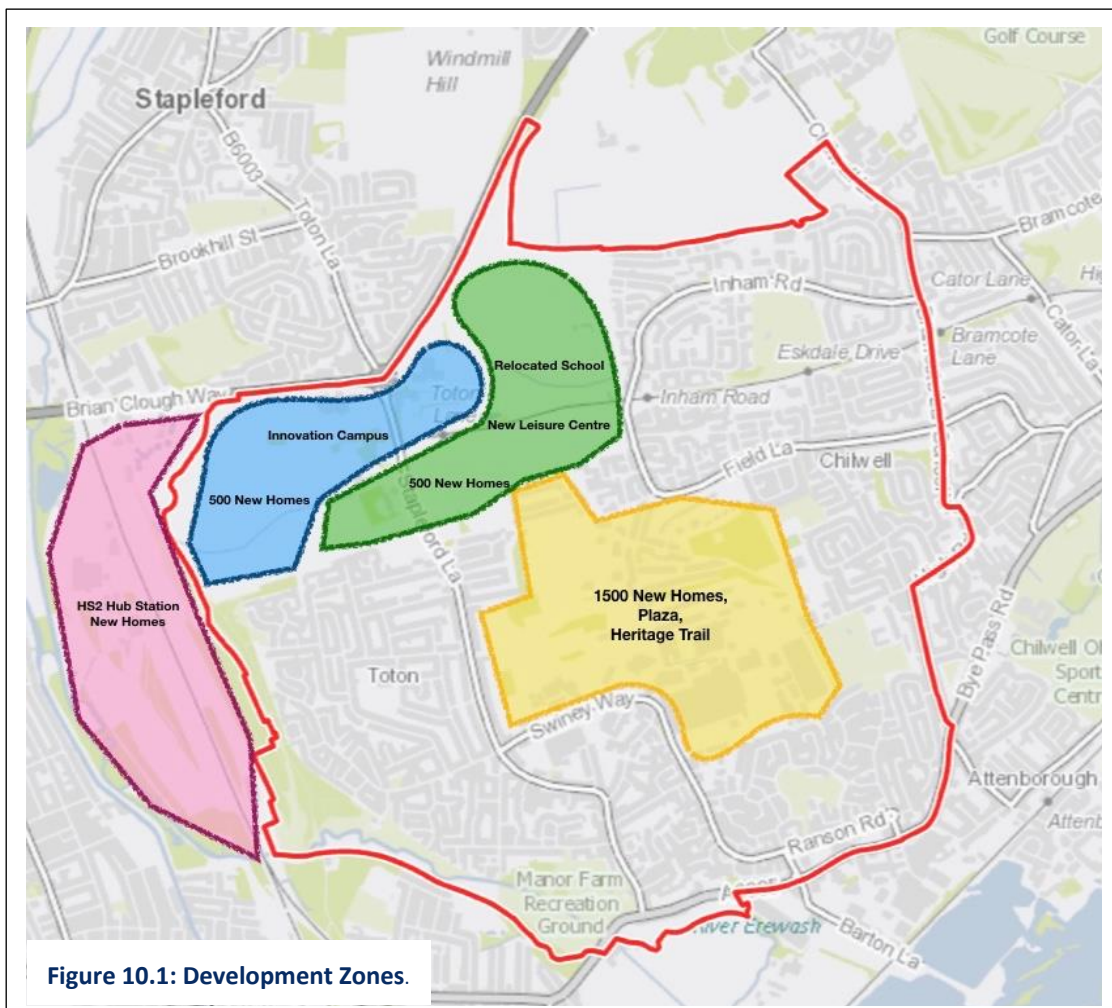
- A secondary masterplan will be created for Chetwynd Barracks.

10.4 The Local Plan makes clear that the Barrack’s masterplan will need to conform and integrate with the overarching SLG masterplan to ensure there is a coherent plan for the whole Area. Future developers will need to comply with these masterplans and will be monitored accordingly.

10.5 The rest of the chapter forms an intermediate step in the planning requirements for the Area. It builds on Broxtowe Borough Council’s Local Plan Part 2 Policies 3.1 and 3.2 by overlaying the Forum’s ambitions and aspirations that must be considered when creating site masterplans.

10.6 The layout is centred around five of the six main Core Objective themes of the Plan as outlined in chapter 8. Employment and Business is excluded as it is covered elsewhere in the other themes.

10.7 Each of them will contain one/more “GUIDELINES” and “ASPIRATIONS”. Subheadings are included to make clear which statements are specific to a certain zone – see Figure 10.1 below.



ENVIRONMENT

10.8 The Forum expects to see provision of green space within the whole of the area in line with the policies contained in Section D, ensuring that views are broken by natural green features (such as trees) with walking/cycling routes throughout the Area which are designed to promote active travel (walking and cycling) and discourage the use of cars for short journeys.

GUIDELINE: 01 Open Space Provision.

Masterplans should set out the provision of open space as well as how they will meet multifunctional use.

ASPIRATION: 01 Reroute Erewash Valley Trail.

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

10.9 There is potential for green space across the site to be multifunctional. The proposed new green/blue infrastructure (see **ENV03** and **ENV04**) and cycle routes (see **INF03**) provide a framework that connects green spaces within the Barracks such as Hobgoblin Wood and the Memorial Garden to the wider area such as Toton Fields LNR, Inham Nook Recreation Ground and Sherman Drive green space. These green spaces should be combined with SUDS, biodiversity improvements, and opportunities for community gardens/allotments where appropriate.

GUIDELINE: 02 Flood Risk and Drainage.

Masterplans must demonstrate how they minimise flood risk across all zones both in terms of surface water flooding and flooding from other sources/water courses. Streams in the Area should be re-naturalised.

10.10 The Forum seeks to minimise the use of water across the Area and to minimise the flood impact both upon the Area and other areas. Masterplans should demonstrate how they are safe from flooding and, moreover, do not increase flood risk elsewhere. Flood risk assessments should be carried out before any

development is approved. At appropriate points, flood risk assessments (including in the Erewash valley and its catchment) should be submitted that incorporate the principles of water-sensitive urban design, limiting surface water runoff rate to the greenfield rate, and incorporating SUDS (Sustainable Urban Drainage Systems) detailed in The Environment Agency's 'Approach to Groundwater Protection' [IV: *ibid*].

10.11 Porous surfaces where appropriate, and source control SUDS should be employed to minimize the impacts of development on flood risk. Surface water runoff should also be direct to sustainable outfall such as infiltration or watercourses where possible.

10.12 Consideration should also be given to recycling water for non-potable use in residential and commercial premises to support policy **HAS06**. Planning contributions will be expected to fund flood mitigation infrastructure where necessary.

10.13 Channel capacity calculations or hydraulic modelling are required to support the Flood Risk Assessment which should be completed to support any future planning application in order to ensure that the development is safe and does not increase flood risk to third parties outside the Barracks area.

GUIDELINE: 03 De-culvert Moor Brook.

Moor Brook which runs through the Barracks, should be re-naturalised as part of the green/blue Infrastructure of the Barracks site.

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

INFRASTRUCTURE

10.14 The Forum wants to see a transport and communications infrastructure that encourages walking, cycling and public transport and discourages the use of cars for short journeys.

GUIDELINE: 04 Sustainable Transport

Individual developments should make provision for sustainable modes of transport, including dedicated cycle routes (along with safe storage facilities), and infrastructure supporting electric vehicles including dedicated parking spaces and charging points.

10.15 Masterplans should ensure a high-quality network of pedestrian and cycle routes across the Neighbourhood Area (see policies **INF03** and **INF04**), including direct walking and cycling corridors to and from Toton Lane and Inham Road tram stops, as well as to surrounding bus services in particular along Attenborough Lane, Field Lane and Stapleford Lane.

10.16 The requirement for a new north-south primary access road is recognised in a funding bid by Nottinghamshire County Council to government that was submitted in March 2018. The road needs to be considered in conjunction with the East Midlands Hub Station and Innovation Campus proposals. The precise route and alignments should be determined following detailed transport assessments within the masterplans to support individual planning applications and submissions. The Chetwynd Barracks' masterplan should include the north-south primary access road, with the land being safeguarded until it is constructed.

GUIDELINE: 05 North-South Primary Access Road.

A north-south primary access road through the Area from the A52 and which runs down through the Barracks should be designed to mitigate traffic congestion caused by the additional housing and employment in the Area.

10.17 The road, although primarily designed for vehicles, should seek to maximise pedestrian and cycle use, including segregated cycle lanes, and other public transport routes such as buses.

10.18 All masterplans must support this road and not compromise the timing of its delivery. This will be achieved through providing connections to it, ensuring high-quality public realm and urban design along its length. There is potential to use the road as an infrastructure/service corridor serving the whole development (i.e. running pipes and cables along its length) and the potential for this role should be explored in consultation with relevant utility providers, and in conjunction with Nottinghamshire County Council.

10.19 Proposals for an alternative or additional east-west spine road will not be supported, although general improvement of east-west permeability across the Area is strongly encouraged.

10.20 Masterplanners should liaise with public transport providers to maximise access to public transport across the site.

10.21 Transport plans accompanying individual planning applications are expected to demonstrate means of reducing the dependence on privately owned cars (see **INF09**). Car sharing is only one of the techniques.

10.22 Specific infrastructure identified to be provided through planning contributions should include funding to encourage multi modal active travel as well as improving public transport provision - more local bus services and more bus stops.

10.23 Nottingham Express Transit (NET / 'the tram') intend to access the East Midlands Hub Station through the centre of the area west of Stapleford Lane. If this extension is moved northwards, to run next to the A52, adding extra stops will encourage Stapleford residents (southside) as well as Campus residents to use the tram to/from Nottingham.

10.24 Pedestrian and cycle access to the East Midlands Hub Station should be provided through green corridors to the east and routes north from the Station to Stapleford via Bessell Lane.

HOUSING & URBAN DESIGN

10.25 There is strong evidence of a current housing shortage in Broxtowe, particularly in affordable and social housing [IV: *BBC Social and Affordable Housing Need Study*]. The development of the Area should provide a mix of housing to support a balanced community, in line with policies **HAS01** and **HAS02**.

10.26 Rather than developing standard/large family-sized dwellings, of which there is already a significant proportion across the Area, the Forum is using housing needs evidence [IV: *CTTC Housing Contribution paper*] that justifies the focus on smaller dwelling units for younger and older residents

GUIDELINE: 06 Construction Methods.

Masterplans should encourage housing and commercial developments to be delivered using Modern Methods of Construction (MMC) techniques as far as is practical and viable.

10.27 Using MMC supports Policy **HAS07** as well as helping to accelerate the building of new housing stock and supports the provision of affordable housing and small-scale local employment generation.

ASPIRATION: 02 Develop Specialist MMC

Capabilities.

Proposals are encouraged to promote the Neighbourhood Area as a regional and national exemplar of the possibilities of MMC.

10.28 The Forum is keen to encourage housing and other development to be delivered through MMC as far as is practical and feasible. Proposals are encouraged to promote the Neighbourhood Area as a regional and national exemplar of the possibilities of MMC.

GUIDELINE: 07 Urban Design and Public Realm.

The Area has the opportunity to be an exemplar scheme promoting a healthy environment that supports and promotes wellbeing for residents, workers and visitors alike. In particular the Forum has a vision for the Barracks to become a landmark development. Development of the Area should provide for the opportunity of a high-quality public realm across all development zones. This means having accessible green spaces with a clear commitment to replace any loss of trees and woodland.

10.29 Masterplans, informed by design evidence, should ensure that all development is undertaken sensitively and:

- makes efficient use of land;
- supports an accessible, permeable and legible hierarchy of streets and other routes, retaining original street furniture of a historical nature;
- ensures distinctive place-making by maximising the site's history, landscape and topography as defining features, including, perhaps, street names reflecting victims of the WWI explosion and significant figures connected to the site;
- establishes a new eco-build architectural vernacular that is sensitive to the area but is also of contemporary language and future looking;

- clearly defines the relationship between public and private uses;
- provides attractive and, where relevant, active frontages to maximise vitality and viability;
- orientates building heights and layouts to take advantage of views;
- ensures high quality detailing, materials and building finishes and appropriate access to daylight and sunlight;
- provides adequate space and accessibility for waste and recycling collection;
- provides residential and employment densities that are suitable for the site's suburban context;
- designs out crime by providing appropriate natural surveillance and defensible space;
- maximises the provision of biodiversity through the creation of new habitats and through features such as roof gardens, green walls and green/brown roofs;
- sensitive and attractive landscaping, including tree planting, along movement corridors;
- a public realm and landscaping (including hard landscaping) strategy that preserves and enhances a) the heritage of the area; and b) existing trees and green spaces;
- use of porous surfacing where appropriate to minimise flood risk by reducing the amount of surface water entering the sewerage system, and directing water back into the natural water cycle;
- use of source control SuDS, such as tree pits and bio-retention areas, to manage surface water and introduce green elements into the build environment;
- supporting community safety by avoiding potential for inaccessible or underused spaces;
- a sensitive and responsive lighting strategy minimising light pollution;
- a logical approach to street furniture and street scene and naming;
- supporting the provision of public art;
- appropriate integration of new 'hard' urban public realm and open spaces with landscaping and other features to be retained.

ASPIRATION: 03 Energy Positive Community.

By designing energy efficient homes with efficient use of natural resources, energy capture and storage, and encouraging the use of public transport, the Forum wants to create a community which minimises energy use with a target to achieve annual net export of energy.

Whilst the Forum realises that achieving net export of energy is difficult we want to encourage the designs of buildings, layouts, infrastructure, transport links and community facilities to contribute to this target.

The revenue achieved by any export of energy should be used to fund community activities.

COMMUNITY ZONE

10.30 The Forum, in partnership with Broxtowe Borough Council, submitted a Garden Village Communities [IV: *CTTC Garden Communities*] proposal to the government in autumn 2018 to help achieve the vision for Chetwynd Barracks.

ASPIRATION: 04 Re-purpose Barracks Buildings.

The Forum wants to re-purpose buildings (especially heritage buildings) on the Barracks. Proposals for development should explore the feasibility of developing a MMC housing factory on site perhaps by using the part of land occupied by Building 157, or other suitable on-site location, during the construction period and then, if necessary, reconfiguring the factory to become a permanent, 'centre of excellence', facility.

10.31 The Forum's consultants (AECOM) agreed that the Area does seem suitable for MMC, with it being surrounded by residential development on all sides, as reflected in the Design Code [IV: *ibid*].

10.32 At the Barracks, MMC rather than conventional construction has the potential to not only reduce the construction period, but also to minimise the negative impacts resulting from it, such as noise and traffic movements.

10.33 Equally, the land occupied by Building 157 is on a scale that would suit its use as a factory for MMC.

EDUCATION/LEISURE ZONE

10.34 Proposals for housing in this zone should not prejudice the provision of 500 homes envisaged by the Broxtowe Local Plan. Such housing should be in keeping with the Toton & Chilwell Residential Areas that it bounds to the South and East.

COMMERCIAL/INNOVATION CAMPUS

10.35 Proposals for this should include mixed use with high quality living, working and socialising space taking advantage of the topography to allow for taller buildings towards Bessell Lane blending with the proposals to the west of the East Midlands Hub Station (which is outside our Area). It is important that sufficient housing is included in the Innovation Campus to ensure that the neighbourhood has both daytime and evening use.

10.36 The complex mix of buildings in the Education/Leisure zone and Commercial/Innovation Campus zone means that care will be needed at the edges of the two zones to ensure there is no significant clash of design principles.

ASPIRATION: 05 Relocation of Electricity Substation and Sewerage Works.

The Forum wants to see the development of the SLG zones to be recognised as a world-class location to live and work. To help achieve this vision these two existing utility works on the site need to be relocated, ideally outside our Area.

LEISURE, HERITAGE AND COMMUNITY

10.37 Retail facilities should be provided to support the community without competing unnecessarily with existing town centres of Beeston, Stapleford and Long Eaton.

10.38 New neighbourhood centres should be designed to be accessible and inclusive, so that they function as the focal point and heart not only for new housing, but for the entire Area.

10.39 Masterplans should encourage high-quality commercial premises and should comply with the Broxtowe Local Plan regarding maximum size for the centre in terms of retail floorspace.

COMMUNITY ZONE

10.40 Common to all proposals for the Barracks must be the protection and enhancement of the WWI Memorial Garden as a focal point. This is reflected in the Kefa Masterplan and the Design Code report. Furthermore, it is proposed that the Garden forms the centerpiece of a heritage trail across the site.

GUIDELINE: 08 Cultural Facilities.

Several buildings on the Barracks have significant potential to be retained and refurbished as cultural facilities linked to the unique history of the site, for example as an army, war, or munitions museum.

10.41 Once any use as an MMC assembly plant is over, the land occupied by Building 157 could be re-used for multiple purposes. These include a permanent MMC 'centre of excellence' alongside options relating to its cultural and social value as former military site. Indeed, 157 is large enough that part of it could form a new military-themed museum – the history of the 'home front' during WWI and WWII is an option.

ASPIRATION: 06 Repurpose Barracks Building 157 as a Museum.

Following on from Aspiration 04, the Forum believes that Building 157 lends itself to being reused in a number of ways that will respect and reflect its unique history. One suggestion which we would like to see explored is to repurpose part (if not all) of the building as a regional Imperial War Museum that celebrates the activities of the 'Home Front' during wartime.

10.42 The masterplan for the Barracks should demonstrate how the new centre will protect, enhance and/or re-purpose existing heritage assets.

10.43 It has already been noted that Building 157 has the potential to host a variety of uses both during the construction (such as MMC assembly) as well as afterwards. Other buildings and assets are also worth serious consideration – Appendix II lists assets with heritage value.

The footprint of Building 157 (4 hectares) is significant and lends itself, subject to feasibility and demand, to a number of commercial and community-centred uses. Its position close to the edge of the Barracks means

that removing it from the potential area for housing will not seriously fragment the site.

ASPIRATION: 07 Build a New Multi-purpose Community Centre on the Barracks That Incorporates a New Medical Centre.

Community facilities should be designed to support multifunctional uses alongside their primary use - such as a medical centre. A range of community uses such as a space for multi-faith worship, community classes, volunteer meeting spaces etc.

EDUCATION/LEISURE ZONE

ASPIRATION: 08 Relocate George Spencer Academy.

Relocating George Spencer Academy to the east side of Stapleford Lane provides numerous opportunities:

- a) build a new, appropriately sized academy on a single site away from the high levels of pollution from the A52.
- b) free existing site (south of A52) to be re-used as roads/ tram route to the East Midlands Hub Station.

ASPIRATION: 09 Build a New Leisure Centre Next to the Relocated Academy.

Build a new South Broxtowe Leisure Centre next to the relocated Academy. Building it here makes it accessible from all parts of South Broxtowe via public transport (tram and future bus services) as well as being readily accessible from the A52.

COMMERCIAL/INNOVATION CAMPUS

10.44 Sufficient public space should be provided to support the wellbeing of the residents and employees in the area and encourage a vibrant daytime and evening economy within the Innovation Campus where there is a possibility of the high levels of employment, meaning that the area is "empty" outside working hours.

10.45 To service the expected 10,000 jobs in the Innovation Campus, it is expected that there will be a higher than usual level of restaurants and cafés.

11. SUMMARY

GUIDELINES

CORE OBJECTIVE THEME	GUIDELINES (which the Forum <i>expects</i> to see included in masterplans)
ENVIRONMENT	<p><u>01 Open Space Provision.</u> Masterplans should set out the provision of open space as well as how well they will meet multifunctional use.</p> <p><u>02 Flood Risk and Drainage.</u> Masterplans must demonstrate how they minimise flood risk across all zones both in terms of surface water flooding and flooding from other sources/water courses. Streams in the Area should be re-naturalised.</p> <p><u>03 De-culvert Moor Brook.</u> Moor Brook which runs through the Barracks, should be re-naturalised as part of the green/blue Infrastructure of the Barracks site. De-culverting will open up this watercourse and provide a sustainable outfall for surface water drainage and help create a new blue/green space.</p>
INFRASTRUCTURE	<p><u>04 Sustainable Transport.</u> Individual developments should make provision for sustainable modes of transport, including dedicated cycle routes (along with safe storage facilities), and infrastructure supporting electric vehicles including dedicated parking spaces and charging points.</p> <p><u>05 North-South Primary Access Road.</u> A north-south primary access road through the Area from the A52 and which runs down through the Barracks should be designed to mitigate traffic congestion caused by the additional housing and employment in the Area.</p>
HOUSING & URBAN DESIGN	<p><u>06 Construction Methods.</u> Masterplans should encourage housing and commercial developments to be delivered using Modern Methods of Construction (MMC) techniques as far as is practical and viable.</p> <p><u>07 Urban Design and Public Realm.</u> The Area has the opportunity to be an exemplar scheme promoting a healthy environment that supports and promotes wellbeing for residents, workers and visitors alike. In particular the Forum has a vision for the Barracks to become a landmark development. Development of the Area should provide for the opportunity of a high-quality public realm across all development zones. This means having accessible green spaces with a clear commitment to replace any loss of trees and woodland.</p>
LEISURE, HERITAGE, AND COMMUNITY	<p><u>08 Cultural Facilities.</u> Several buildings on the Barracks have significant potential to be retained and refurbished as cultural facilities linked to the unique history of the site, for example as an army, war, or munitions museum.</p>

CORE OBJECTIVE THEME	ASPIRATIONS (which the Forum <i>wishes</i> to see included in masterplans)
ENVIRONMENT	<p><u>01 Reroute Erewash Valley Trail.</u> Connecting landscapes is a key priority for the Forum we would like to see the Erewash Valley Trail rerouted through our Area to exploit the new green infrastructure being created.</p>
HOUSING & URBAN DESIGN	<p><u>02 Develop Specialist MMC Capabilities.</u> Proposals are encouraged to promote the Neighbourhood Area as a regional and national exemplar of the possibilities of MMC.</p>
	<p><u>03 Energy Positive Community.</u> By designing energy efficient homes with efficient use of natural resources, energy capture and storage, and encouraging the use of public transport, the Forum wants to create a community which minimises energy use with a target to achieve annual net export of energy. Whilst the Forum realises that achieving net export of energy will be difficult we want to encourage the designs of buildings, layouts, infrastructure, transport links and community facilities to contribute to this target. The revenue achieved by any export of energy should be used to fund community activities.</p>
LEISURE, HERITAGE, AND COMMUNITY	<p><u>04 Re-purpose Barracks Buildings.</u> The Forum wants to re-purpose buildings (especially heritage buildings) on the Barracks. Proposals for development should explore the feasibility of developing a MMC housing factory on site perhaps by using the part of land occupied by Building 157, or other suitable on-site location, during the construction period and then, if necessary, reconfiguring the factory to become a permanent, ‘centre of excellence’, facility.</p> <p><u>05 Relocation of Electricity Substation and Sewerage Works.</u> The Forum wants to see the development of the SLG zones to be recognised as a world-class location to live and work. To help achieve this vision these two existing utility works on the site need to be relocated, ideally outside our Area.</p> <p><u>06 Repurpose Barracks Building 157 as a Museum.</u> Following on from Aspiration 04, the Forum believes that Building 157 lends itself to being reused in a number of ways that will respect and reflect its unique history. One suggestion which we would like to see explored is to repurpose part (if not all) of the building as a regional Imperial War Museum that celebrates the activities of the ‘Home Front’ during wartime.</p> <p><u>07 Build a New Multi-purpose Community Centre on the Barracks that Incorporates a New Medical Centre.</u> Community facilities should be designed to support multifunctional uses alongside their primary use - such as a medical centre. A range of community uses such as a space for multi-faith worship, community classes, volunteer meeting spaces etc.</p> <p><u>08 Relocate George Spencer Academy.</u> Relocating George Spencer Academy to the east side of Stapleford Lane provides numerous opportunities: a) build a new, appropriately sized academy on a single site away from the high levels of pollution from the A52. b) free existing site (south of A52) to be re-used as roads/tram route to the East Midlands Hub Station.</p> <p><u>09 Build a New Leisure Centre Next to the Relocated Academy.</u> Build a new South Broxtowe Leisure Centre next to the relocated Academy. Building it here makes it accessible from all parts of South Broxtowe via public transport (tram and future bus services) as well as being readily accessible from the A52.</p>

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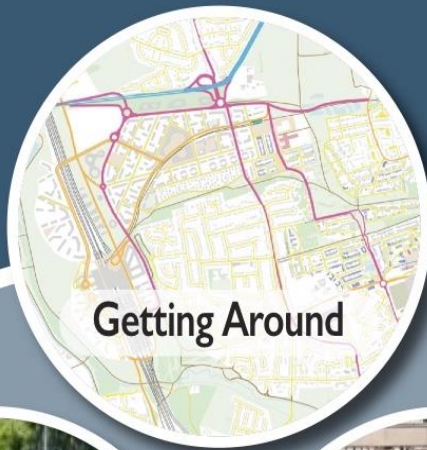
Housing



Environment

Section D

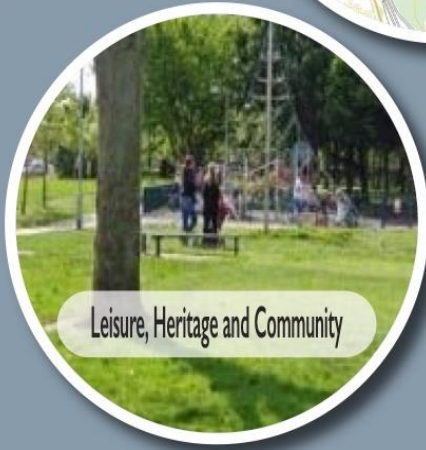
Neighbourhood Plan Policies



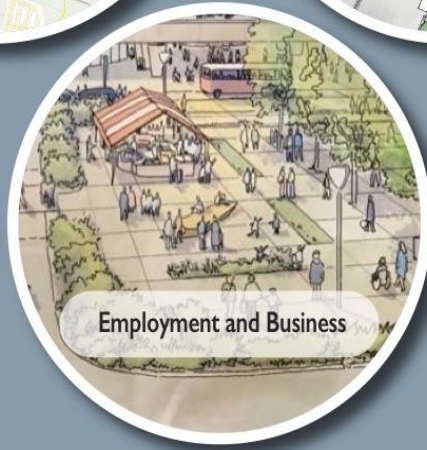
Getting Around



Urban Design



Leisure, Heritage and Community



Employment and Business

12. INTRODUCTION TO POLICIES

INTRODUCTION

12.1 Section B presented the overall vision and objectives for the Neighbourhood Area. Section C covers the guiding principles that help transform the vision and objectives into pragmatic and realistic Masterplans.

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

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

12.3 Chapter 19 details how the Plan will be delivered and monitored.

12.4 The chapters are structured in the same way with:

- a summary table setting out the policies, showing which of the core objectives they support;
- each objective is set out in a box, with explanatory text;

- each objective is supported by one or more policies. These policies are highlighted in blue and supported by text that justifies the policy and explains how the policy requirements must be met.

12.5 **Appendix III** details the alignment of policies with:

- Broxtowe Borough Council Local Plan Part 2 [IV: *various*];
- Greater Nottingham Aligned Core Strategy [IV: *ibid*];
- National Planning Policy Framework 2019 [IV: *ibid*].

Each objective is set out in a box

Explanatory text is provided for each objective.

POLICY EXAMPLE01.

Each objective is supported by one or more policies. These policies are in blue text.

Justification

The policies are supported by text that justifies the policy and explains how it is to be met.

12.6 **PLEASE NOTE: References in this section to ‘any development’ or ‘new development’ specifically mean development of 10 or more homes (as per NPPF)**



Toton Fields LNR

13. ENVIRONMENT

CORE OBJECTIVE	SUPPORTING POLICIES
<p>Protect and improve existing green space to enhance the quality of life and wellbeing of the residents and enrich the biodiversity of the Area.</p>	<p>ENV01 Toton Fields LNR, Hobgoblin Wood, Memorial Garden, Ghost House Lane, Manor Farm Recreation Ground, Inham Nook Recreation Ground and Chetwynd Barracks Playing Fields will be designated as Local Green Spaces [I] to assure their long-term protection. In addition, other green spaces may be designated during the Plan period.</p> <p>ENV02 Any development in the Area which increases or is likely to increase the use of existing green space, including Toton Fields LNR, or existing/potential rights of way (including footpaths on the ridge line east of the River Erewash) should pay an appropriate contribution to enhance these green spaces. This will facilitate their increased use and improve the network of green spaces enabling their multifunctional use.</p>
<p>Create new multifunctional blue/green infrastructure to establish good linkage between larger areas of green space.</p>	<p>ENV03 Establishment of new blue/green infrastructure in the Strategic Location for Growth (SLG) should be in line with the Aligned Core Strategy policy and should incorporate two new linear features which will contribute green space as both corridors and accessible natural green space. These green spaces need be of significant width/area to accommodate their multifunctional use.</p> <p>ENV04 Prior to any development of Chetwynd Barracks, four new GCs and three new green spaces (as detailed below) should be incorporated within the relevant masterplan.</p> <p>ENV05 Clear arrangements for the long-term maintenance and management of new green space assets to be agreed with the Council prior to development being undertaken. Any development within Chetwynd Barracks shall either pay a contribution or undertake works to create, maintain and manage the Memorial Garden which will become the focal point for the wider community.</p>
<p>Protect, enhance and create wildlife habitats with particular emphasis on veteran and ancient trees.</p>	<p>ENV06 Development should not involve the removal of mature trees including TPOs, veteran and ancient trees. Development should seek to minimise the loss of other trees. Habitat lost to development must be replaced by equivalent species plus the necessary biodiversity gain.</p> <p>ENV07 Any development within the Area should be supported by a green landscaping plan including infill and green boundaries which should, where possible, include the planting of native species and the creation and improvement of wildlife habitats in line with at least a 10% biodiversity gain (using the DEFRA metric).</p> <p>ENV08 Any development should ensure that it has a positive impact on connectivity between ecological assets such as LNRs, SSSIs, LWSs, and green spaces beyond the Neighbourhood Area boundary.</p>

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

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

We need therefore to protect and improve the green space available to both present and future residents for their health and wellbeing as detailed in NPPF para 91c and ensure that appropriate habitat is provided in line with the aspirations of Broxtowe Borough Council.



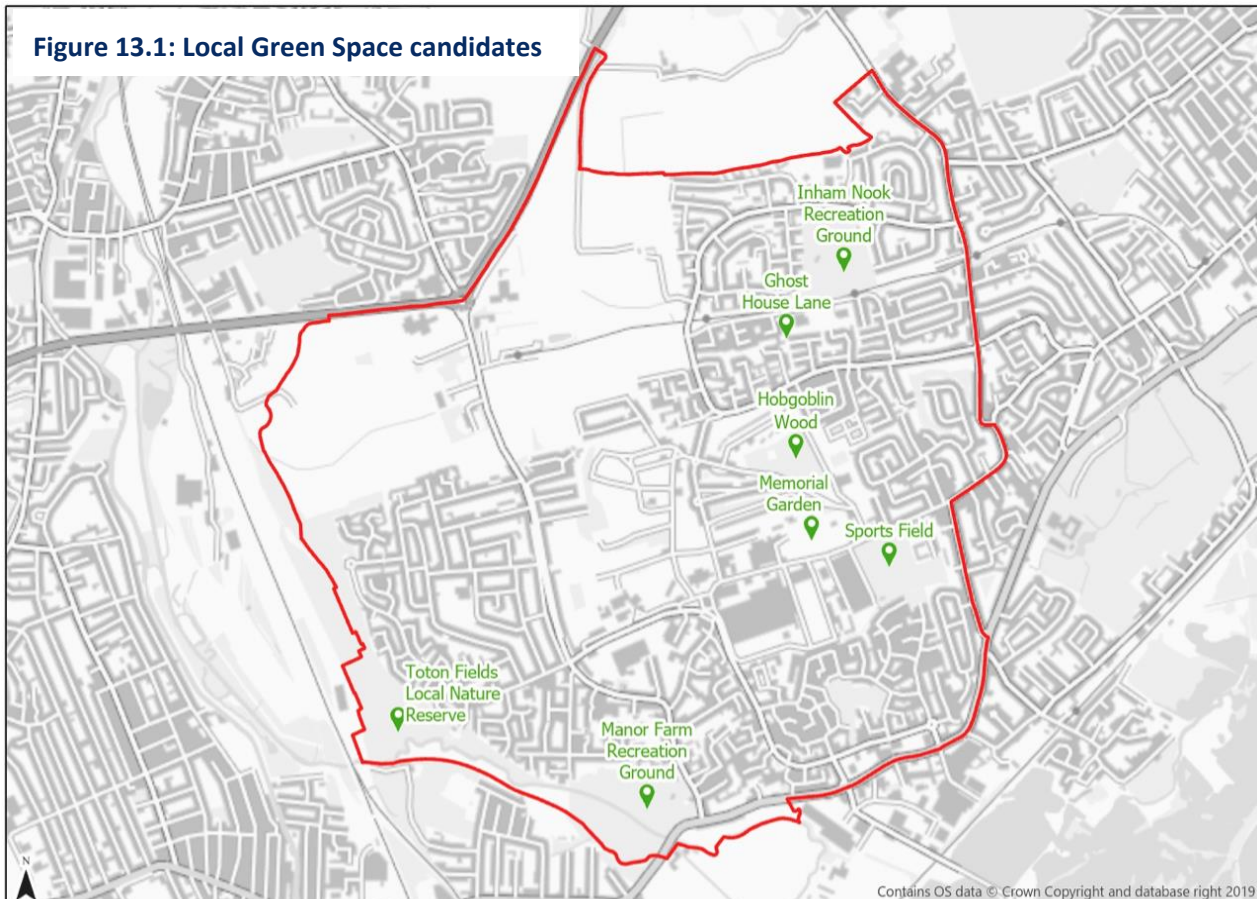
Memorial Garden

Justification

These seven sites are all valuable and valued green spaces in our Area, and need to be protected from future development by being awarded the status of 'Local Green Space'. Additional green spaces in the Area (such as the quarry area within Chetwynd Barracks), along with the new green spaces created under ENV03, will be assessed during the Plan period. Where appropriate, these will be designated as Local Green Spaces. Once designation has been conferred, proposals to improve their biodiversity will be expected as part of the required net gain by NPPF para 8c.

POLICY ENV01.

Toton Fields LNR, Hobgoblin Wood, Memorial Garden, Ghost House Lane, Manor Farm Recreation Ground, Inham Nook Recreation Ground and Chetwynd Barracks Playing Fields will be designated as Local Green Spaces [1] in the Area to assure their long-term protection. In addition, other green spaces may be designated during the Plan period.



POLICY ENV02.

Any development in the Area which increases or is likely to increase the use of existing green space, including Toton Fields LNR, or existing/potential rights of way (including footpaths on the ridge line east of the River Erewash) should pay an appropriate contribution to enhance these green spaces. This will facilitate their increased use and improve the network of green spaces enabling their multifunctional use.

Justification

The 6C's Green Infrastructure Strategy Vol. 6, pages 10/11 [IV: *Ibid*] has identified gaps in LNR provision especially within the Area. Using Natural England's ANGSt [IV: *Ibid*] standard for the provision of Local Nature Reserves of 2 ha per 1 000 population, the Area should have approximately 32 ha of LNR. This makes the protection and enhancement of the existing green spaces and Toton Fields LNR (16.5 ha) in the long term even more urgent. Toton Fields LNR is the only accessible semi-natural green space within the Area and even with the potential increase in green space as a result of this Plan, the quality of this accessible natural green space may be affected adversely by the increased pedestrian and cycle traffic.

Wet flood plain meadows should be created on scrub land south of the weir, between the two river channels. This feature could be developed as part of HS2 mitigation measures and act as the balancing ponds needed by the new Hub Station. North-south footpaths and cycle ways through the meadows should be provided to improve access to Nottingham Road. Secondary east-west footpaths linking both sides of the Erewash should also be improved to encourage and increase traffic-free permeability between Toton and Long Eaton. Sufficient space for pedestrians, cyclists and horse riders (where appropriate) on shared or dual-use paths should be made. Long range panoramas from the high ground along the ridge line should be protected to retain an appreciation of the wider setting of the Trent Valley.

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

Our vision is to create a resilient blue/green infrastructure to link the Erewash Valley Trail from the north of our Area to green spaces in the Barracks and Toton Fields LNR and, from there, to Attenborough Nature Reserve. By linking adjacent green spaces as part of a multifunctional blue/green infrastructure, we will maintain and enhance connectivity for wildlife and people through the Area. [IV: *Aligned Core Strategy, para.3.2.38*]. This will provide better links between urban and rural landscapes and create accessible, safe and attractive places for the community to enjoy.

The network of blue/green infrastructure, linking new and existing residential areas to service centres, should incorporate new and existing walking and cycling routes throughout resulting in improvements in levels of physical activity and health as well as psychological and mental wellbeing. In addition, the enhanced infrastructure will facilitate social interaction, inclusion and community cohesion (a cornerstone of our Plan).

Toton Fields LNR needs to be protected. Opportunities to extend the mosaic of woodland, scrub and grassland into adjacent areas must be considered during master planning.

This will contribute to the mitigation of the adverse effects of increased population pressure, particularly from cyclists and dog walkers in the Area and nearby Attenborough Nature Reserve SSSI

POLICY ENV03.

Establishment of new blue/green infrastructure in the Strategic Location for Growth (SLG) should be in line with the Aligned Core Strategy policy and should incorporate two new linear features which will contribute green space as both corridors and accessible natural green space. These green spaces need be of significant width/area to accommodate their multifunctional use.

Justification

The Aligned Core Strategy [I] requires that the SLG in the vicinity of the station must have a **minimum** of 16 ha of Green Infrastructure. To this end we expect the following green spaces to be created:

- a) A north-south corridor following the existing public footpath from Baulk Lane to Northfield Crescent – a distance of approximately 1,300 m. This corridor

needs to be significantly wide (c.75m) to create a total green space of **10 ha**.

- b) An east-west corridor along the southern boundary of the SLG stretching from Northfield Crescent to the top of Toton Bank - a distance of approximately 1,200 m. This corridor needs to be of significant width (c.80m) to create a total green space of **10 ha**. The line of this corridor follows that of Secondary Corridor 2.23 of the BBC Green Infrastructure Strategy [IV *ibid*].

Extensive tree planting will be a major part of the development of this green space in line with the Government’s “25 Year Plan to Improve the Environment” [IV. *HM Govt 25 year Pan*] and the five principles of the “Nature Recovery Network” [IV. *ibid*]. Much of this green space is along the ridge line of the Greater Nottingham Conurbation and as such forms part of the Prominent Areas for Special Protection (Local Plan 2. 27.3) which provide “important breaks in the built-up areas, contributing to visual amenity and recreational opportunities.”

Development that exceeds the Broxtowe Green Space Standard through, for example, on-site provision of amenity green spaces / community gardens / allotments / children’s play spaces as well as new accessible natural green space will be strongly supported. New spaces and public realm should be landscaped appropriately using native species and planting should take place in a way that enhances

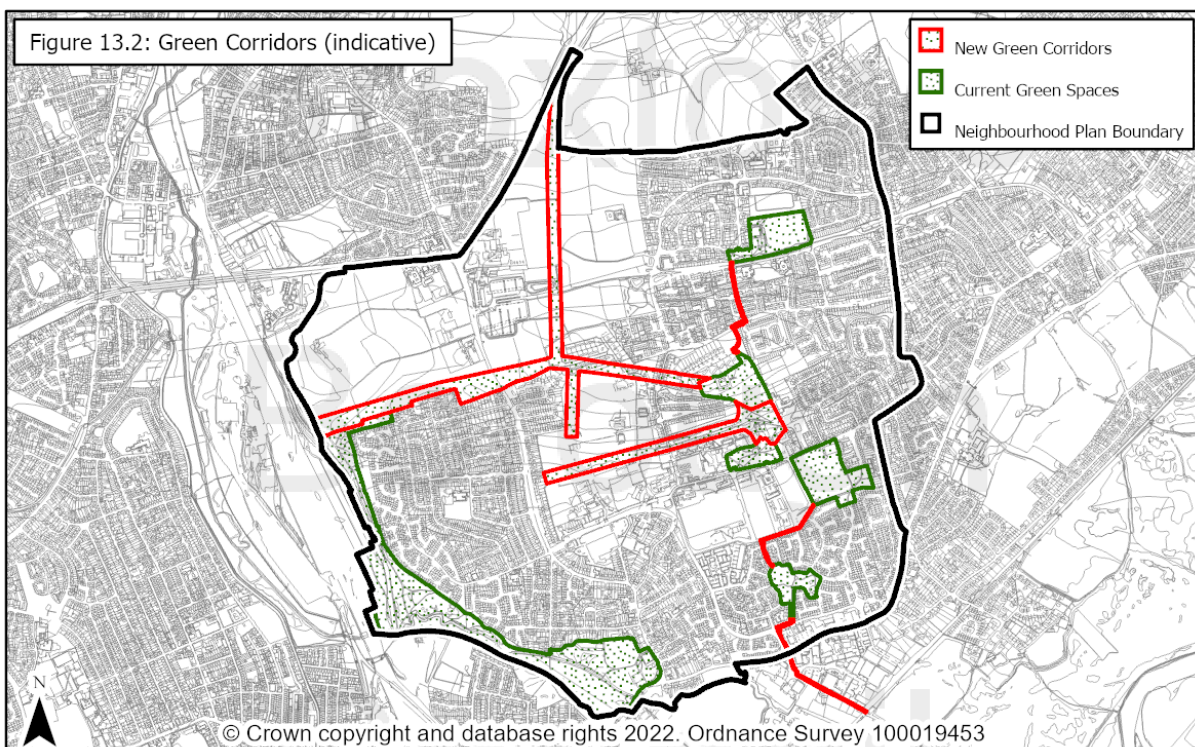
residential and visual amenity while also maintaining safety, security and wildlife value.

POLICY ENV04.

Prior to any development of Chetwynd Barracks, four new GCs and three new green spaces (as detailed below) should be incorporated within the relevant masterplan.

Justification

- a) A corridor linking Northfield Crescent to Hobgoblin Wood – a distance of approximately 650 m. Corridor to be c.50m wide creating a total space of **c.3.25 ha**.
- b) An east-west corridor linking Hobgoblin Wood and Memorial Garden to Stapleford Lane – a distance of approximately 1,000 m. Corridor to be c.50m wide creating a space of **c.5 ha**.
- c) A short north-south corridor linking Northfield Crescent to the old wooded quarry on the west of the site – a distance of approximately 500 m. All veteran/mature trees to be retained and the quarry cleared of infill. Corridor to be c.50m wide creating a space of **c.2.5 ha**.
- d) A narrower corridor created to connect the Memorial Garden to Sherman Drive green space via the playing field and a new pathway following the culverted stream along the southern boundary of the Barracks. The culverted stream to be re-naturalised as part of the development of this corridor.



- e) Hobgoblin Wood should be retained, enhanced and made accessible for all to enjoy and as a possible focus for educational activities. This creates an area of about **4.1** ha of accessible natural green space.
- f) The Playing Field should be retained and enhanced creating an area of about **5.5** ha of green space.
- g) The Memorial Garden is intended to become a new focal point for the community. Green corridors/spaces should flow to/from this Garden allowing for greater cohesion and permeability throughout the Area thereby enhancing the integration between Toton and Chilwell. This Garden creates about **0.8** ha of green space.

Further justification for ENV03 and ENV04

1. Current green spaces are already well used by walkers (in particular dog walkers), equestrians and runners but many are not accessible to less abled users, cyclists (except mountain bikers) and pushchairs. Separation of pathways for these various groups of users will provide capacity to accommodate the increased number of commuting cyclists, the less abled, other pedestrians and equestrians. Equestrians and pedestrians have been separated with success at Toton Fields LNR. Residents in the Plan feedback have observed that mixing commuter 'speedy' cyclists with slower pedestrians is inherently unsafe. A case in point is the conflict between these users of paths/ bridleways in Attenborough Nature Reserve.
2. These features will contribute considerably to natural and semi-natural urban green spaces in areas which are already deficient. Woodland (a Priority Habitat) would be the most appropriate habitat in most of the Area green space, but particularly east and west of Stapleford Lane. To the west of Stapleford Lane, trees are present on maps dating back to the mid 19th century. Remnants of this woodland edge are still present in the gardens of Cleve Avenue. To the east of Stapleford Lane (SK497355) not only is this woodland visible on mid 19th century maps but it also has a group Tree Preservation Order and may contain some mature and veteran trees. The ecological benefits of urban green infrastructure are largely related to the provision of habitat such as woodland. [IV. *Benefits of Green Infrastructure*]
3. The Forestry Commission advise that urban woodland should be at least 0.5 ha with a minimum width of 20m. The width of spaces planted as woodland should reflect these parameters. Ecosystem services such as health for instance require patch sizes greater than 2 ha and be within a 10 min walk (for all abilities) [IV. *Delivery of Ecosystem Services*]. Social prescribing could have a huge influence on the health and wellbeing of the populations of our Area – but without adequate green space - i.e. not just cycle paths, we need something that gives residents a sense of place, space, freedom and reconnects them to the natural world for this be effective. [IV. *Disconnect from Nature*].



In addition, patch size of deciduous woodlands in an urban environment is positively correlated with carbon density [IV. *Urban Forestry and Carbon Density*]. Larger area of woodland will have a positive influence on the aspirations of BBC to help mitigate climate change. These green spaces should be of sufficient width to accommodate not only trees but also hedgerows to shelter the trees during establishment as well as enough pathway to accommodate the various user groups. There should be sufficient land for the canopy to be outside the development curtilages. This may mean a minimum of 75 – 80m (a good example of avenues of trees can be found at Clumber Park). The width also needs to be great enough to avoid trampling of roots. This together with 3m either side for hedges (for small mammal migration) plus a buffer strip of 2m indicates the minimum width which would be appropriate to establish woodland on the ridge and elsewhere in the Area.

4. The fragmentation of woodland habitat into smaller isolated patches poses one of the key threats to woodland biodiversity due to the reduction in the total quantity of habitat area, the increased edge effects around habitat patches reducing the core area and increased patch isolation [IV. *Connectivity and Ecological Networks*].

By ensuring continuity in woodland cover between Toton Fields LNR and Hobgoblin Wood and making sure the width of woodland is enough to accommodate large trees such as oak, ash and lime, patch isolation will be kept to a minimum and increased permeability to the range of extant species in the area is assured. 3,123 wildlife species including eight species of bat have been recorded in the vicinity of the Area [IV. *Wildlife of Toton and Chilwell West*]. Three of these species of bat have been found to be among the most vulnerable to urbanisation [IV. *Bats in Urbanising Landscapes*]. Many of these species (including bats) will be using the arable fields and their hedgerow margins to migrate between patches of appropriate habitat. Delivery of these new habitats will ensure that their migration is not interrupted by housing and urban lighting and provides habitat which not only allows survival but also reproduction of wildlife and plants. [IV. *Connectivity and Ecological Networks*].

5. NPPF para 170 requires a net gain to be provided in any development over 10 houses. These green spaces provide that opportunity.



Table 13.1 summarises the area of green space at the time of publication and the area required after allocation of space for HS2 construction and the projected developments. Assuming the retention of existing green space and the projected increase in population, the Area requires at least a further 46.42 ha of accessible green space as a minimum or 69 ha to meet our aspirational green space area. Note that green space typologies used in this Plan are from Natural England (2009) *Green Infrastructure Guidance* [IV. *ibid*]. For Pre- and Post- HS2 green space calculations see Appendix II

Table 13.1 Extant and required greenspace in the Area

Area	Households	Population (approx.)	Area Green Space				Green Space requirement (ha)					
			Pre HS2 allocation (See Appendix II for details)	Pre HS2 allocation per 1,000 pop.	Post HS2 allocation	Post HS2 allocation per 1,000 pop.	Broxtowe Borough Council (BBC) ave = 3.17 * per 1,000 pop. *	Shortfall (compared to BBC)	Using Pre-HS2 ave of 4.07 per 1,000 pop.	Shortfall (compared to Pre-HS2 ave)	Nottingham City ave = 5.19 per 1k pop †	Area shortfall (compared to Nottingham City)
Plan Area (Census 2011)	6706	16 000	65.1	4.07	36.00	2.25	50.72	14.72	65.12	29.12	83.04	47.04
Broxtowe Local Plan for Area (projected 2028)	8006	19 000			36.00	1.89	60.23	24.23	77.33	41.33	98.61	62.61
Broxtowe Local Plan for Area (at capacity)	11206	26 000			36.00	1.38	82.42	46.42	105.82	69.82	134.94	98.94

* Broxtowe Borough Council (2009) *Green Spaces Strategy*

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

ANGSt suggests 2.00 ha natural or semi-natural areas per 1000 population, NSALG [1] 0.22 ha allotments, Fields In Trust [1] 1.6 ha for outdoor sports and 0.25ha of Children/Youth Play area. At capacity, the Area requires a total of 83.72 ha of accessible green space of which 52 ha should be natural or semi-natural greenspace, 5.81 ha of allotments, 42.25 ha for outdoor sports and 6.6 ha for children and youth play. The green space in this Plan should meet these requirements.

Up-to-date assessments of both quality and quantity of accessible natural green space should be made (*NPPF (2019) Open space and recreation, para.96 ,Aligned Core Strategy para 3:16:9*) in light of the proposed SLGA and Barracks developments to ensure that the green space meets the Accessible Natural Greenspace Standard [1] as specified in Natural England’s Nature Nearby [IV: *ibid*].

POLICY ENV05.

Clear arrangements for the long-term maintenance and management of new green space assets to be agreed with the Council prior to development being undertaken. Any development within Chetwynd Barracks shall either pay a contribution or undertake works to create, maintain and manage the Memorial Garden which will become the focal point for the wider community.

Justification

Provision for the creation and ongoing management of all new green spaces, with clear accountability, needs to be agreed prior to completion of the creation of new green spaces and implemented in line with the Aligned Core Strategy Policy 17.1d, and the Broxtowe Borough Council Local Plan Part 2, Policy 31 [IV *ibid*].

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

Any development of the Barracks and East Midlands Hub Station should adhere to the principles of The Lawton Review: "Making Space for Nature" [IV: *ibid*]. It identifies a need for more, bigger, better and joined ecological networks. Five key approaches were identified:

- (i) Improving the quality of current sites by better habitat management.
- (ii) Increasing the size of current wildlife sites (avoid further fragmentation).
- (iii) Enhancing connections between, or joining up, sites, either through physical corridors, or through 'stepping stones'.
- (iv) Creating new sites.
- (v) Reducing the pressures on wildlife by improving the wider environment, including through buffering wildlife sites.

POLICY ENV06.

Development should not involve the removal of mature trees including TPOs, veteran and ancient trees. Development should seek to minimise the loss of other trees. Habitat lost to development must be replaced by equivalent species plus the necessary biodiversity gain.

Justification

Proposals to fell/remove existing trees will not be supported. In exceptional circumstances, where retention of trees is outweighed by benefits arising from the development proposals, the loss resulting

from the development should be replaced by equivalent or better provision in a suitable location in consultation with the local community. Provision should be made for more Tree Preservation Orders [I] on those trees which are designated by the community as valuable historically or practically, such as for screening or sound suppression and as a harbour for wildlife. With the significant loss of trees to the East Midlands Hub Station development, provision should be made to calculate the loss of canopy cover and plans should be implemented to mitigate this loss by extensive native tree planting in the Area. This is supported by NPPF para 170b.

POLICY ENV07.

Any development within the Area should be supported by a green landscaping plan including infill and green boundaries which should, where possible, include the planting of native species and the creation and improvement of wildlife habitats in line with at least a 10% biodiversity gain (using the DEFRA metric).

Justification

Any development within the Area should be refused unless it is demonstrated it will conserve and enhance designated or candidate areas for local nature reserves, local wildlife sites, candidate or designated Tree Preservation Orders (TPOs). New ways of managing pocket green space (including roadside verges) in the public realm should be sought to increase its amenity / recreational / educational value as well as increase support for local wildlife habitats. Reference should be made to the 'Good Verge Guide' [IV: *ibid*] for guidance on how to manage roadside verges for wildlife and the RSPB Urban Advice Pack [IV: *ibid*] for pocket green space. In line with local biodiversity and landscape-scale conservation priorities, wildlife-friendly features such as bird-bricks, bat-roosts, insect boxes, green bridges, dropped curbs and gully ladders should be included within all buildings or at appropriate locations, to reflect the requirements of species within the Area [IV: *BBC Local Plan Policy 17*]. New green spaces within any development should apply the concept of the Urban Greening Factor. See for instance Southampton Action Plan [IV: *ibid*]. and Living with Beauty [IV: *ibid*].

POLICY ENV08.

Any development should ensure that it has a positive impact on connectivity between ecological assets such as LNRs, SSSIs, LWSs, and green spaces beyond the Neighbourhood Area boundary.

Justification

Any development must identify existing ecological networks beyond the boundary of the scheme and demonstrate how the design of green infrastructure assets within the development contribute towards the restoration, enhancement or expansion of these networks.

Further justification covering ENV06, 07 and 08

In order to meet UN sustainable development goals [IV. *ibid*] we need to care for and enhance the natural environment of the Area. We need to protect and increase biodiversity and priority habitats as well as mitigate for the adverse effects of HS2 and ongoing urbanisation.

These policies are predicated on the provision of appropriate green space as well as wildlife friendly building design. The economic value of trees is recognised and measures must be taken to increase woodland coverage.

The loss of Toton Sidings LWS to the East Midlands Hub Station will have a significant impact on a number of LBAP (Local Biodiversity Action Plan) habitats and species, including eight species of bat and a number of rare species of moth.

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

New green space proposals will be assessed against the approach taken to maximise the potential for wildlife and community access and meet the requirements of NPPF for biodiversity gain and future legislation such as the proposed Environment Bill (Oct 2019) which intends to legislate for:

- the creation of the net gain requirement;
- expands the duty on relevant authorities from 'conserving' to 'conserving and enhancing' biodiversity; and
- the creation of Local Nature Recovery Strategies to cover the whole of England.



14. INFRASTRUCTURE/GETTING AROUND

CORE OBJECTIVE	SUPPORTING POLICIES
<p>Improve traffic management in order to ease congestion and handle future growth from within the Area and from adjacent areas.</p>	<p>INF01 An Infrastructure masterplan, detailing proposals to manage increased traffic from both within the Area as well as known new developments near to the Area will need to be produced before development starts.</p> <p>INF02 In line with INF01 a new north-south primary access road is required to both relieve issues with Stapleford Lane and also act as the local infrastructure for the development within Chetwynd Barracks and SLG. This should link to the new road infrastructure being developed for the new East Midlands Hub Station.</p>
<p>New developments must provide safe pedestrian and cycle access to, from, and within the Area.</p>	<p>INF03 Provision of new, dedicated cycle routes (off-road and separated on-road) through the Area will be required. Separated lanes should be included within new green corridors (see ENV03 and ENV04).</p> <p>INF04 Cycle lanes should be direct and separated where possible from motor vehicles when on road on key routes through the Area especially those leading to the East Midlands Hub Station.</p>
<p>Promote schemes to help reduce congestion on local roads and add flexibility to transport options.</p>	<p>INF05 Proposals to reduce levels of traffic congestion and pollution as well as improve safety at the key locations are expected due to the traffic growth arising from the development of Chetwynd Barracks and the SLG.</p> <p>INF06 East Midlands Hub Station parking should not be allowed on residential streets, especially to the west of Stapleford Lane.</p> <p>INF07 All development of the SLG and Chetwynd Barracks should preserve, enhance and encourage re-routing of bus services through the Area.</p> <p>INF08 New developments should provide adequate levels of parking to minimise on-street parking.</p> <p>INF09 Development proposals that make use of or apply appropriate technological solutions to reduce travel demand (car sharing, car clubs) and demand-responsive public transport, will be supported.</p>

OBJECTIVE: Improve traffic management in order to ease congestion and handle future growth from within the Area and from adjacent areas.

The potential allocation of circa 4,500 new dwellings over the next twenty years in our Area alongside the construction of an Innovation Campus and the arrival of the East Midlands Hub Station mandates radical changes to the current road infrastructure to cope with the significant increase in traffic that will be generated.

POLICY INF01.

An Infrastructure masterplan, detailing proposals to manage increased traffic from both within the Area as well as known new developments near to the Area will need to be produced before development starts.

Justification

The development of site wide (SLG and Chetwynd Barracks) masterplan(s) should also encompass detailed traffic and transport surveys and assessments. This should not only focus on development within the Local Plan Part 2 period to 2028 but also the expected development beyond this period, including proposals for 1,500 overall dwellings

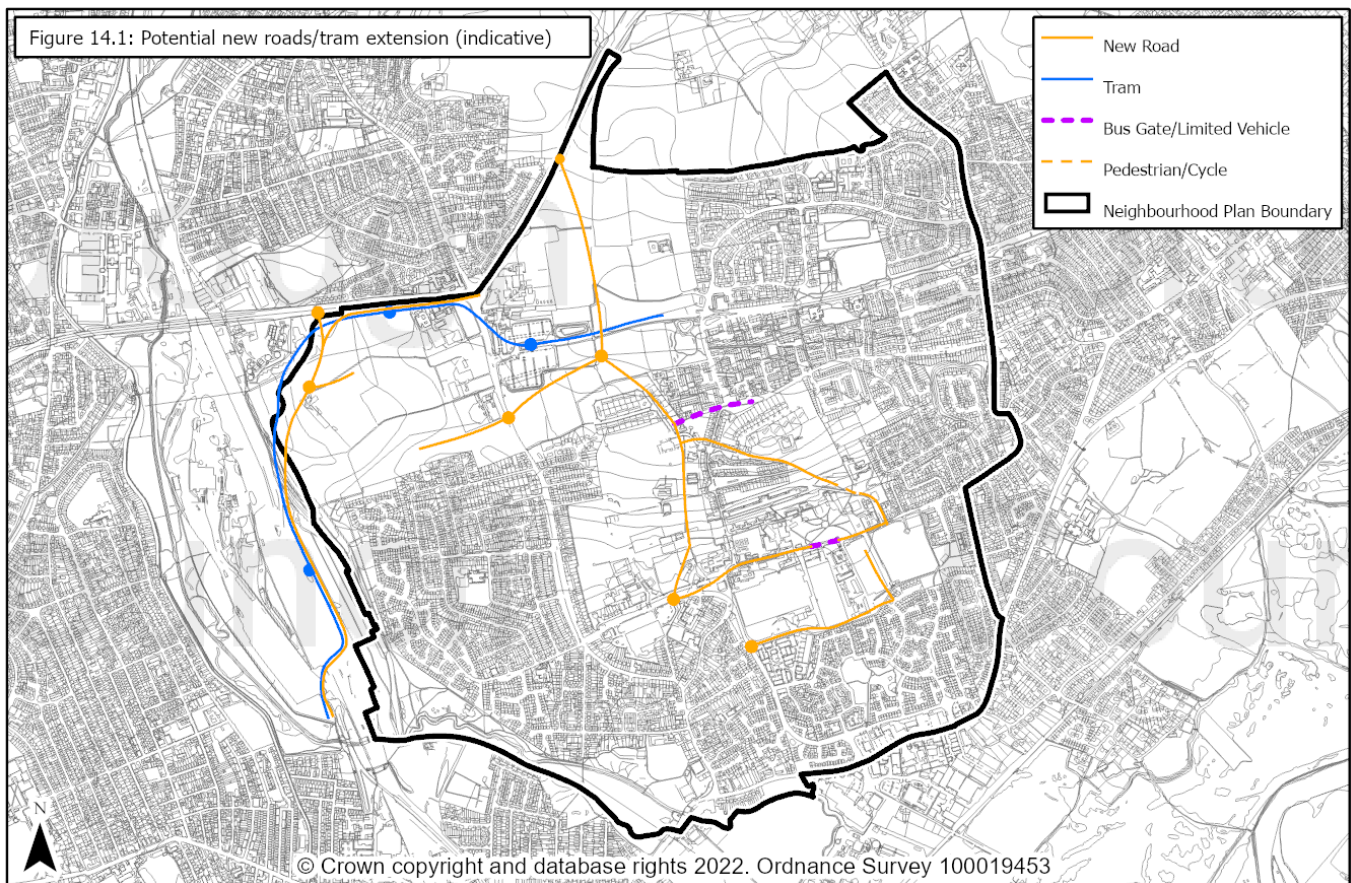
in Chetwynd Barracks. These assessments must also take account of nearby developments that are planned/approved in adjacent areas that will further increase traffic movements to and from the M1 and A52. Nottinghamshire County Council have responsibility for travel within the area as part of their “Travel Plan” process. Measures to mitigate the impact of new development will be considered as part of this.

POLICY INF02.

In line with INF01 a new north-south primary access road is required to both relieve issues with Stapleford Lane and also act as the local infrastructure for the development within Chetwynd Barracks and SLG. This should link to the new road infrastructure being developed for the new East Midlands Hub Station.

Justification

Notts County Council, as the Highways Authority, submitted a bid (in March 2019) to the government for road infrastructure improvements that include a north-south primary access road linking Chetwynd Barracks to the A52. This road is essential to assure the successful delivery of circa 1500 dwellings on Chetwynd Barracks as well as helping with the development either side of Stapleford Lane in the SLG.



OBJECTIVE: New development must provide safe pedestrian and cycle access to, from, and within the Area

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

Development of this type, coupled with an extension of existing cycle lanes (such as the east-west track adjacent to the tram line) would create a significantly improved cycle network across the Area that would promote active transport for commuting as well as leisure trips, and is required. The Forum will continue to support and contribute to the Local Cycling and Walking Infrastructure Plan (LCWIP) to create high-quality active travel. This will create a much better outcome compared to attempting to retro fit into an already built environment by promoting walking and cycling and helping to reduce car dependency.

POLICY INF03.

Provision of new, dedicated cycle routes (off-road and separated on-road) through the Area will be required. Separated lanes should be included within new green corridors (see ENV03 and ENV04).

Justification

There is a lack of dedicated cycling infrastructure in

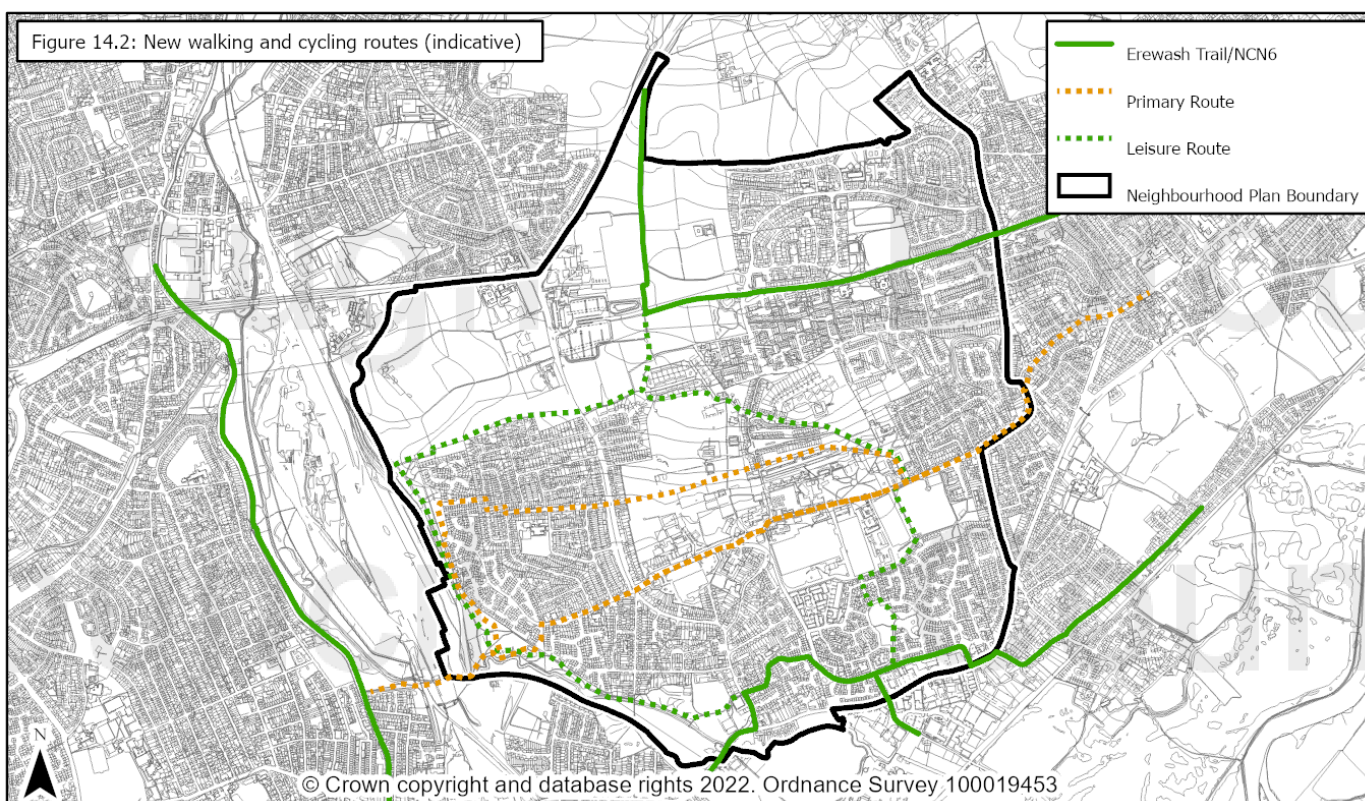
the Area [IV: *CTTC Infrastructure Cycling*]. Improvements to north-south connections that link Attenborough railway station/A6005 with Toton Lane via the Barracks or Stapleford Lane are needed. This will help to reduce the number of vehicles travelling to Toton Lane tram stop. Currently, cyclists destined for the tram stop must share Stapleford Lane with a large number of vehicles, which discourages less confident cyclists. Lack of secure cycle parking and storage dissuades cyclists from making many journeys due the potential for theft and exposure to the elements.

POLICY INF04.

Cycle lanes should be direct and separated where possible from motor vehicles when on road on key routes through the Area especially those leading to the East Midlands Hub Station.

Justification

The East Midlands Hub Station and associated development will generate a significant number of journeys during peak times, meaning cycle connections to this area will be an effective solution to limit an increase in congestion on the surrounding road network. Proposals to introduce separated cycle lanes on Woodstock Road and Banks Road – possible prime routes to the East Midlands Hub Station – will be strongly supported.



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

New development should promote public transport to help reduce congestion in the local area and add flexibility to transport options. Proposals for the maintenance, rebuilding or enhancement of existing development should consider the potential for promoting car sharing schemes as part of the scheme.

POLICY INF05.

Proposals to reduce levels of traffic congestion and pollution, as well as improve safety at the key locations, are expected due to the traffic growth arising from the development of Chetwynd Barracks and the SLG.

Justification

Locations identified during consultations [IV: *Consultation Comments*] that need to be improved are:

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

POLICY INF06.

East Midlands Hub Station parking should not be allowed on residential streets, especially to the west of Stapleford Lane.

Justification

It is essential to deal with the permeability issues surrounding the Station. The Plan proposes a number of active travel routes to and from the Station and it is likely these would be utilised by non-residents who will find it easier to park there than in a designated parking location. A detailed review and plan (perhaps a residential parking scheme) is needed to prevent streets west of Stapleford Lane being used as a car park for travellers using the Station.

POLICY INF07.

All development of the SLG and Chetwynd Barracks should preserve, enhance and encourage re-routing of bus services through the Area.

Justification

The Area will significantly open up when Chetwynd Barracks is developed. It provides the opportunity to re-route public transport to meet the needs of the fast-growing community over the next twenty years. Lack of east-west routes through the Barracks site should be addressed by the provision of a bus gate at Chetwynd Road, Chilwell creating a direct, public transport and active travel link from Beeston Transport Interchange to Toton and then on to the East Midlands Hub Station.

POLICY INF08.

New developments should provide adequate levels of parking to minimise on-street parking.

Justification

The need to understand the actual versus theoretical parking requirements is essential to ensure we do not create areas which become over-populated with vehicles and lose the sense of place and wellbeing for residents. In line with the Local Plan policy 17 [IV: *ibid*], designs should include adequate residential and business parking to minimise on-street parking.

POLICY INF09.

Development proposals that make use of or apply appropriate technological solutions to reduce travel demand (car sharing, car clubs) and demand-responsive public transport, will be supported.

Justification

All proposals to mitigate and reduce the need for the private car will be welcomed, including but not limited to autonomous transport, car clubs and all ideas around the use of non-private vehicles to assist in the movement of people within the Area. Particular attention should be given to links to other modes of transport, such as the tram stop at Toton Lane and the East Midlands Hub Station with its fast connections to Nottingham, Derby and beyond.

15. HOUSING AND SUSTAINABILITY

CORE OBJECTIVE	SUPPORTING POLICIES
Provide a range of affordable/low cost housing across all tenures.	<p>HAS01 In new developments of more than ten homes, at least 30% of properties should be 'Affordable'. This target should include a mix of 'Affordable to Rent' and 'Affordable to Buy'. Developments should ensure that the Tenure Mix meets the future needs of Residents within the Neighbourhood Area whilst recognising the present proportions in the Neighbourhood Area of 75% Owner Occupied (including shared ownership), 11.5% Affordable Rented and 13.5% Market Rented homes.</p>
Appropriately sized homes needed across the range of all tenures but especially for first time buyers and 'last time' buyers/retirement living.	<p>HAS02 In all developments on Chetwynd Barracks and the Strategic Location for Growth (and elsewhere in developments of 10 homes or more), the number of new dwellings should be such that the number of all dwellings of all sizes (new and existing) meets the future needs of residents in the Area. Developers should ensure that there is adequate provision of smaller homes (with fewer bedrooms) and bungalows to provide a dynamic housing market and encourage both first-time buyers and last-time buyers. Development proposals should provide a mix of housing types and sizes as outlined. However, where justified by new evidence during the Plan period, variation to the housing mix will be considered by the Neighbourhood Forum in future.</p>
Encourage innovative, energy efficient, sustainable and well-connected homes.	<p>HAS03 The architecture and design of new development should be such that buildings are constructed to meet the highest possible energy efficiency standards - BREEAM Home Quality Mark 3 star or better.</p> <p>HAS04 Large developments (such as Chetwynd Barracks and the SLG) should provide high-speed connectivity (such as fibre-optic) to every home. Proposals for developments in these areas should include communal Wi-Fi in public spaces in line with the requirements of the NPPF.</p> <p>HAS05 Large new developments (specifically Chetwynd Barracks and the SLG) shall, based on viability assessments, include domestic and community scale facilities for low carbon energy capture, storage and distribution in line with the NPPF. Storage and distribution shall be designed so that other new developments are able to be connected to those facilities.</p> <p>HAS06 Building Regulations Part G (2010) include an optional mains water consumption target of 110 litres per person per day. Unless not feasible or viable to do so, buildings should be designed to meet that target, or the most stringent target set in any superseding regulations. Water Efficient Fittings should be included in all refurbishments and any new developments to achieve a lower overall water consumption.</p> <p>HAS07 Developers should demonstrate how they intend to minimise on-site construction times by the use of Modern Methods of Construction (MMC) building techniques, such as Modular Homes. Innovative use of MMC such as modular housing will be strongly supported.</p>

OBJECTIVE: Provide a range of affordable dwellings across all tenures

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

Affordable Housing for Rent;

Starter Homes;

Discounted market sales housing;

Other affordable routes to home ownership;

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

POLICY HAS01.

In new developments of more than ten homes, at least 30% of properties should be 'Affordable'. This target should include a mix of 'Affordable to Rent' and 'Affordable to Buy'. Developments should ensure that the Tenure Mix meets the future needs of Residents within the Neighbourhood Area whilst recognising the present proportions in the Neighbourhood Area of 75% Owner Occupied (including shared ownership), 11.5% Affordable Rented and 13.5% Market Rented homes.

Justification

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

The Broxtowe Social and Affordable Housing Needs Study further states "a 10% target for affordable home ownership may be appropriate". [IV: *Social and Affordable Housing Need Study*].

The most recently publicly available figures for the Area should be used to determine the ratio between rented and owner-occupied. The figures available to the Forum were the 2011 Census which showed that:

- 75% of households were owner occupied (including shared ownership)
- 25% of households were rented (11.5% social rented, 13.5% market rented)

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

- the ratio of rented homes/owner occupied should be maintained.
- rented homes should be on a 'Build to Rent' basis to give greater security of tenure;

- the percentage of social rented housing should be maintained close to present levels;
- affordable homes to own (through Starter Homes, Discounted market sales or Other Affordable Routes) should be included in developments to achieve Broxtowe Local Plan targets [IV: *Policy 15*].

OBJECTIVE: Appropriately sized homes needed at both ends of the market for a) first-time buyers and b) last-time buyers

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

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

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

POLICY HAS02.

In all developments on Chetwynd Barracks and the Strategic Location for Growth (and elsewhere in developments of 10 homes or more), the number of new dwellings should be such that the number of all dwellings of all sizes (new and existing) meets the future needs of residents in the Area. Developers should ensure that there is adequate provision of smaller homes (with fewer bedrooms) and bungalows to provide a dynamic housing market and encourage both first-time buyers and last-time buyers. Development proposals should provide a mix of housing types and sizes as outlined. However, where justified by new evidence during the Plan period, variation to the housing mix will be considered by the Neighbourhood Forum in future.

Justification

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

Analysis of the 2011 Census data reveals that the Area has a higher percentage of 4+ bedroom houses than

Broxtowe Borough (19.6% vs 17.2%) as well as a higher percentage of three-bedroom houses (52.1% vs 49.5%). This indicates there is a shortage of one- and two-bedroom properties in the Area.

During the consultations, there were references to the need for houses suitable for last-time buyers [I] to downsize without leaving the Area. The lack of bungalows was particularly noted, and views were expressed that the availability of such housing would improve occupancy rates as people would have the opportunity to downsize allowing families to move into the larger houses.

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

In order to meet the government emissions targets for climate change, housing has to become much more efficient, reducing both waste and carbon emissions as recommended by BREEAM [IV: *ibid*] New housing provides an opportunity to build-in (during construction) efficiency mechanisms such as high levels of insulation, energy collection, storage and distribution, effective energy control through smart homes, and wastewater collection and re-use. Modern Methods of Construction (such as modular housing) further enables the environmental impact of construction to be reduced. Building an efficient new housing infrastructure will create skills that can be used to improve the efficiency of existing housing, further reducing carbon emissions and household bills.

POLICY HAS03.

The architecture and design of new development should be such that buildings are constructed to meet the highest possible energy efficiency standards - BREEAM Home Quality Mark 3 star or better.

Justification

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

Effective heating: To help meet CO2 emissions targets, new developments should not include gas central heating. Consideration should be given to alternative

means of heating such as district heating networks, solar heating and heat pumps.

Smart Homes/Home Automation: New technology enables sophisticated control of the household heating and other household facilities again improving household efficiency;

Such technology can also be used to allow the elderly or disabled to remain independent by monitoring their movement within their home to raise alarms in the event that conditions require it.

POLICY HAS04.

Large developments (such as Chetwynd Barracks and the SLG) should provide high-speed connectivity (such as fibre-optic) to every home. Proposals for developments in these areas should include communal Wi-Fi in public spaces in line with the requirements of the NPPF.

Justification

Fibre-optic connectivity and community Wi-Fi: NPPF para 112 states: "Advanced, high quality and reliable communications infrastructure is essential for economic growth and social wellbeing." Proposals should "prioritise full fibre connections to existing and new developments".

Whilst 4G technology (and possibly 5G and future technologies) will further enhance wide area communications, community Wi-Fi provides inexpensive, high bandwidth communications without the need to upgrade devices to new technologies.

POLICY HAS05.

Large new developments (specifically Chetwynd Barracks and the SLG) shall, based on viability assessments*, include domestic and community scale facilities for low carbon energy capture, storage and distribution in line with the NPPF. Storage and distribution shall be designed so that other new developments are able to be connected to those facilities.

Justification

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

Domestic/Community Low Energy Collection and Storage: NPPF para 152 requests Local Planning Authorities to support community led initiatives for

renewable and low carbon energy. The Forum recommends that all new properties should be equipped with Solar Energy collection through solar roofs/tiles with the energy collected and stored for the use of the whole community. Excess could be sold back to the National Grid and the revenue generated could be used to extend solar capture technology to existing households in the Area. The ambition is to make the Area 'Carbon Negative', generating more energy than it uses.

(* Viability assessments shall be submitted by the applicant and tested by Broxtowe Borough Council, in dialogue with other competent bodies - such as the Forum.)

HAS06.

The Building Regulations Part G (2010) include an optional mains water consumption target of 110 litres per person per day. Unless not feasible or viable to do so, buildings should be designed to meet that target, or the most stringent target set in any superseding regulations. Water Efficient Fittings should be included in all refurbishments and any new developments to achieve a lower overall water consumption.

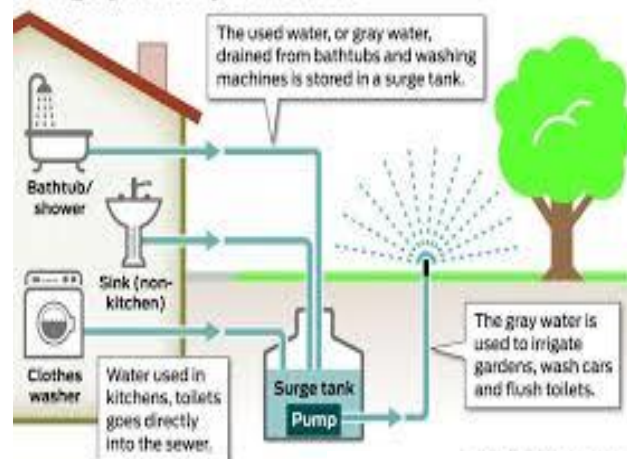
Justification

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

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

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

How grey water systems work



Greywater recycling system

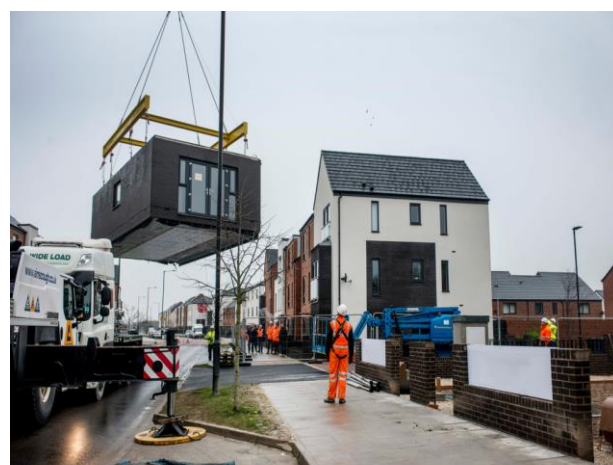
POLICY HAS07.

Developers should demonstrate how they intend to minimise on-site construction times by the use of Modern Methods of Construction (MMC) building techniques, such as Modular Homes. Innovative use of MMC such as modular housing will be strongly supported.

Justification

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

During consultations, residents expressed concern about the length of time that major developments would take (particularly on large sites such as Chetwynd Barracks and the SLG). Disruption to the Area during the construction of circa 4,000 homes and workplaces for 10,000 people will be significant and the build-out time should be minimised. Protracted build-out times will also adversely affect provision of local facilities such as schools, medical services etc.



Smart technology home set-up

16. URBAN DESIGN

CORE OBJECTIVE	SUPPORTING POLICIES
<p>Build on the current suburban character to encourage new families to live and work in the Neighbourhood Area.</p>	<p>URB01 New residential developments should, wherever possible, have access to private external space. If not possible, access to nearby communal space should be available. The design of new developments should minimise overlooking.</p> <p>URB02 New developments should have regard for the need to design out crime.</p> <p>URB03 In new developments over 10 units, street layout and design should meet the needs of all users, including providing safe space for children, pedestrians and cyclists.</p>
<p>New garden village areas to introduce smart design [I] principles and leading-edge technologies.</p>	<p>URB04 For large developments developers should demonstrate how their design: a) provides well designed spaces, in accordance with the proposals of Building for Life [IV: <i>ibid</i>], and b) innovates and breaks free of traditional orthodoxy.</p>
<p>The Innovation Campus to be a mix of commercial and residential development and aim to have a ‘small city’ appearance.</p>	<p>URB05 Proposals for the Toton Innovation Campus (the ‘Campus’) can include a mix of buildings which integrate business, residential and retail opportunities both as separate buildings and as combined buildings with commercial offices and apartments integrated in a single structure.</p>
<p>Small scale, infill developments within in the existing residential area to reflect existing architecture and design.</p>	<p>URB06 Developers should demonstrate how infill proposals within current residential areas maintain or enhance the amenity of the existing area, its open space, large rear gardens, smaller front gardens, mature trees, and other planting and landscaping.</p>

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

Provide a seamless extension of existing Toton and Chilwell residential areas with new housing taking advantage of the undulating landscape to minimise the visible impact of new developments.

POLICY URB01.

New residential developments should, wherever possible, have access to private external space. If not possible, access to nearby communal space should be available. The design of new developments should minimise overlooking.

Justification

This will normally comprise a back garden and a front garden. For development of new apartments, this will normally comprise a private external balcony or a roof terrace, both options including sufficient space for two or more people to sit.

Residential development should seek to minimise overlooking by:

- avoiding development significantly taller than surrounding development;
- building at densities that allow for sufficient and reasonable distance between residential windows of neighbouring properties.

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

POLICY URB02.

New developments should have regard for the need to design out crime.

Justification

Development that contributes to crime reduction through clear separation of public and private spaces, in line with **URB01** will be supported. This can be achieved through:

- promoting natural surveillance of streets and spaces from buildings;
- avoiding blank frontages and other spaces perceived to be 'leftover' or 'dead';

- making entrances and exits to buildings clearly visible.

POLICY URB03.

In new developments over 10 units, street layout and design should meet the needs of all users, including providing safe space for children, pedestrians and cyclists.

Justification

Streets should form a legible, permeable network, using high-quality hard landscaping, that facilitates travel by foot or cycles. Street patterns centred more around the needs of the car than of other road users should be avoided.

Streets should be designed as places to live, work and play as well as to move through. Developments incorporating Home Zones [I] are strongly encouraged where appropriate.

Developers should have appropriate regard to the Nottinghamshire Highways' 6Cs Design Guide and Manual for Streets [IV: *ibid*] when designing:

- both residential streets and busier main or spine roads;
 - on- or off-street parking courts or parking spaces;
- Additionally, on- or off-street parking provision should include cycle parking and electric vehicle charging points.

NPPF para 102 part (a) and the National Design Guide identify that streets are key to the provision of sustainable transport and creating a sense of place. During the consultations, comments were made about the high levels of on-street parking (expected to increase with the provision of the East Midlands Hub Station) which make streets difficult to use for pedestrians, cyclists and road users. Streets should be able to be used as public open spaces as a means of encouraging community activities.

Development that exceeds the Broxtowe Green Space Standard, for example through on-site provision of natural, semi-natural and/or amenity green space (such as community gardens or 'pocket parks') will be strongly supported.

New spaces and public realm should be landscaped appropriately using native species of planting in a way that enhances residential and visual amenity while also maintaining safety and security.

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

New developments need to provide a seamless extension to nearby residential areas with new housing taking advantage of the undulating landscape to minimise the visible impact of new developments.

POLICY URB04.

For large developments developers should demonstrate how their design: a) provides well designed spaces, in accordance with the proposals of Building for Life [IV: *ibid*], and b) innovates and breaks free of traditional orthodoxy.

Justification

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

Development should respect and work with the undulating landform, maximising the retention of and enhancing existing panoramic views to the south and west from high points.

Development, through its form, massing and layout, should maximise accessibility to, and enjoyment of Green Infrastructure (Policies **ENV01** and **ENV03**).

Where new development adjoins existing dwellings, it should sympathetically and smoothly blend into the existing design/layout.

OBJECTIVE: The Innovation Campus to be a mix of commercial and residential development and aim to have a ‘small city’ appearance

The ‘Toton Innovation Campus’ is described in the East Midlands HS2 Growth Strategy as “linked to our university sector, capable of delivering up to 10,000 high quality jobs, new community facilities and a range of new housing opportunities” sitting “at the heart of a thriving network of ‘garden village’ developments that will include [...] Chetwynd Barracks”.

POLICY URB05.

Proposals for the Toton Innovation Campus (the ‘Campus’) can include a mix of buildings which integrate business, residential and retail opportunities both as separate buildings and as combined buildings with commercial offices and apartments integrated in a single structure.

Justification

The Campus should contrast strongly with existing residential areas. The area falls away towards Toton Sidings and Bessell Lane giving the opportunity for taller buildings without dominating the skyline when viewed from the rest of the Area. It should have a vibrant residential community with the nearby East Midlands Hub Station lending a commuter feel to this sub-area.

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

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

Retail outlets will be twofold:

- Food outlets (restaurants, cafes, etc.) will serve both office workers and residents of the Campus.
- Other retail outlets will serve the needs of commuters travelling to/from the Hub Station.

We believe this combination will provide an active, lively community and will prevent the area being ‘empty’ in the evening when most workers have gone home.

Parking for residential and commercial use should (wherever possible) be underneath the buildings and on-street parking should be minimised. The southern side of the Strategic Location for Growth that abuts existing residential areas of Toton and Chilwell should blend with existing housing design.

OBJECTIVE: Infill developments in current residential areas should reflect existing architecture and design

Where developments are within the sightline of existing housing, opportunity should be taken to continue to break up any monolithic vistas, but the developments should be in keeping with the existing housing.

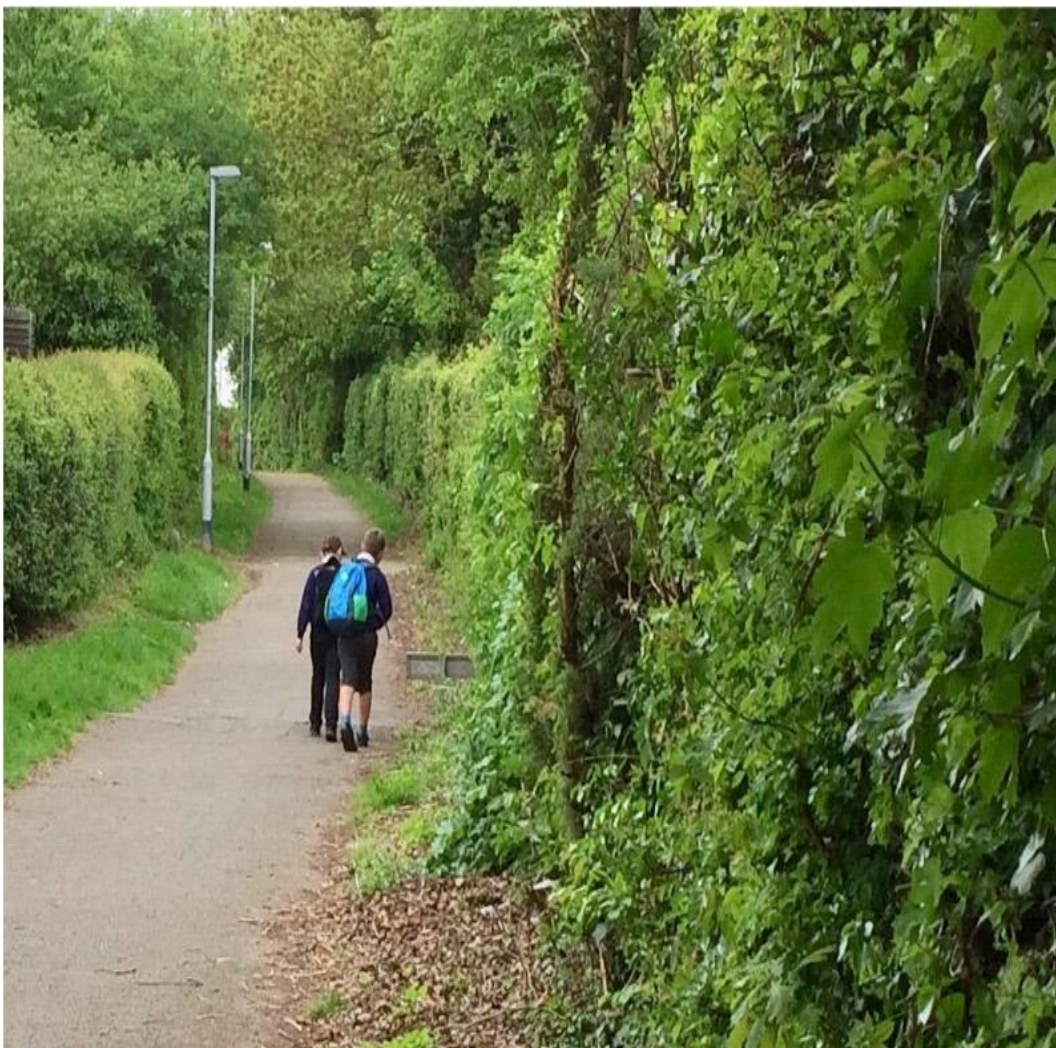
POLICY URB06.

Developers should demonstrate how infill proposals within current residential areas maintain or enhance the amenity of the existing area, its open space, large rear gardens, smaller front gardens, mature trees, and other planting and landscaping.

Justification

Limited continued development within the existing residential areas of Toton and Chilwell is to be expected. Where new build households are proposed, these can be used to add to the diversity of designs within the Area, but they should not clash with the existing designs.

New development should respect the suburban, primarily residential context in terms of building heights, density, form and massing. It should also seek to enhance the existing townscape by seeking to mitigate, where possible, the perception of long, unbroken vistas of buildings of the same appearance.



Ghost House Lane

17. LEISURE, HERITAGE AND COMMUNITY

CORE OBJECTIVE	SUPPORTING POLICIES
Provide new neighbourhood retail centre(s) designed to become focal points for the community.	<p>LHC01 Proposals to develop two neighbourhood-scale, pedestrian-friendly retail centres will be encouraged. One preferably next to the Memorial Gardens in the Barracks to provide a focus for the retail centre and a ‘heart’ for the new community. With the other situated within the development west of Toton Lane. See also policy EMP05.</p>
Respect the heritage of the Barracks (and wider area) by creating a ‘heritage trail’.	<p>LHC02 Development of the Barracks must respect its heritage and seek to conserve/re-purpose its significant assets where feasible. New developments are required to preserve, and where possible, enhance the historic significance of these assets. There is a presumption in favour of their protection and/or re-purposing for public benefit.</p> <p>LHC03 Proposals to create a heritage trail celebrating the history of the Barracks (which link to heritage assets in the wider area) will be strongly supported.</p>
Ensure there are adequate facilities such as schools/nurseries, medical facilities, sports facilities (including a potential off-road ‘Park Run’ option), green spaces and allotments.	<p>LHC04 George Spencer Academy is expected to manage the large increase in pupils arising from the additional homes being built in the Area. It is anticipated that the Academy will need (and should be encouraged) to develop plans to expand capacity as the configuration of the current site is unlikely to meet demand. Relocation of the Academy adjacent to the new leisure centre (see LHC06) is the preferred option and will be supported.</p> <p>LHC05 Provision of a primary school and new medical facilities (both needed to meet forecast demand) will be strongly supported.</p> <p>LHC06 A new Leisure Centre should be built in the Area to cope with demand for leisure services arising from increased residential population as well as the significant numbers expected to be working at the Innovation Campus.</p> <p>LHC07 Proposals to retain and upgrade the sports pavilion and playing fields to the south-east of the Barracks will be supported.</p> <p>LHC08 The provision of allotments/communal gardens within easy walking distances of new homes will be supported.</p>

OBJECTIVE: Provide new neighbourhood retail centre(s) designed to become focal points for the community.

A lack of a 'sense of place' in our Area was a recurring theme in the consultation sessions undertaken to gather ideas for the Plan. Chapter 6 noted that 54% of Toton residents believe Tesco Toton represents the focal point of the area.

POLICY LHC01.

Proposals to develop two neighbourhood-scale, pedestrian-friendly retail centres will be encouraged. One preferably next to the Memorial Gardens in the Barracks to provide a focus for the retail centre and a 'heart' for the new community. With the other situated within the development west of Toton Lane. See also policy EMP05.

Justification

The Barracks is in the centre of our Area and has the potential to bring the community together. A new retail centre, preferably sitting at the side of the Memorial Garden, has the potential to form a hub, alongside other facilities, that encourage footfall and so provide a 'heart' for the whole community. Community facilities such as a place for multi-faith worship and/or community hall should be located near the centre to encourage local activities and meet local needs. These will include facilities for evening classes and local group meetings etc.



Chapter 11 provides further illustrations and maps for such a plaza-style pedestrian-friendly centre designed to be a strategic focal point for the community. These scenarios were displayed at the Forum's 2019 AGM and were well received by the 200+ attendees.

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

Proposals that affect heritage assets will be required to demonstrate an understanding of the significance of the assets and their settings. The impact of the development upon them must be identified and provide a clear justification for the development.

POLICY LHC02.

Development of the Barracks should respect its heritage and seek to conserve/re-purpose its significant assets where feasible. New developments are required to preserve, and where possible, enhance the historic significance of these assets. There is a presumption in favour of their protection and/or re-purposing for public benefit.

Justification

Significant assets [Appendix II contains a full listing] within the Barracks that should be considered for sympathetic conservation/re-purposing include:

- War memorial and associated gardens
- Officers Mess (Woodside House)
- WWI Infirmary
- Building 157 (Filled Shell Store)
- The tunnels leading under Hobgoblin Wood.

Proposals to re-purpose one of these assets as a local museum celebrating the history of the site will be strongly supported (see Chapter 10).

It needs to be noted that the tunnels have not been fully assessed, so should be treated as a 'local hazard' that requires further investigation before decisions can be made as to their future role/purpose.

All the heritage assets listed in Appendix II are considered by the Forum to be of local historical significance, and should be protected from future development by being 'Locally Listed' within the Plan. Some of these assets are included in the Nottinghamshire Historic Environment Record. [IV: Chetwynd HER Report and Chetwynd Site HER Map]

POLICY LHC03.

Proposals to create a heritage trail celebrating the history of the Barracks (which link to heritage assets in the wider area) will be strongly supported.

Justification

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

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



National Shell-Filling Factory (Chilwell Depot) - c 1916

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

In line with Broxtowe Borough Council's Local Plan [IV: *Policy 17*], proposals to preserve, maintain and/or enhance existing education, health, sport, recreation, leisure, and cultural facilities will be supported where they will contribute to the wellbeing of the community and improve accessibility to services.

POLICY LHC04.

George Spencer Academy is expected to manage the large increase in pupils arising from the additional homes being built in the Area. It is anticipated that the Academy will need (and should be encouraged) to develop plans to expand capacity as the configuration of the current site is unlikely to meet demand. Relocation of the Academy adjacent to the new

leisure centre (see LHC06) is the preferred option and will be supported.

Justification

Established in 1960 the school straddles the A52 next to Bardill's Island. As at July 2018 there were 1,350 students (close to National average) covering an age range from 11 to 18 with approximately 50% choosing to stay on in the school's sixth form. The school has a capacity for 1,430 and employs 150 staff [IV: *CTTC Education Position*]. Developers need to ensure there is sufficient provision for secondary level education facilities in the Area to cope with increased demand from circa 4,500 additional homes anticipated over the next 20 years.

The proximity of the A52 to the school creates existing health hazards for the students due to poor air quality readings. Furthermore, current school buildings to the south of the A52 will inevitably hinder road access to both the East Midlands Hub Station and proposed Innovation Campus.

POLICY LHC05.

Provision of a primary school and new medical facilities (both needed to meet forecast demand) will be strongly supported.

Justification

Broxtowe's Local Plan Part 2 Policy 3.1 [IV: *ibid*] states: "Provide a new Primary School and Medical Centre within close proximity to the playing pitches and sports facilities at the south-east of the site."

Capacity to absorb new pupils at current primary schools in the Area is severely limited. Bispham Drive Junior school (Toton) is the only one with enough space to add more classrooms. So, this school could take more pupils from the north and west part of the Area.

Chetwynd Primary Academy is currently approaching capacity [IV: *CTTC Education Position*] and has limited scope to expand to take additional pupils from new development on the Barracks. Proposals to build a new primary school, ideally near the new retail centre and playing fields to the south east of the site, will be strongly supported.

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

POLICY LHC06.

A new Leisure Centre should be built in the Area to cope with demand for leisure services arising from increased residential population as well as the significant numbers expected to be working at the Innovation Campus.

Justification

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

Bramcote Leisure Centre is scheduled to be closed in the next few years. Relocating a new, replacement Centre close to the tram stop at Toton Lane will improve accessibility to nearby communities (both new and old) as well as the wider area. It will encourage a healthy lifestyle for people living not only in the locally but the whole of South Broxtowe.



Futuristic leisure centre!

POLICY LHC07.

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

Justification

Broxtowe Borough Council's 'Playing Pitch Strategy (2016-2028)' [IV: *ibid*] notes the lack of FA registered artificial grass football pitches (AGP) in the south of the Borough:

"Currently, there is just one FA registered full size floodlit 3G artificial grass pitch although a second will be provided in 2016." (Both of them are located in the north of the Borough.)

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

The size and quality of the Barracks playing fields make this an ideal location to develop both the first FA registered AGP in the south of the Borough as well as further turf cricket, rugby and football pitches. This resource will complement the new Leisure Centre (if located in the Area) but could equally function as a stand-alone facility.



Above and below: Sports pavilion and associated playing field



POLICY LHC08.

The provision of allotments/communal gardens within easy walking distances of new homes will be supported.

Justification

Every development of over 100 units should make a contribution to ensure there is provision of 1 x 250m² allotment plot per 100 homes. The need for allotments was identified in the consultations with our community as there are no allotments in Toton or Chilwell Meadows.

The National Allotment Society (NSALG) present information on the benefits of allotment gardening on their website [IV: *National Allotment Society*]. They comment that:

- an allotment can produce food to supplement a family's weekly shop with fresh fruit and vegetables;

- 30 minutes of allotment gardening a day burns 150 calories and 15 minutes of summer sunshine build up levels of vitamin D;
- over 25% of people go to their allotments to socialise; loneliness and social isolation across the ages is a growing concern;
- cultivating an allotment helps to keep biodiversity levels buoyant.

Though there is no legal minimum for allotment provision, the NSALG recommends a minimum of one allotment of 250m per 200 residents.

The [Oxford Academic Journal of Public Health, Volume 38, Issue 3](#), reported on a controlled study of the health and wellbeing benefits of allotment gardening reporting that “one single session of allotment gardening can improve both self-esteem and mood”.



Inham Nook allotments

18. EMPLOYMENT AND BUSINESS

CORE OBJECTIVE	SUPPORTING POLICIES
<p>Design new mixed business zones that encourage people to work and live 'on site'.</p>	<p>EMP01 The new 'Innovation Campus' should maximise employment potential. Proposals for B1 class buildings that provide significant numbers of jobs will be supported.</p> <p>EMP02 Development of commercial property on Chetwynd Barracks should seek to reuse existing buildings where feasible. Proposals to locate the centre of employment zone around Building 157 will be strongly supported along with proposals to maximise the re-use of some/all of the building. Small to medium scale employment will be supported, but any proposals for a large scale industrial storage and distribution facility for Building 157 will not be.</p> <p>EMP03 The design and development of the commercial zones should be:</p> <ul style="list-style-type: none"> • visually attractive and compatible with the surrounding area and include screening where necessary; • of a scale, design and finish appropriate to its setting, particularly where it can be viewed from high ground; • landscaped in a manner that retains existing trees/hedgerows and blends with nearby green spaces using new planting as appropriate.
<p>Encourage leading-edge companies that focus on smart building technologies into the area.</p>	<p>EMP04 The development of a 'Centre of Excellence' for smart building technologies in the Area is strongly encouraged. Such a development provides a focus to attract leading-edge organisations to the Innovation Campus.</p>
<p>Create neighbourhood-scale shopping area(s) in the Area - especially in the Barracks, ideally with small-scale traders, to generate a 'village' feel.</p>	<p>EMP05 Create a plaza-style neighbourhood retail centre in Chetwynd Barracks. Proposals to create such an area next to the Memorial Gardens will be strongly supported, as will another retail centre within the development west of Toton Lane. See also policy LHC01 for the siting of the retail centre next to the Memorial Gardens as a 'heart' for the community, and also to respect its heritage and setting.</p>

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

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

POLICY EMP01.

The new ‘Innovation Campus’ should maximise employment potential. Proposals for B1 class buildings that provide significant numbers of jobs will be supported.

Justification

Developments comprising mixed-use buildings that incorporate both commercial and residential uses will be particularly welcomed.

POLICY EMP02.

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

Justification

Developers are encouraged to explore the possibility of re-using Building 157 as a location to construct buildings using Modern Methods of Construction technologies. Another possibility is to re-use some/all of the building’s roof space as a commercial solar farm. Other existing buildings (such as the Officers’ Mess and the WWI infirmary) on the Barracks should be examined for reuse where feasible and viable

POLICY EMP03.

The design and development of the commercial zones should be:

- visually attractive and compatible with the surrounding area and include screening where necessary;
- of a scale, design and finish appropriate to its setting, particularly where it can be viewed from high ground;

- landscaped in a manner that retains existing trees/hedgerows and blends with nearby green spaces using new planting as appropriate.

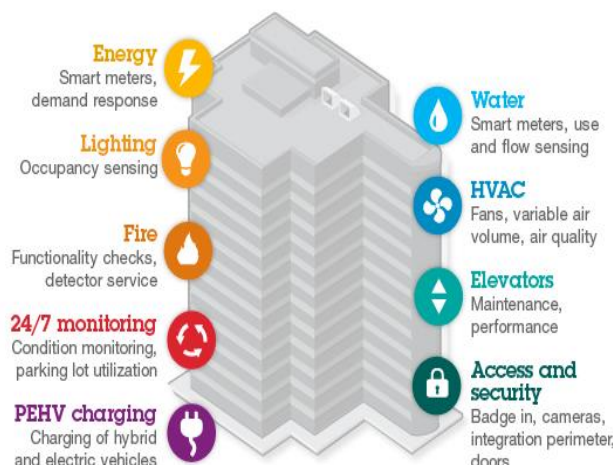


Illustration of smart building technologies currently deployed in the USA

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

The East Midlands HS2 Growth Strategy [IV: *ibid*] proposes an ‘Innovation Campus’ near to the East Midlands Hub Station with “high growth businesses and universities’ research and the capacity to provide 10,000 high skilled jobs”. The use of Modern Methods of Construction (MMC) technologies would gain support by the community. Convenient access to the road network and central to the UK, this location could form the basis of a factory capable of producing several thousand MMC homes incorporating smart building technologies.

POLICY EMP04.

The development of a ‘Centre of Excellence’ for smart building technologies in the Area is strongly encouraged. Such a development provides a focus to attract leading-edge organisations to the Innovation Campus.

Justification

The number of new households proposed for the area over the next 20 years provides the basis for an MMC factory being located in the Area. Such a factory could become the testbed for smart building technologies. The proposed development timescales for Chetwynd Barracks in particular would benefit from such technologies and considerably shorten build-out timeframes.

Commercial proposals brought forward for such technologies will be strongly supported.

OBJECTIVE: Create neighbourhood-scale shopping area(s) in the Area - especially in the Barracks, ideally with small-scale traders, to generate a 'village' feel

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

New neighbourhood shopping area(s), especially one based within Chetwynd Barracks could, along with other community facilities (such as a medical centre, primary school, sports facilities, etc.) create a 'sense of place' that is felt to be missing from the Area.

POLICY EMP05.

Create a plaza-style neighbourhood retail centre in Chetwynd Barracks. Proposals to create such an area next to the Memorial Gardens will be strongly supported, as will another retail centre within the development west of Toton Lane. See also policy LHC01 for

the siting of the retail centre next to the Memorial Gardens as a 'heart' for the community, and also to respect its heritage and setting.

Justification

A key outcome from our community consultation was the general feeling that the Neighbourhood Area lacked a 'centre', a 'sense of place' that defined the Area.

Proposals for a plaza-style neighbourhood shopping area next to the Memorial Gardens must ensure that the development is designed in such a manner so as to be sympathetic (and indeed, enhance) the significance of the heritage asset.

By 'plaza-style', we mean an open, pedestrian-only space that encourages the community to gather and enjoy the semi-parkland of the memorial gardens. Cars and commercial vehicles should be excluded: carparks and delivery vehicles to shops/offices should be located behind buildings fronting the plaza. Such a development that additionally seeks to incorporate supporting community facilities such as a place for multi-faith worship/community meeting place, and a primary care medical centre will be especially welcome.

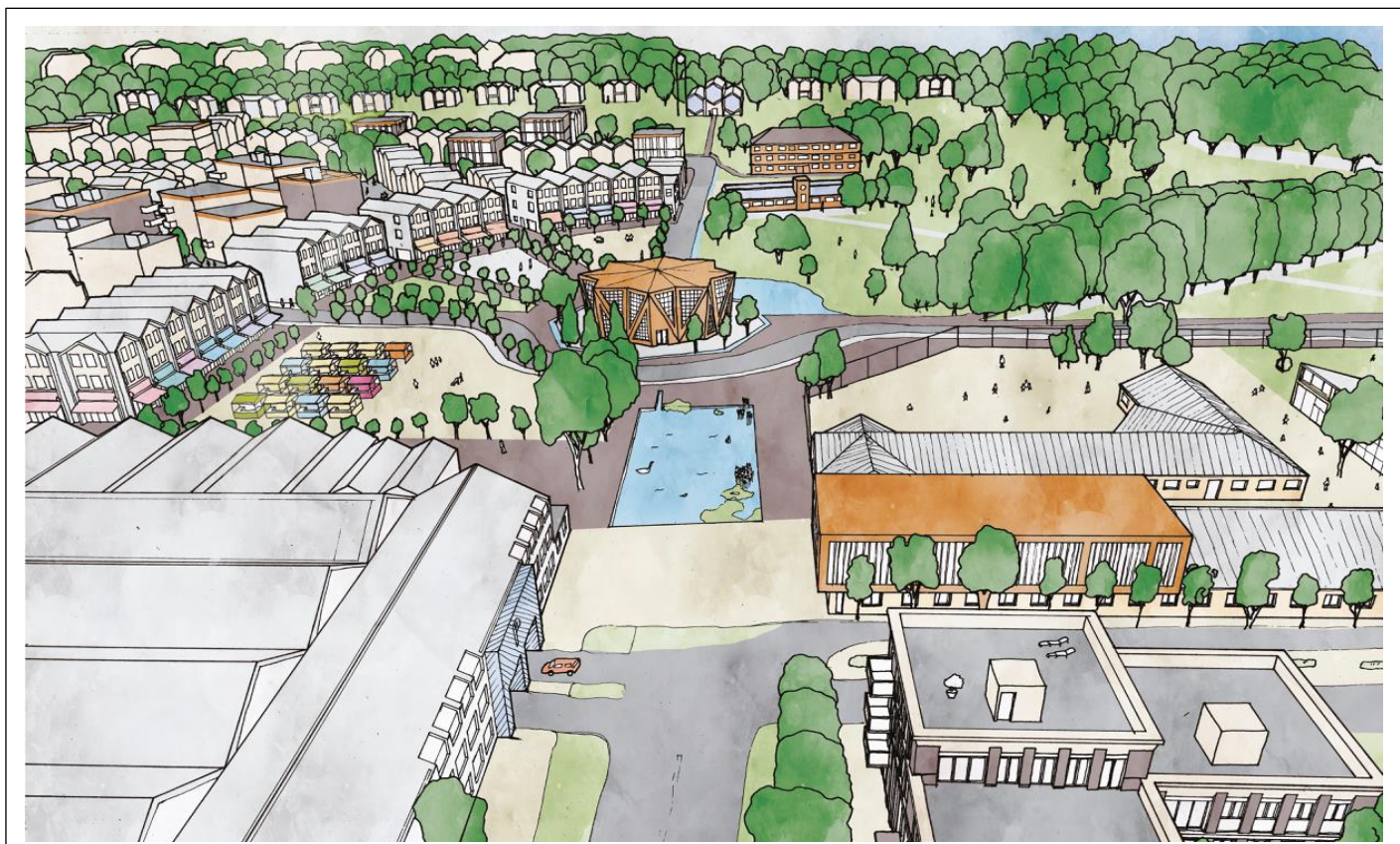


Figure 18.1: Illustration of 'plaza' style neighbourhood shopping area [IV: KefaDesigns]

19. PLAN DELIVERY

19.1 To be effective the CTTC Neighbourhood Plan must be deliverable and able to be monitored. There are two elements that need to be considered:

- the delivery of the policies in the Plan itself, and monitoring of their implementation;
- the delivery of infrastructure and initiatives associated with development contained within the CTTC Neighbourhood Plan.

19.2 This chapter sets out the main elements of the Delivery and Monitoring Plan that supports the Neighbourhood Plan. It will form the basis of a separate document – the Delivery Strategy [I] - that will be produced, used and updated throughout the Plan period.

WHO IS RESPONSIBLE?

19.3 The CTTC Neighbourhood Plan will be used by the principal local planning authority, Broxtowe Borough Council (BBC), as part of its Development Plan [I] and have the same legal planning status as other BBC planning documents. The issues of delivery and monitoring will inevitably evolve during the Plan period. At this stage however it is assumed that:

- BBC will be responsible for monitoring the policies in the Plan;
- CTTC will contribute to the production of an overarching strategic masterplan (as defined in the Council's Local Plan Part 2) for the whole area covering both the Strategic Location for Growth and Chetwynd Barracks;
- BBC will negotiate with developers (and in consultation with the County Council when appropriate) on infrastructure provision and financial contributions on planning applications;
- CTTC will be responsible for coordinating the delivery of initiatives such as the proposed strategies for environmental, cultural, heritage and sports facilities;
- A community led organisation should be established to provide long term stewardship of the Neighbourhood Area as proposed by the Building Better, Building Beautiful Commission [IV: *Living with Beauty*]. Chetwynd CIC has the potential

to take on this role and is well placed given its specific focus supporting the community in the Area.

DELIVERY

19.4 Ensuring the Plan is deliverable requires:

- that sites identified for development are capable of being brought forward within the lifetime of the Plan;
- that infrastructure requirements are clearly identified.

DEVELOPMENT SITES

19.5 The two main sites identified are:

- Strategic Location for Growth (Toton Lane);
- Chetwynd Barracks.

19.6 Both will start delivery during the Plan period however the timing is currently unknown. Uncertainty of the opening of the East Midlands Hub Station means development of Toton Lane is unlikely to commence until Parliament confirms the project. Likewise, the MoD have stated that they will start to vacate the site in 2021 but it is unclear precisely when they intend to fully vacate the Barracks.

19.7 With the formation of the Development Corporation (during 2020/21) it is not clear how much the Corporation will exert influence over landowners regarding the timing of sites coming forward.

INFRASTRUCTURE REQUIREMENTS

19.8 Generic infrastructure requirements are detailed elsewhere in this Plan. Specific requirements (over and above the overarching masterplan for the Area) will be based on technical and other assessments during the planning process. Aspirations and observations made in this document are made without prejudice to any formal conclusions that the infrastructure providers may later reach, for example, in relation to changes in service delivery, funding and infrastructure requirements.

19.9 Needs and detailed requirements will continue to evolve during the lifetime of the CTTC Neighbourhood Plan, BBC's Local Plan Part 2 and any subsequent Supplementary Planning Documents [I]. As a result, the infrastructure requirements and delivery of

projects will be reviewed annually by the Neighbourhood Forum’s CIC over the Plan period.

19.10 Infrastructure, facilities and services directly required by new development will be expected to be funded by the developer. New development will give rise to additional demands on infrastructure that may best be met through financial contribution towards off-site provision (albeit still within the Neighbourhood Area). This will be negotiated by BBC via Section 106 contributions or the Community Infrastructure Levy (CIL) [I], as and when that is introduced.

MONITORING

19.11 Given the twenty-year timeframe of the Plan, the Neighbourhood Forum has set up a Community Interest Company (CIC) [I] called ‘Chetwynd, Toton and Chilwell Community Interest Company (‘Chetwynd CIC’).

19.12 Once the Neighbourhood Plan is submitted, the responsibility for it will lie with the Borough Council. When it is ‘made’, the Council will use it to determine planning applications. The Forum will delegate the responsibility of reviewing the implementation of the Neighbourhood Plan over its lifetime to Chetwynd CIC.

19.13 The Forum/Chetwynd CIC is embedded in two key committees:

- the HS2 Strategic Board. A regional board, chaired by the leader of Nottinghamshire County Council, tasked to exploit the opportunities and deliver the benefits anticipated by HS2
- the Strategic Planning Group. A committee chaired by Nottinghamshire County Council to oversee the specific benefits expected by the East Midlands Hub Station at Toton.

19.14 Once the Development Corporation is fully established, we intend Chetwynd CIC to be an active partner in its work and to participate in the various work streams that will undoubtedly emerge.

19.15 Monitoring of policies and infrastructure delivery will take different forms. For policies where there is a clear target, delivery against this number will be monitored by BBC. For policies where there is a less clearly defined requirement (for example green infrastructure and new pedestrian connections from

development sites to the neighbouring areas), the policy will be secured through the planning process:

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

19.16 Chetwynd CIC will keep a watching brief over all planning applications affecting the Area and report to its members and wider community the delivery of the Plan.

19.17 Once the Plan is made Chetwynd CIC will produce a strategy document that sets out the framework for monitoring the Plan. It will include an explanation of how the policies are intended to be secured and monitored, as well as who will take key responsibility. Delivering these policies will require a wide range of private, public sector and voluntary bodies working together.

<i>Policy</i>	<i>How policy is secured and monitored</i>	<i>Who by</i>
<i>INFnn Integrate sites with neighbouring area</i>	<ul style="list-style-type: none"> • <i>Site-specific Design Briefs produced by developers and approved by Forum/Chetwynd CIC</i> • <i>Assessment of planning application(s) against Design Briefs and Plan policies</i> • <i>Negotiations on planning application</i> • <i>Travel Plans produced by developers</i> 	<i>Forum, Chetwynd CIC, Developers, BBC</i>
<i>URBnn Design of new development</i>	<ul style="list-style-type: none"> • <i>Assessment of planning applications</i> • <i>Negotiations on planning applications</i> • <i>Forum/Chetwynd CIC to liaise with BBC to provide design input to planning negotiations</i> • <i>Forum/Chetwynd CIC to review need for monitoring mechanism.</i> 	<i>Forum, Chetwynd CIC, Developers, BBC</i>

Figure 19.1. Example of possible Delivery Strategy framework layout.



Section E

Appendices

- I Glossary**
- II Assets (Green and Heritage)**
- III Alignment with Planning Policies**
- IV Evidence Base**

**APPENDIX I:
GLOSSARY**

Acronym	Subject	Explanation
ANGSt	Accessible Natural Greenspace Standards	Provide benchmarks for assessing the provision of places where people can experience and enjoy nature. These standards form part of the guidance published by Government on strategic open space provision.
	Affordable housing	<p>Housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions:</p> <p>(a) Affordable housing for rent: meets all of the following conditions: (a) the rent is set in accordance with the Government’s rent policy for Social Rent or Affordable Rent, or is at least 20% below local market rents (including service charges where applicable); (b) the landlord is a registered provider, except where it is included as part of a Build to Rent scheme (in which case the landlord need not be a registered provider); and (c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision. For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent).</p> <p>(b) Starter homes: is as specified in sections 2 and 3 of the Housing and Planning Act 2016 and any secondary legislation made under these sections. The definition of a starter home should reflect the meaning set out in statute and any such secondary legislation at the time of plan-preparation or decision-making. Where secondary legislation has the effect of limiting a household’s eligibility to purchase a starter home to those with a particular maximum level of household income, those restrictions should be used.</p> <p>(c) Discounted market sales housing is that sold at a discount of at least 20% below local market value. Eligibility is determined with regard to local incomes and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households.</p> <p>(d) Other affordable routes to home ownership is housing provided for sale that provides a route to ownership for those who could not achieve home ownership through the market. It includes shared ownership, relevant equity loans, other low-cost homes for sale (at a price equivalent to at least 20% below local market value) and rent to buy (which includes a period of intermediate rent). Where public grant funding is provided, there should be provisions for the homes to remain at an affordable price for future eligible households, or for any receipts to be recycled for alternative affordable housing provision or refunded to government or the relevant authority specified in the funding agreement.</p>
ACS	Aligned Core Strategies	A Development Plan setting out long-term spatial vision and objectives, containing strategic policies which apply to all development proposals in the area covered by Broxtowe, Gedling and Nottingham City authorities. It was published in 2014.
	Ancient Trees	An ancient tree is one that has passed beyond maturity and is old, or aged, in comparison with other trees of the same species.
BBC	Broxtowe Borough Council	The Local Authority for the Neighbourhood Area.
	Chetwynd Barracks	The MoD site at the centre of the CTTC Neighbourhood Area. It is being sold (starting in 2021) for redevelopment. It is anticipated the site will accommodate up to 1,500 dwellings.
CTTC	Chetwynd: The Toton and Chilwell Neighbourhood Forum	The Neighbourhood Forum designated by Broxtowe Borough Council to develop a Neighbourhood Plan for the designated Neighbourhood Area: the two Borough wards of Toton and Chilwell Meadows and Chilwell West.

Acronym	Subject	Explanation
CIL	Community Infrastructure Levy	The Community Infrastructure Levy (CIL) is a planning charge for local authorities in England and Wales to help deliver infrastructure to support the development of their area. It came into force through the Community Infrastructure Levy Regulations 2010.
CIC	Community Interest Company	A CIC is a business with primary social objectives whose surpluses are principally reinvested for that purpose in the business or in the community. CICs tackle a wide range of social and environmental issues.
	Consultation Statement	A Consultation Statement accompanying the CTTC Neighbourhood Plan is required by the Localism Act. The Statement must set out what consultation was undertaken and how this informed the Neighbourhood Plan.
	Core Objective	An objective developed specifically for the CTTC Neighbourhood Plan through consultation with local people in the Area.
	Delivery Strategy	A document supporting the CTTC Neighbourhood Plan that sets out a strategy for delivering and monitoring: (i) the policies within the CTTC Neighbourhood Plan; and (ii) the infrastructure and initiatives associated with development within the Area.
	Design Brief	A planning document that states the goal, means, and timeframe of a project.
	Design Codes	A report providing a framework of bespoke urban design guides or codes for the potential redevelopment or regeneration of sites. The CTTC Neighbourhood Forum is particularly interested in producing codes for use in the redevelopment of Chetwynd Barracks.
DPD	Development Plan Document	A type of Local Development Document which carries significant weight in the development control process. Development Plan Documents are spatial planning documents which are subject to independent examination.
	Development Plan	A plan comprising the Development Plan Documents contained within the Local Development Framework. This includes adopted Local Plans and Neighbourhood Plans and is defined in section 38 of the Planning and Compulsory Purchase Act 2004.
EIA/EIS	Environmental Impact Assessment/Statement	The assessment of the environmental consequences (positive and negative) of a plan, policy, programme, or actual projects prior to the decision to move forward with the proposed action.
	Erewash Valley Trail	A major leisure route running up the Erewash Valley. It comes through the Neighbourhood Area from the north. The Forum hopes to re-route the Trail down through the Toton Fields LNR.
	Evidence Base	The researched, documented, analysed and verified basis for preparing the CTTC Neighbourhood Plan. It consists of many documents produced over a period of years, many produced by Broxtowe Borough Council as part of the process of developing its Aligned Core Strategy and Local Plan Part 2.
EBPD	Evidence Base and Policy Definition	A report produced as part of the process of developing the CTTC Plan. It supports the Plan by setting out a summary of the relevant Evidence Base and provides advice on defining appropriate policies for the Plan.

Acronym	Subject	Explanation
	Examination	A review of the Neighbourhood Plan carried out by an Independent Examiner.
FIT	Fields in Trust	An independent charity who aims to protect parks and green spaces. They work with landowners, community groups and policy makers to champion the value of parks and green spaces to achieve better protection for their future at local and national level. They suggest a standard for play areas needed per 1000 residents.
	Forum Steering Group	A group of people representing the residents, community groups and businesses that informed the work of the CTTC Neighbourhood Plan.
	Flood Plain / Flood Risk Zones	Areas identified by the Environment Agency, marking areas as high (zone 3), low to medium (zone 2), or little or no risk (zone 1).
FoTF	Friends of Toton Fields	A 'Friends' group dedicated to protecting and enhancing the wildlife of Toton Fields and, more widely, Toton Sidings.
	Garden Village	Government definition (March 2016): "must be for a new settlement of 1,500 – 10,000 homes. The garden village must be a new discrete settlement, and not an extension of an existing town or village. This does not exclude proposals where there are already a few existing homes."
GC	Green Corridors	Green spaces that provide avenues for wildlife migration, often along streams, rivers, hedgerows, other natural features and buffer strips. They connect green spaces together, and often provide for walking, cycling or horse riding as well as other leisure purposes or indeed travel away from main roads.
GI	Green Infrastructure	A planned network of accessible green spaces and corridors within, around, and between different parts of an area which can be designated, maintained, and improved to meet the needs of local communities, wildlife and the environment.
	Home Automation	Home Automation is considered to include: Heating, Ventilation and Air Conditioning; Lighting Control; Occupancy Aware Control Systems; Appliance control and integration with the <u>smart grid</u> and smart meters; Home security: Leak detection; Smoke and CO detectors; Automation for the elderly and disabled; Air quality monitoring; Smart Kitchen and Connected Cooking.
	Home Zones	Home Zones are residential streets in which the road space is shared between drivers of motor vehicles and other road users, with the wider needs of residents in mind. The aim is to change the way that streets are used and to improve quality of life, by making them places for people, not just traffic.
	Independent Examiner	Anyone with appropriate qualifications and skills who meet certain requirements set out in the Localism Act. This could be a planning consultant or other planning professional, or a planning inspector.
	Infrastructure	All the ancillary works and services which are necessary to support human activities, including roads, sewers, schools, hospitals and so on.
	Last time buyers	People buying their last home.
	Listed buildings	Buildings and structures which are listed by the Department for Culture, Media and Sport as being of special architectural and historic interest and whose protection and maintenance are the subject of special legislation. Listed building consent is required before any works are carried out.

Acronym	Subject	Explanation
	Local destination	A place that local people need or want to get to on a regular basis. Examples includes schools, parks, places of worship and health centres.
LGS	Local Green Space (NPPF para 99-101)	Is: a) in reasonably close proximity to the community it serves; b) demonstrably special to a local community and holds a particular local significance for example because of its beauty, historic significance, recreational value, tranquility or richness of its wildlife; and c) local in character and is not an extensive tract of land. Policies for managing development within a LGS should be consistent with those for Green Belts
LNR	Local Nature Reserve	All district and county councils have powers to acquire, declare and manage LNRs. To qualify for LNR status, a site must be of importance for wildlife, geology, education or public enjoyment. LNRs must be controlled by the local authority through ownership, lease or agreement with the owner. LNRs are statutory protected sites designated under Section 21 of the National Parks and Access to the Countryside Act 1949. Designation demonstrates a commitment by the authority to manage land for biodiversity, protect it from inappropriate development and provide opportunities for people to enjoy wildlife.
LPP2	Local Plan Part 2	Broxtowe Borough Council's Local Plan document sets out the planning policies for the Borough up to 2028 (published in 2019). The Local Plan Part 2 supports the Aligned Core Strategy (published in 2014).
LWS	Local Wildlife Site	Local Wildlife Sites are sites with 'substantive nature conservation value'. They are defined areas, identified and selected for their nature conservation value, based on important, distinctive and threatened habitats and species with a national, region or local context.
	The Localism Act 2011	An Act of Parliament which came into full effect in April 2012. The Act introduces a new right for local people to draw up 'Neighbourhood Development Plans' for their local area.
	Market housing	Housing for sale or for rent where prices are set in the open market.
	Mixed use	Developments where more than one use is constructed. Uses may be mixed within buildings (e.g. offices above shops) or mixed use across the site.
	Multifunctional (green infrastructure)	This is central to the green infrastructure (GI) concept and approach. It refers to the potential for GI to have a range of functions to deliver a broad range of ecosystem services such as habitat provision and access to nature; access, movement and leisure; landscape setting and context; flood attenuation and water resource management; climate change mitigation.
NPPF	National Planning Policy Framework	The National Planning Policy Framework was published by the government in March 2012 and amended in February 2019. It sets out the Government's planning policies for England and how these are expected to be applied.
NP or NDP	Neighbourhood Plan	The full title in the Localism Act is 'Neighbourhood Development Plan' but this is commonly shortened to 'Neighbourhood Plan'. It is a plan document for a defined area subject to examination in public and approval by referendum
NSALG	National Society of Allotment Gardeners	Organisation that upholds the interests and rights of the allotment community across the UK and work to provide, promote and preserve allotments for all. They suggest a standard for the area of allotments needed per 1000 residents.

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

APPENDIX II

LIST OF VALUED ASSETS
(GREEN AND HERITAGE)
IN OUR NEIGHBOURHOOD AREA

Part 1: Green Assets

Current and projected Green Assets. All Area (ha) figures are estimates except for Local Wildlife Sites.

Blue cells = expected loss of green spaces due to HS2 (track and East Midlands Hub Station);

Green cells = expected gain of green spaces created as part of the Area's development.

Designations are as listed in the BBC Green Infrastructure Strategy but do not follow the Natural England (2009) Green Infrastructure Guidance or that used in the 6C's Green Infrastructure Strategy nor the accepted typology of the BBC Local Plan (Part 2).

Location	Green Space	Designation	Description	Area (ha)
Chilwell West	Chilwell Ordnance Depot Paddock	Local Wildlife Site	An herb-rich sward in a small horse-grazed paddock	1.3
Chilwell West	Chilwell and Toton Cemetery	Cemetery	Open space	0.5
Toton and Chilwell Meadows	Toton Sidings Fishing Pond	Local Wildlife Site	A borrow pit with a well-established and diverse marginal flora	1.3
Toton and Chilwell Meadows	Toton Erewash Channel	Local Wildlife Site	A river channel with a notable aquatic flora	1.7
Toton and Chilwell Meadows	Toton Erewash Grassland	Local Wildlife Site	A notable riverside pasture	2.7
Toton and Chilwell Meadows	Toton Sidings Riverside	Local Wildlife Site	A valuable riverside habitat mosaic	6.6
Toton and Chilwell Meadows	Erewash Grassland Stapleford	Local Wildlife Site	A notable riverside pasture	1.6
Toton and Chilwell Meadows	Toton Sidings Grassland and Scrub	Local Wildlife Site	A neutral floodplain grassland with a characteristic flora	1.8
Toton and Chilwell Meadows	Toton sidings	Local Wildlife Site	An area of former railway sidings and embankment supporting a rich assemblage of notable plants	13.4
Toton and Chilwell Meadows	Toton Fields	Local Nature Reserve; projected designation as Local Green Space	This reserve takes in parts of the Manor Farm and Banks Road Open Spaces, with the main access being via the Greenwood Community Centre off Banks Road. The site lies alongside the River Erewash with associated wetland species, wet grassland and young woodland.	16.5
Chilwell West	Inham Nook Allotments	Allotments	Well appreciated allotments	2.4
Chilwell West	Eskdale Drive Open Space	Informal Open Space	Amenity grassland with some trees.	0.3
Chilwell West	Field Lane Estate Open Space	Informal Open Space	Some uncertainty of the precise location of this Open Space.	0.5
Chilwell West	Inham Nook Recreation Ground	Informal Open Space and Playing Pitch	Part of a network of smaller Open Spaces running from Bramcote Lane to Field Lane. Website states the Erewash Valley Trail runs through the park. The park includes play area, skate park, kickabout/basketball area, tennis courts and outdoor fitness equipment.	3.9
Chilwell West	Inham Wood	Informal Open Space	Woodland to west of Inham Nook Recreation Ground?	0.6
Chilwell West	Sandby Court	Informal Open Space	Leftover Green space adjacent to tram.	0.5
Chilwell West	Chetwynd Road Recreation Ground	Informal Open Space	A small local facility with a mix of grassland areas, trees and shrubs. The surfaced footpaths are popular links to the adjacent housing areas and shops.	1.3
Toton and Chilwell Meadows	Banks Road Open Space	Informal Open Space	Pocket of green space.	0.4

Location	Green Space	Designation	Description	Area (ha)
Toton and Chilwell Meadows	Manor Farm Recreation Ground	Informal Open Space and Playing Pitch	A relatively large area for this area which links to the Banks Road Open Spaces Network. The park includes bowling green and cricket square.	5.0
Toton and Chilwell Meadows	Sherman Drive Open Space	Informal Open Space	Area of open space with a mixture of maturing trees intermixed with newly planted trees. Network of informal surfaced footpaths. Children's play area and multi-use games area together with a small informal football pitch.	2.4
Toton and Chilwell Meadows	Swiney Way Open Space	Informal Open Space	One of the smaller areas of Open Space	0.4
Toton and Chilwell Meadows	New SLG north-south corridor	No designation.	New green/blue corridor.	10.0
Toton and Chilwell Meadows	New SLG east-west corridor	No designation.	New green/blue corridor.	10.0
Chetwynd Barracks (Chilwell West)	Hobgoblin Wood	No designation; group TPO; projected designation as Local Green Space	Dense Woodland	4.1
Chetwynd Barracks (Chilwell West)	Memorial Garden	No designation; projected designation as Local Green Space	Mature trees and improved grassland	0.8
Chetwynd Barracks (Chilwell West)	Chetwynd Barracks Playing Field	No designation; projected designation as Local Green Space	Playing field	5.5
Chetwynd Barracks (Chilwell West)	Wooded quarry at SK49993532 (approx. site centroid)	No designation; candidate for designation as Local Wildlife/ Geological Site	Quarry has been partially infilled in the past and is now surrounded by mature trees. Wooded areas such as this are BAP Priority Habitats.	1.0
Chetwynd Barracks (Chilwell West)	New Barracks north-south corridor	No designation.	New green/blue corridor.	3.25
Chetwynd Barracks (Chilwell West)	New Barracks east-west corridor	No designation.	New green/blue corridor.	5.0
Chilwell West	Ghost House Lane	No designation; projected designation as Local Green Space	Well used leafy thoroughfare with links to the area's heritage.	0.15

Toton Fields LNR area estimate figure taken from Management Plan; all other areas are estimates using

<https://maps.nottinghamcity.gov.uk/insightmapping/> and <https://magic.defra.gov.uk/MagicMap.aspx>

Summary of total estimated size of Green Space areas:

1. Current space (inc. blue cells but exc. green cells) = **65.1 ha**
2. Projected space (inc. green cells) but exc. blue cells = **106.4 ha**

Part 2: Heritage Assets

Location	Valued Asset
Barracks	Memorial to WWI 1918 explosion (Grade II listed).
Barracks	Memorial Gardens (to the north of the memorial).
Barracks	Woodside House (Building 101).
Barracks	WWI Filled Shell Store (Building 157): contains fragments of original woodblock flooring and crane gantries.
Barracks	WWI Infirmary (Building 137).
Barracks	WWI Mortuary (Building 13).
Barracks	Command Centre (Building 125): especially the original factory and Chetwynd logos.
Barracks	WWI tunnels.
Barracks	East Gates and Gatehouse.
Barracks	Original street furniture with the Chetwynd logo: mainly lampposts but possibly also some boundary posts.
Barracks	Site of Williams Barracks (Building 102): site of original Press Houses.
Barracks	St George's Chapel: stained-glass east window.
Barracks	Disused quarry and Hill Farm: both worth archaeological investigations.
Chilwell	Orchard Cottage (outside the East Gates, Chetwynd Road): WWI chief engineer, Albert Hall, lived here.
Chilwell	Cottages on High Road, Chilwell (next to the Cadland).
Toton	Cottages on High Road, Toton (corner of Portland Road).
Toton	Cottages on Nottingham Road (Rose Cottage, Long Cottage).
Toton	Limes Farm and the 'Cottage Cattery' (No 8), both on High Road, Toton (thought to be among the oldest brick buildings in the county)

**APPENDIX III:
ALIGNMENT WITH
PLANNING POLICIES**

Policy No.	Title	Alignment with Planning Policies [Appendix IV provides links to aligned policies/paras]
ENVIRONMENT		
ENV01	Toton Fields LNR, Hobgoblin Wood, Memorial Garden, Ghost House Lane, Manor Farm Recreation Ground, Inham Nook Recreation Ground and Chetwynd Barracks Playing Fields will be designated as Local Green Spaces [I] to assure their long-term protection. In addition, other green spaces may be designated during the Plan period.	Consistent with: Aligned Core Strategy (ACS) Policy 16: Green Infrastructure, Parks and Open Space and Policy 17: Biodiversity. Broxtowe Borough Council Local Plan Part 2 (BBC LPP2) Policy 27: Local Green Space National Planning Policy Framework (NPPF) paragraphs 99 to 101.
ENV02	Any development in the Area which increases or is likely to increase the use of existing green space, including Toton Fields LNR, or existing/potential rights of way (including footpaths on the ridge line east of the River Erewash) should pay an appropriate contribution to enhance these green spaces. This will facilitate their increased use and improve the network of green spaces enabling their multifunctional use.	Consistent with: ACS Policy 16: Green Infrastructure, Parks and Open Space and Policy 17: Biodiversity. BBC LPP2 Policy 28: Green Infrastructure Assets BBC LPP2 Policy 30: Landscape. NPPF paragraphs 98, 170, 171.
ENV03	Establishment of new blue/green infrastructure in the Strategic Location for Growth (SLG) should be in line with the Aligned Core Strategy policy and should incorporate two new linear features which will contribute green space as both corridors and accessible natural green space. These green spaces need be of significant width/area to accommodate their multifunctional use.	Consistent with: ACS Policy 16: Green Infrastructure, Parks and Open Space and Policy 17: Biodiversity. BBC LPP2 Policy 3.2: Land in the vicinity of HS2 at Toton and Policy 27: Local Green Space and Policy 28: Green Infrastructure Assets. NPPF paragraphs 102, 165.
ENV04	Prior to any development of Chetwynd Barracks, four new GCs and three new green spaces (as detailed below) should be incorporated within the relevant masterplan.	Consistent with: ACS Policy 16: Green Infrastructure, Parks and Open Space and Policy 17: Biodiversity. BBC LPP2 Policy 3.2: Land in the vicinity of HS2 at Toton and Policy 27: Local Green Space and Policy 28: Green Infrastructure Assets. NPPF paragraphs 170, 171.
ENV05	Clear arrangements for the long-term maintenance and management of new green space assets to be agreed with the Council prior to development being undertaken. Any development within Chetwynd Barracks shall either pay a contribution or undertake works to create, maintain and manage the Memorial Garden which will become the focal point for the wider community.	Consistent with: ACS Policy 16: Green Infrastructure, Parks and Open Space and Policy 17: Biodiversity. BBC LPP2 Policy 27: Local Green Space and Policy 28: Green Infrastructure Assets. NPPF paragraph 171.
ENV06	Development should not involve the removal of mature trees including TPOs, veteran and ancient trees. Development should seek to minimise the loss of other trees. Habitat lost to development must be replaced by equivalent species plus the necessary biodiversity gain.	Consistent with: ACS Policy 16: Green Infrastructure, Parks and Open Space and Policy 17: Biodiversity. BBC LPP2 Policy 31: Biodiversity Assets. NPPF paragraphs 174, 175, 177.

Policy No.	Title	Alignment with Planning Policies [Appendix IV provides links to aligned policies/paras]
ENV07	Any development within the Area should be supported by a green landscaping plan including infill and green boundaries which should, where possible, include the planting of native species and the creation and improvement of wildlife habitats in line with at least a 10% biodiversity gain (using the DEFRA metric).	Consistent with: ACS Policy 17: Biodiversity. BBC LPP2 Policy 17: Placemaking and Policy 28: Green Infrastructure Assets and Policy 31 Biodiversity Assets. NPPF paragraphs 174, 175, 177.
ENV08	Any development should ensure that it has a positive impact on connectivity between ecological assets such as LNRs, SSSIs, LWSs, and green spaces beyond the Neighbourhood Area boundary.	Consistent with: ACS Policy 17: Biodiversity BBC LPP2 Policy 28: Green Infrastructure Assets and Policy 31: Biodiversity Assets. NPPF paragraphs 170, 171, 174.
INFRASTRUCTURE		
INF01	An Infrastructure masterplan, detailing proposals to manage increased traffic from both within the Area as well as known new developments near to the Area will need to be produced before development starts.	Consistent with: ACS Policy 15: Transport Infrastructure. BBC LPP2 Policy 3.1: Chetwynd Barracks and Policy 3.2 Land in the vicinity of HS2 at Toton. NPPF paragraph 111.
INF02	In line with INF01 a new north-south primary access road is required to both relieve issues with Stapleford Lane and also act as the local infrastructure for the development within Chetwynd Barracks and SLG. This should link to the new road infrastructure being developed for the new East Midlands Hub Station.	Consistent with: ACS Policy 15: Transport Infrastructure. BBC LPP2 Policy 3.1: Chetwynd Barracks. NPPF paragraphs 102, 103, 119.
INF03	Provision of new, dedicated cycle routes (off-road and separated on-road) through the Area will be required. Separated lanes should be included within new green corridors (see ENV03 and ENV04).	Consistent with: ACS Policy 14: Managing Travel Demand and Policy 15: Transport Infrastructure. BBC LPP2 Policy 3.1: Chetwynd Barracks and Policy 26: Travel Plans. NPPF paragraphs 102, 104, 110.
INF04	Cycle lanes should be direct and separated where possible from motor vehicles when on road on key routes through the Area especially those leading to the East Midlands Hub Station.	Consistent with: ACS Policy 14: Managing Travel Demand and Policy 15: Transport Infrastructure. BBC LPP2 Policy 3.1: Chetwynd Barracks and Policy 26. NPPF paragraphs 102, 104.
INF05	Proposals to reduce levels of traffic congestion and pollution as well as improve safety at the key locations are expected due to the traffic growth arising from the development of Chetwynd Barracks and the SLG.	Consistent with: ACS Policy 14: Managing Travel Demand and Policy 15: Transport Infrastructure. BBC LPP2 Policy 3.1: Chetwynd Barracks and Policy 26. NPPF paragraphs 103, 110.
INF06	East Midlands Hub Station parking should not be allowed on residential streets, especially to the west of Stapleford Lane.	Consistent with: ACS Policy 14: Managing Travel Demand BBC LPP2 Policy 17: Place Making, Design and Amenity. NPPF paragraph 106.
INF07	All development of the SLG and Chetwynd Barracks should preserve, enhance and encourage re-routing of bus services through the Area.	Consistent with: ACS Policy 14: Managing Travel Demand BBC LPP2 Policy 17: Place Making, Design and Amenity. NPPF paragraph 110.

Policy No.	Title	Alignment with Planning Policies [Appendix IV provides links to aligned policies/paras]
INF08	New developments should provide adequate levels of parking to minimise on-street parking.	Consistent with: ACS Policy 14: Managing Travel Demand BBC LPP2 Policy 17: Place Making, Design and Amenity. NPPF paragraphs 102, 105, 106.
INF09	Development proposals that make use of or apply appropriate technological solutions to reduce travel demand (car sharing, car clubs) and demand-responsive public transport, will be supported.	Consistent with: ACS Policy 14: Managing Travel Demand. NPPF paragraphs 102, 110.
HOUSING and SUSTAINABILITY		
HAS01	In new developments of more than ten homes, at least 30% of properties should be 'Affordable'. This target should include a mix of 'Affordable to Rent' and 'Affordable to Buy'. Developments should ensure that the Tenure Mix meets the future needs of Residents within the Neighbourhood Area whilst recognising the present proportions in the Neighbourhood Area of 75% Owner Occupied (including shared ownership), 11.5% Affordable Rented and 13.5% Market Rented homes.	Consistent with; ACS Policy 8: Housing Size, Mix and Choice. BBC LPP2 Policy 15: Housing Size, Mix and Choice. NPPF paragraphs 62, 64.
HAS02	In all developments on Chetwynd Barracks and the Strategic Location for Growth (and elsewhere in developments of 10 homes or more), the number of new dwellings should be such that the number of all dwellings of all sizes (new and existing) meets the future needs of residents in the Area. Developers should ensure that there is adequate provision of smaller homes (with fewer bedrooms) and bungalows to provide a dynamic housing market and encourage both first-time buyers and last-time buyers. Development proposals should provide a mix of housing types and sizes as outlined. However, where justified by new evidence during the Plan period, variation to the housing mix will be considered by the Neighbourhood Forum in future.	Consistent with: ACS Policy 8: Housing Size, Mix and Choice. BBC LPP2 Policy 15: Housing Size, Mix and Choice. NPPF paragraphs 61, 122, 129.
HAS03	The architecture and design of new development should be such that buildings are constructed to meet the highest possible energy efficiency standards - BREEAM Home Quality Mark 3 star or better.	Consistent with: ACS Policy 10: Design and Enhancing Local Identity. BBC LPP2 Policy 17: Place Making, Design and Amenity NPPF paragraphs 127, 129, 130, 131.
HAS04	Large developments (such as Chetwynd Barracks and the SLG) should provide high-speed connectivity (such as fibre-optic) to every home. Proposals for developments in these areas should include communal Wi-Fi in public spaces in line with the requirements of the NPPF.	Consistent with: ACS Policy 10: Design and Enhancing Local Identity. BBC LPP2 Policy 17: Place Making, Design and Amenity. NPPF paragraphs 112, 113.
HAS05	Large new developments (specifically Chetwynd Barracks and the SLG) shall, based on viability assessments, include domestic and community scale facilities for low carbon energy capture, storage and distribution in line with the NPPF. Storage and distribution shall be designed so that other new developments are able to be connected to those facilities.	Consistent with: ACS Policy 1: Climate Change and Policy 10: Design and Enhancing Local Identity. BBC LPP2 Policy 20: Air Quality; NPPF paragraphs 148, 150, 151, 152, 153, 154.

Policy No.	Title	Alignment with Planning Policies [Appendix IV provides links to aligned policies/paras]
HAS06	Building Regulations Part G (2010) include an optional mains water consumption target of 110 litres per person per day. Unless not feasible or viable to do so, buildings should be designed to meet that target, or the most stringent target set in any superseding regulations. Water Efficient Fittings should be included in all refurbishments and any new developments to achieve a lower overall water consumption.	Consistent with: ACS Policy 1: Climate Change and Policy 10: Design and Enhancing Local Identity. BBC LPP2 Policy 1: Flood Risk. NPPF paragraph 150.
HAS07	Developers should demonstrate how they intend to minimise on-site construction times by the use of Modern Methods of Construction (MMC) building techniques, such as Modular Homes. Innovative use of MMC such as modular housing will be strongly supported.	Consistent with: ACS Policy 1: Climate Change and Policy 10: Design and Enhancing Local Identity. NPPF paragraph 128.
URBAN DESIGN		
URB01	New residential developments should, wherever possible, have access to private external space. If not possible, access to nearby communal space should be available. The design of new developments should minimise overlooking.	Consistent with: ACS Policy 10: Design and Enhancing Local Identity. BBC LPP2 Policy 17: Place Making, Design and Amenity. NPPF paragraphs 124, 125.
URB02	New developments should have regard for the need to design out crime.	Consistent with: ACS Policy 10: Design and Enhancing Local Identity. BBC LPP2 Policy 17: Place Making, Design and Amenity. NPPF paragraph 91.
URB03	In new developments over 10 units, street layout and design should meet the needs of all users, including providing safe space for children, pedestrians and cyclists.	Consistent with: ACS Policy 10: Design and Enhancing Local Identity BBC LPP2 Policy 17: Place Making, Design and Amenity. NPPF paragraphs 124, 125, 127.
URB04	For large developments developers should demonstrate how their design: a) provides well designed spaces, in accordance with the proposals of Building for Life, and b) innovates and breaks free of traditional orthodoxy.	Consistent with: ACS Policy 10: Design and Enhancing Local Identity. BBC LPP2 Policy 17: Place Making, Design and Amenity. NPPF paragraphs 91, 92, 131.
URB05	Proposals for the Toton Innovation Campus (the 'Campus') can include a mix of buildings which integrate business, residential and retail opportunities both as separate buildings and as combined buildings with commercial offices and apartments integrated in a single structure.	Consistent with: ACS Policy 10: Design and Enhancing Local Identity. BBC LPP2 Policy 17: Place Making, Design and Amenity. NPPF paragraphs 81, 118, 131.
URB06	Developers should demonstrate how infill proposals within current residential areas maintain or enhance the amenity of the existing area, its open space, large rear gardens, smaller front gardens, mature trees, and other planting and landscaping.	Consistent with: ACS Policy 10: Design and Enhancing Local Identity. BBC LPP2 Policy 17: Place Making, Design and Amenity. NPPF paragraphs 124, 125, 126.

Policy No.	Title	Alignment with Planning Policies [Appendix IV provides links to aligned policies/paras]
LEISURE, HERITAGE and COMMUNITY		
LHC01	Proposals to develop two neighbourhood-scale, pedestrian-friendly retail centres will be encouraged. One preferably next to the Memorial Gardens in the Barracks to provide a focus for the retail centre and a 'heart' for the new community. With the other situated within the development west of Toton Lane. See also policy EMP05.	Consistent with: ACS Policy 12: Local Services and Healthy Lifestyles. BBC LPP2 Policy 13: Proposals for Out-of-Centre Locations. NPPF paragraphs 91, 92, 96, 97.
LHC02	Development of the Barracks must respect its heritage and seek to conserve/re-purpose its significant assets where feasible. New developments are required to preserve, and where possible, enhance the historic significance of these assets. There is a presumption in favour of their protection and/or re-purposing for public benefit.	Consistent with: ACS Policy 11: The Historic Environment and Policy 13: Culture, Tourism and Sport. BBC LPP2 Policy 23: Proposals affecting Designated and Non-Designated Heritage Assets. NPPF paragraphs 185, 189, 190, 192.
LHC03	Proposals to create a heritage trail celebrating the history of the Barracks (which link to heritage assets in the wider area) will be strongly supported.	Consistent with: ACS Policy 11: The Historic Environment and Policy 13: Culture, Tourism and Sport. BBC LPP2 Policy 23: Proposals affecting Designated and Non-Designated Heritage Assets. NPPF paragraphs 185, 189, 190, 192.
LHC04	George Spencer Academy is expected to manage the large increase in pupils arising from the additional homes being built in the Area. It is anticipated that the Academy will need (and should be encouraged) to develop plans to expand capacity as the configuration of the current site is unlikely to meet demand. Relocation of the Academy adjacent to the new leisure centre (see LHC06) is the preferred option and will be supported.	Consistent with: ACS Policy 12: Local Services and Healthy Lifestyles BBC LPP2 Policy 25: Culture, Tourism and Sport NPPF paragraph 94.
LHC05	Provision of a primary school and new medical facilities (both needed to meet forecast demand) will be strongly supported.	Consistent with: ACS Policy 12: Local Services and Healthy Lifestyles. BBC LPP2 Policy 25: Culture, Tourism NPPF paragraphs 92, 94.
LHC06	A new Leisure Centre should be built in the Area to cope with demand for leisure services arising from increased residential population as well as the significant numbers expected to be working at the Innovation Campus.	Consistent with: ACS Policy 12: Local Services and Healthy Lifestyles and Policy 13 Culture, Tourism and Sport. BBC LPP2 Policy 25: Culture, Tourism and Sport. NPPF paragraphs 92, 96.
LHC07	Proposals to retain and upgrade the sports pavilion and playing fields to the south-east of the Barracks will be supported.	Consistent with: ACS Policy 12: Local Services and Healthy Lifestyles and Policy 13 Culture, Tourism and Sport. BBC LPP2 Policy 25: Culture, Tourism and Sport. NPPF paragraphs 96, 97.
LHC08	The provision of allotments/communal gardens within easy walking distances of new homes will be supported.	Consistent with: ACS Policy 12: Local Services and Healthy Lifestyles. BBC LPP2 Policy 17: Place Making, Design and Amenity and Policy 28, Green Infrastructure Assets NPPF paragraphs 91, 92.

Policy No.	Title	Alignment with Planning Policies [Appendix IV provides links to aligned policies/paras]
EMPLOYMENT and BUSINESS		
EMP01	The new 'Innovation Campus' should maximise employment potential. Proposals for B1 class buildings that provide significant numbers of jobs will be supported.	Consistent with: ACS Policy 4: Employment Provision and Economic Dev. BBC LPP2 Policy 9: Retention of Good Quality Existing Employment Sites and Policy 23 Proposals affecting Designated and Non-Designated Heritage Assets. NPPF paragraphs 80, 81, 82, 118.
EMP02	Development of commercial property on Chetwynd Barracks should seek to reuse existing buildings where feasible. Proposals to locate the centre of employment zone around Building 157 will be strongly supported along with proposals to maximise the re-use of some/all of the building. Small to medium scale employment will be supported, but any proposals for a large scale industrial storage and distribution facility for Building 157 will not be.	Consistent with: ACS Policy 4: Employment Provision and Economic Dev. BBC LPP2 Policy 9: Retention of Good Quality Existing Employment Sites and Policy 23 Proposals affecting Designated and Non-Designated Heritage Assets. NPPF paragraphs 80, 81, 82, 192.
EMP03	The design and development of the commercial zones should be: <ul style="list-style-type: none"> • visually attractive and compatible with the surrounding area and include screening where necessary; • of a scale, design and finish appropriate to its setting, particularly where it can be viewed from high ground; • landscaped in a manner that retains existing trees/hedgerows and blends with nearby green spaces using new planting as appropriate. 	Consistent with: BBC LPP2 Policy 17: Place Making, Design and Amenity. NPPF paragraphs 124, 125, 127.
EMP04	The development of a 'Centre of Excellence' for smart building technologies in the Area is strongly encouraged. Such a development provides a focus to attract leading-edge organisations to the Innovation Campus.	Consistent with: ACS Policy 4: Employment Provision and Economic Dev. NPPF paragraph 82.
EMP05	Create a plaza-style neighbourhood retail centre in Chetwynd Barracks. Proposals to create such an area next to the Memorial Gardens will be strongly supported, as will another retail centre within the development west of Toton Lane. See also policy LHC01 for the siting of the retail centre next to the Memorial Gardens as a 'heart' for the community, and also to respect its heritage and setting.	Consistent with: ACS Policy 12: Local Services and Healthy Lifestyles BBC LPP2 Policy 13: Proposals for Out-of-Centre Locations. NPPF paragraphs 91, 92.

**APPENDIX IV:
EVIDENCE BASE**

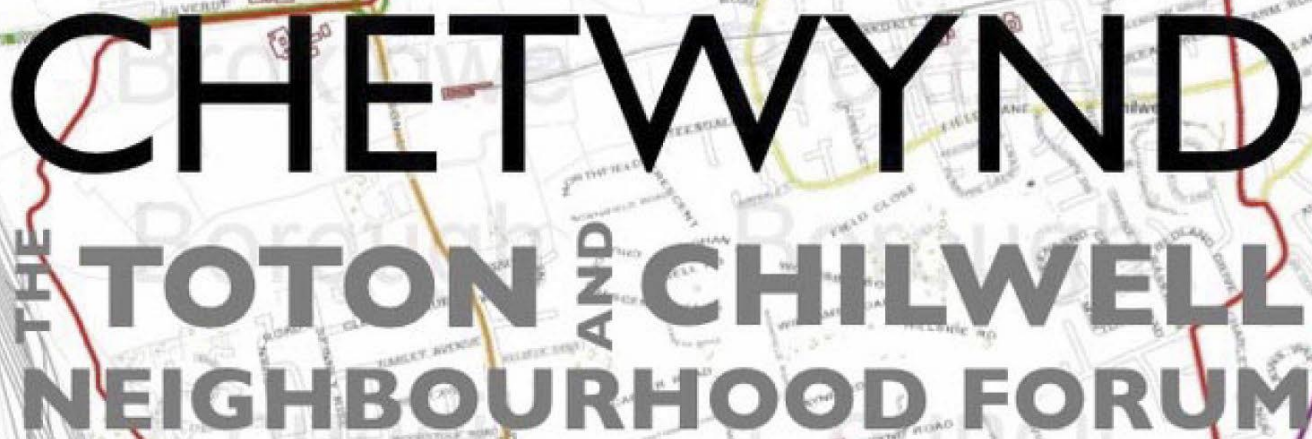
Title	Filename (with hyperlink to Evidence Base store)
Broxtowe Borough, Gedling Borough and Nottingham City Aligned Core Strategies September 2014	BBC ACS 2014
Broxtowe Borough Council Cabinet Agenda December 2015	BCC Cabinet agenda 2015
Broxtowe Borough Council Biodiversity Opportunity Mapping March 2014	BBC BOM Report 2014
Broxtowe Borough Council Green Infrastructure Strategy: Summary 2015-2030	BBC Green Infrastructure Strategy
Broxtowe Borough Council Green Infrastructure Strategy: Full 2015-2030	BBC Green Strategy
Broxtowe Borough Council Green Spaces Strategy 2009 - 2019	BBC Green Spaces Strategy
Broxtowe Borough Council Playing Pitch Strategy 2016 to 2018 May 2016	BBC Playing Pitch Strategy 2016
Broxtowe Borough Council Social and Affordable Housing Need Study November 2018	BBC Social and Affordable Housing 2018

Title	Filename (with hyperlink to Evidence Base store)
Broxtowe Borough Council Part 2 Local Plan 2017 – 2028 October 2019	BBC Part2 Local Plan 2019
Broxtowe Borough Council Part 2 Local Plan extract Policy 3.1 Chetwynd	LP3.1 Barracks Policy
Broxtowe Borough Council Part 2 Local Plan extract Policy 3.2 Strategic Location for Growth (SLG)	LP3.2 SLG Policy
Broxtowe Borough Council Part 2 Local Plan extract Policy 15 Housing	LP15 Housing Policy
Broxtowe Borough Council Part 2 Local Plan extract Policy 17 Placemaking, Design and Amenity	LP17 Placemaking Policy
Broxtowe Borough Council Part 2 Local Plan extract Policy 23 Heritage Assets	LP23 Heritage Policy.pdf
Broxtowe Borough Council Part 2 Local Plan extract Policy 26 Travel Plans	LP26 Travel Policy
Broxtowe Borough Council Part 2 Local Plan extract Policy 27 Local Green Spaces	LP27-8 Green Space and Infrastructure Policy
Broxtowe Borough Council Part 2 Local Plan extract Policy 31 Biodiversity	LP31 Biodiversity Policy
Broxtowe Borough Council Part 2 Local Plan extract Policy 32 Developer Contributions	LP32 DevContributions Policy
Broxtowe Borough Council Part 2 Local Plan extract Appendix 1: Building for Life 12 Criteria	LPApp5 BuildforLife
Chetwynd Historic Environment Record Report Nottinghamshire County Council (07.10.21)	Chetwynd HER Report
Chetwynd Site Historic Environment Record Map Nottinghamshire County Council (07.10.21)	Chetwynd Site HER Map

Title	Filename (with hyperlink to Evidence Base store)
CTTC Consultation Comments. Summary of all responses	CTTC Consultation Comments
CTTC: Customer Consultation Comments – Raw data February 2018	RCAN Comments Summary 2018
CTTC: Customer Consultation Events schedule	CTTC Consultation Events
CTTC: Customer Consultation. Survey Questionnaire February 2018	CTTC Community Consultation Survey Questionnaire
CTTC: Customer Consultation. Survey summary presentation February 2018	RCAN Survey summary presentation.pdf
CTTC: Customer Consultation. Survey – Online February 2018	RCAN survey results Online
CTTC: Customer Consultation. Survey – Chilwell February 2018	RCAN survey results Chilwell
CTTC: Customer Consultation. Survey – Toton 1 Church February 2018	RCAN survey results Toton
CTTC: Customer Consultation. Survey – Toton 2. Tesco February 2018	RCAN survey results Tesco
CTTC: Customer Consultation. Survey – Village Hotel February 2018	RCAN survey results Village
CTTC Chetwynd Barracks Design Code June 2019	CTTC Design Code 2019
CTTC Digests (Editions 1 -70)	CTTC Digests: web site
CTTC Education Position Paper	CTTC Education Position Paper
CTTC Evidence Base and Policy Development April 2019	CTTC EBPD 2019
CTTC Garden Communities. Prospectus and criteria – draft September 2018	Garden Village Proposal 2018.pptx
CTTC Heritage and Character Assessment January 2019	CTTC HCA 2019
CTTC Housing Contribution Position Paper (Issue 5) December 2018	CTTC Housing Position Paper Issue 5
CTTC Housing Position Paper: Comments received	CTTC Housing Paper Public Comments
CTTC Infrastructure Stream Cycling strand	CTTC Infrastructure Stream Cycling

Title	Filename (with hyperlink to Evidence Base store)
6Cs GI Strategy Volume 6 - Nottingham	ENV 6C's GI Volume 6
Accessible Natural Greenspace in Towns and Cities	Accessible Natural Greenspace
Bats in Urbanising Landscape Gili, Newson, Gillings et al 2020	ENV Bats in Urbanising Landscape
Benefits of Green Infrastructure Forestry Research 2010	ENV Benefits of Green Infrastructure
Breathing Space Strategy Nottingham City Council 2010	ENV Breathing Space Strategy
BREEAM	https://www.breeam.com/
Building for Life 12 2014	Building for Life 12 0
Building Regulations Part G (2010)	Building Regs 2010
Chetwynd Barracks. Opun Design Review Panel workshop September 2016	Opun Design Review Chetwynd Barracks
Connectivity and Ecological Networks Landscape Institute 2016	ENV Connectivity and Ecological Networks
Delivery of Ecosystems Services Forestry Commission 2017	ENV Delivery of Ecosystems Services
Disconnect from Nature Natural History Museum 2017	ENV Disconnect from Nature
East Midlands HS2 Growth Strategy September 2017	HS2 Growth Strategy 2017
Approach to Groundwater Protection Environment Agency 2018	ENV Approach to groundwater protection
Environment Bill 2019 review HM Government 2019	ENV Environment Bill 2019 review
Footprint August 2012	Footprint
Good Verge Guide June 2016	Good Verge Guide
Green Infrastructure Guidance Natural England 2009	ENV Green Infrastructure Guidance
HM Govt 25 year Plan HM Government 2018	ENV HM Govt 25 year Plan

Title	Filename (with hyperlink to Evidence Base store)
Household Projections for England	Household Projections for England.xls
Kefa Designs – containing maps and illustrations of the Barracks (a zip file) June 2019	KefaDesigns
Living with Beauty January 2020	Living with Beauty
Making Space for Nature: A review of England’s Wildlife Sites and Ecological Network September 2010	Making Space For Nature - The Lawton Report
National Design Guide October 2019	National Design Guide
National Planning Policy Framework February 2019	NPPF Feb 2019
Notts County Council: 6Cs Design Guide	6Cs Design Guide
National Allotment Society	Benefits of Allotments
Nature Nearby Natural England 2010	ENV Nature Nearby
RSPB Urban Advice Pack	RSPB Urban Advice Pack
Southampton Action Plan Southampton City Centre 2015	ENV Southampton Action Plan
Swiss Self Drive Buses	Swiss Self Drive Bus
The UK Forestry Standard Forestry Commission 2017	ENV The UK Forestry Standard
UKBAP Open Mosaic Habitats on Previously Developed Land July 2010	UKBAP Open Mosaic Habitats
United Nations Sustainable Development Goals	UN Sustainable Dev Goals
Urban Forestry and Carbon Density Godwin et al 2015	ENV Urban Forestry and Carbon Density
Wildlife of Toton and Chilwell West Natural Biodiversity Network 2020	ENV Wildlife of Toton and Chilwell West



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THE TOTON AND CHILWELL NEIGHBOURHOOD FORUM

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