

20 June 2013

**Agenda Item: 9**

## **REPORT OF THE CORPORATE DIRECTOR FOR POLICY, PLANNING AND CORPORATE SERVICES**

### **BROXTOWE ALIGNED CORE STRATEGY PROPOSED CHANGES CONSULTATION FEBRUARY 2013**

#### **Purpose of the Report**

1. To seek Committee ratification for comments set out in this report which were sent to Broxtowe Borough Council on the 27<sup>th</sup> March 2013 in response to the Broxtowe Aligned Core Strategy Proposed Changes consultation.

#### **Information and Advice**

##### *Background*

2. The County Council previously commented on the Aligned Core Strategy Publication Core Strategy Development Plan Documents (CS) at Environment and Sustainability Committee on the 28<sup>th</sup> July 2012, finding the document did not include or make reference to any evidence to support the stated transport provision and therefore the document was considered unsound as it was not justified on the basis of available evidence.
3. On the 28<sup>th</sup> January 2013 the Secretary of State for Transport announced that Toton Sidings was the preferred location for a High Speed 2 (HS2) rail station to serve the East Midlands. Broxtowe Borough Council considered this to be of strategic importance that would likely affect the development potential of land in the vicinity of HS2 and decided that further consultation was required. Subsequently they are consulting on Proposed Changes to their Aligned Core Strategy.
4. Officer comments, outlining the information below, were sent to Broxtowe Borough Council on the 27<sup>th</sup> March 2013, in order to meet the statutory consultation deadline. A copy of the letter is contained in Appendix 3.

##### *Key Proposed Changes*

5. A site plan of the proposed HS2 Toton Station location is included in Appendix 1. A full list of the Proposed Changes are contain at Appendix 2.

6. The key proposed change is within Core Strategy Policy 2: Spatial Strategy identifying a new strategic location for growth in the vicinity of the proposed HS2 station at Toton, in Broxtowe, with an appropriate mix of development to be determined in a site specific Development Plan Document (DPD).
7. In addition the document proposes amending the Green Belt to allow for the long term construction of the proposed HS2 station at Toton and a mixed use development within the vicinity of the of it including access arrangements, a NET extension and mixed use economic and housing development to be undertaken as part of an Allocations DPD.

### Issues for the County Council

#### *Transport*

8. The proposed changes to Policy 2: The Spatial Strategy, allocating a new strategic location for growth at Toton with an appropriate mix of development to be determined in a future Development Plan Documents (DPD) would have a significant bearing on the transport demands arising from the site. In order to allocate the site as a strategic location for growth the transport implications should be considered in detail at the outset and suitable transport modelling should be undertaken in combination with the other sites named in Policy 2, section 3. The employment potential at the proposed Toton site needs to include the likely scale to allow for a proper consideration of the proposed changes to be made.
9. The County Council note that the Key Diagram has been amended, however, this does not include the line of the HS2 and it is considered that its inclusion would be a useful addition to the diagram to put the proposed allocation into context.

#### *Landscape*

10. At this stage of the process and without either the submission of a planning application at the site or a development brief for the site, the County Council consider that landscape and visual comments cannot be provided.

#### *Green Belt*

11. The National Planning Policy Framework (NPPF) at paragraph 83 states that,

*“...Once established, Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan. At that time, Local Authorities should consider the Green Belt boundaries having regard to their intended permanence in the long terms, so that they should be capable of enduring beyond the plan period”.*

12. Paragraph 84 of the NPPF states that,

*“When drawing up or reviewing Green Belt boundaries local planning authorities should take account of the need to promote sustainable patterns of development...”.*

13. The County Council consider that the proposed changes would be acceptable in NPPF policy terms, in that the Green Belt review would be undertaken as part of the Local Plan.

### **Other Options Considered**

14. As the consultation requires representations to be made the proposed changes to the Broxtowe Aligned Core Strategy the only other option was not to make representations. This was considered and rejected, as the evidence behind the Proposed Changes is currently inadequate and the County Council wishes to raise issues in relation to transport.

### **Reason for Recommendation**

15. The County Council supports, in principle, the inclusion of the area within the vicinity of the proposed HS2 station at Toton to be identified as a strategic location for growth, as it would contribute to the wider economic opportunities for the County as a whole, create jobs and contribute to local housing needs.

### **Statutory and Policy Implications**

16. This report has been compiled after consideration of implications in respect of finance, the public sector equality duty, human resources, crime and disorder, human rights, the safeguarding of children, sustainability and the environment and those using the service and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

### **Financial Implications**

17. There are no direct financial implications.

### **Implications for Sustainability and the Environment**

18. The failure to consider the representations of the County Council on strategic planning and transport matters could lead to unsustainable development taking place, possibly without the adequate context of an adopted Local Plan. The education and transport interests of the County Council as service provider could also be compromised by the lack of a suitable Local Plan or Local Development Framework.

## **RECOMMENDATION**

- 1) That Committee endorse the above comments, which formed an officer response to Broxtowe BC.

**Jayne Francis-Ward**

**Corporate Director, Planning, Policy and Corporate Services**

**For any enquiries about this report please contact: Nina Wilson, Principal Planner (Planning Policy) – 0115 977 3793**

**Constitutional Comments (NAB 16.05.13)**

19. Environment and Sustainability Committee has authority to approve the recommendation set out in this report by virtue of its terms of reference.

**Financial Comments (SEM 22/05/13)**

20. There are no specific financial implications arising directly from this report.

**Background Papers and Published Documents**

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

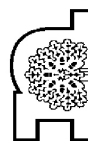
**Electoral Division(s) and Member(s) Affected**

Beauvale - Councillor John Handley  
Beeston North - Councillor Steve Carr  
Beeston South & Attenborough - Councillor Kate Foale  
Bramcote & Stapleford - Councillor Stan Heptinstall  
Bramcote & Stapleford - Councillor Jacky Williams  
Chilwell & Toton - Councillor Dr John Doddy  
Chilwell & Toton - Councillor Richard Jackson  
Eastwood - Councillor Keith Longdon  
Kimberley & Trowell - Councillor Ken Rigby  
Nuthall - Councillor Philip Owen  
Selston - Councillor Gail Turner

## **Appendix 1 – Site Location Plan**



The Broxtowe Borough Aligned Core Strategy -  
Proposed changes to include an area in the vicinity of the proposed  
HS2 station at Toton as a strategic location for growth



## **Appendix 2 – Schedule of Proposed Changes**

Proposed schedule of changes to the Broxtowe, Gedling, Nottingham City Aligned Core Strategy (Publication Version June 2012)

On the title page after 'Aligned Core Strategies Publication Version June 2012', add **Proposed Changes February 2013**

On the last page of 'Guide to this Document', replace the last six rows of the table with.

<b>June 2012</b>	<b>Publication Draft</b>
<b>February 2013</b>	<b>Submission document Council approvals (Gedling and Nottingham)</b>
<b>18 February 2013</b>	<b>Broxtowe consultation start on additional strategic location for growth</b>
<b>3 April 2013</b>	<b>Close of consultation</b>
<b>April 2013</b>	<b>Consideration of submissions</b>
<b>May 2013</b>	<b>Submission document approval (Broxtowe) /submission (all three Councils)</b>
<b>July 2013</b>	<b>Pre hearing</b>
<b>September 2013</b>	<b>Hearing sessions commencing</b>
<b>Autumn 2013</b>	<b>Expected delivery of Inspector's report</b>
<b>Winter 2013/14</b>	<b>Adoption</b>

At the end of paragraph 2.2.12 add

**In January 2013 the Secretary of State for Transport announced that the preferred 'Y' route for High Speed Two rail network (HS2) will pass through the plan area with a hub station at Toton Sidings to serve the East Midlands. This will significantly reduce journey times from the plan area to other areas including London and several Core Cities, and will improve connections to stations in Europe via HS1. HS2 is expected to be operational by 2032, which although outside of the plan period will encourage investment and job creation in the plan area during the plan period, bringing significant benefits in terms of sustainable transport and economic development.**

In paragraph 2.3.9 add after the first sentence-

**A HS2 hub station to serve the East Midlands is nearing completion at Toton in Broxtowe. Associated infrastructure including convenient sustainable public transport access to link the station to the rest of Greater Nottingham is complete or planned. Development in the vicinity of the proposed HS2 station at Toton has maximised opportunities for the local community and the regional and national economy.**

In paragraph 2.4 iii. Economic prosperity for all; add after the words 'Nottingham Science Park'

**and development in the vicinity of the proposed HS2 hub station at Toton.**

In paragraph 2.4 x. Excellent Transport systems and reducing the need to travel add at the end of the paragraph

**Sustainable transport options linking the proposed HS2 hub station to the rest of Greater Nottingham will be explored including a NET extension.**

Add new paragraph after 2.7.4

**2.7.4a The preferred location for a HS2 hub station at Toton will significantly improve the accessibility of the Borough to London and several Core Cities both in Britain and in mainland Europe. It will make the area attractive to inward investment, will lead to significant job creation and will add to the sustainability of appropriate mixed use development in close proximity to the station. The details and mix of uses will be determined through the Borough's site specific Development Plan Document.**

In Policy 2 add

**3a) new figure iii) A strategic location for growth in the vicinity of the proposed HS2 station at Toton, in Broxtowe with appropriate mix of development to be determined in the site specific Development Plan Document.**

The remainder of the numbering to this section of the policy would be amended to follow this.

Add new

**4b) Land in the vicinity of the proposed HS2 station at Toton in Broxtowe;**

The remainder of the numbering to this section of the policy would be amended to follow this.

Add new

**6c) National and local schemes which will have significant economic and sustainable transport benefits to the plan area if implemented include-**

**i) High Speed Rail 2 (HS2)**

**ii) HS2 hub station at Toton to serve the East Midlands**

**iii) Extension to NET to serve the new HS2 hub station**

**3.2.9 Add after 'Field Farm' and development in the vicinity of the proposed HS2 station at Toton**

**3.2.19 Add in the justification following the words 'employment development' subject to confirmation of land required for access and other arrangements associated with the proposed HS2 station, and**

**3.2.19 Add the following to replace the existing last sentence-**

**The proposed HS2 station at Toton will add significantly to the transport and economic sustainability of this area for new development. This strategy**

**therefore performs best in terms of deliverability, sustainability, maximising opportunities for economic development, job creation and contributing to local housing needs.**

3.2.21 Add after 'Boots campus' **and land in the vicinity of the proposed HS2 station at Toton.**

3.3.3 Add new paragraph after this

**3.3.3a In Broxtowe Borough the Green Belt will be amended to allow for the long term construction of the proposed HS2 station at Toton and a mixed use development in the vicinity of it including access arrangements, a NET extension and mixed use economic and housing development. Amendments to the Green Belt will be undertaken as part of the Allocations DPD when issues associated with HS2 are clear.**

Policy 4.1 (e) add after 'Top Wighay' **land in the vicinity of the proposed HS2 station at Toton (Broxtowe)**

3.4.6 add before 'East Midland Airport' **the proposed HS2 hub station at Toton and**  
Policy 15

Add at the end of 5. Local and National schemes which will impact on the plan area if implemented include:

- f) HS2 hub Station at Toton to serve the East Midlands; and**
- g) Extension to NET to serve the new station**



**Appendix 3 – Officer response letter dated 27<sup>th</sup> March 2013**



This matter is being dealt with by:

**Nina Wilson**

**Reference:**

**T** 0115 977 3793

**E** nina.wilson@nottscc.gov.uk

**W** nottinghamshire.gov.uk

Planning and Building Control  
Broxtowe Borough Council  
Council Offices  
Foster Avenue  
Beeston  
Nottingham  
NG9 1AB

27<sup>th</sup> March 2013

Dear Steffan

**BROXTOWE ALIGNED CORE STRATEGY PROPOSED CHANGES CONSULTATION  
FEBRUARY 2013**

Thank you for your letter dated 15<sup>th</sup> February 2013 inviting Nottinghamshire County Council to respond to the above consultation. I set out our officer comments below, which will be considered at Environment and Sustainability Committee in June 2013.

The identification of the area in the vicinity of the proposed HS2 station at Toton as a strategic location for growth is supported in principle. Whilst details of the station are yet to be developed, it will be important to ensure that any development proposals do not restrict connectivity into the HS2 station site from the wider conurbation.

***Background***

The County Council previously commented on the Aligned Core Strategy Publication Core Strategy Development Plan Documents (CS) at Environment and Sustainability Committee on the 28<sup>th</sup> July 2012, finding the document did not include or make reference to any evidence to support the stated transport provision and therefore the document was considered unsound as it was not justified on the basis of available evidence.

On the 28<sup>th</sup> January 2013 the Secretary of State for Transport announced that Toton Sidings is the preferred location for a High Speed 2 (HS2) rail station to serve the East Midlands. As a result of this announcement Broxtowe Borough Council considered the issue to be of strategic importance that would likely affect the development potential of land in the vicinity of HS2 and subsequently are consulting on Proposed Changes to their Aligned Core Strategy which was published in June 2012.

### *Key Proposed Changes*

The key proposed change is within Core Strategy Policy 2: Spatial Strategy identifying a new strategic location for growth in the vicinity of the proposed HS2 station at Toton, in Broxtowe, with an appropriate mix of development to be determined in a site specific Development Plan Document (DPD).

In addition the document proposes amending the Green Belt to allow for the long term construction of the proposed HS2 station at Toton and a mixed use development within the vicinity of it including access arrangements, a NET extension and mixed use economic and housing development to be undertaken as part of an Allocations DPD.

### *Transport*

The proposed changes to Policy 2: The Spatial Strategy, allocating a new strategic location for growth at Toton with an appropriate mix of development to be determined in a future Development Plan Documents (DPD) would have a significant bearing on the transport demands arising from the site. In order to allocate the site as a strategic location for growth the transport implications should be considered in detail at the outset and suitable transport modelling should be undertaken in combination with the other sites named in Policy 2, section 3. The employment potential at the proposed Toton site needs to include the likely scale to allow for a proper consideration of the proposed changes to be made.

The County Council note that the Key Diagram has been amended, however, this does not include the proposed line of the HS2 and it is considered that its inclusion would be a useful addition to the diagram to put the proposed allocation into context.

The proposed changes, in light of the HS2 proposal, would bring about issues in relation to connectivity across the area and the County Council would wish to see important routes safeguarded to allow for appropriate connectivity.

### *Landscape*

At this stage of the process and without either the submission of a planning application at the site or a development brief for the site, the County Council consider that landscape and visual comments cannot be provided.

### *Green Belt*

The National Planning Policy Framework (NPPF) at paragraph 83 states that,

*“...Once established, Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan. At that time, Local Authorities should consider the Green Belt boundaries having regard to their intended permanence in the long terms, so that they should be capable of enduring beyond the plan period”.*

Paragraph 84 of the NPPF states that,

*“When drawing up or reviewing Green Belt boundaries local planning authorities should take account of the need to promote sustainable patterns of development...”.*

The County Council consider that the proposed changes would be acceptable in NPPF policy terms, in that the Green Belt review would be undertaken as part of the Local Plan.

Nottinghamshire County Council would wish to see land within the vicinity of the proposed new station adjacent to the proposed HS2 route be safeguarded for future employment uses.

### Conclusion

The County Council supports, in principle, the inclusion of the area within the vicinity of the proposed HS2 station at Toton to be identified as a strategic location for growth, as it would contribute to the wider economic opportunities for the County as a whole, create jobs, contribute to local housing needs and improve connectivity within Nottinghamshire. However, the Council requests that the transport implications of the proposed location for growth are considered in more detail and suitable transport modelling is undertaken.

Yours sincerely,

Nina Wilson  
Principal Planning Officer  
For Team Manager, Planning Policy

*This document is unsigned as it is electronically forwarded. If you require a signed copy, then please contact the sender.*