Question 10.

- The transport addendum (CD/BACK/06) relates to the possible HS2 station hub and appears to be largely drawn from information submitted from the to planning application 12/00585/OUT for a mixed use development on part of the identified Strategic Location for Growth at Toton (SLG). It reproduces the agreed on and off site mitigation requirement to deliver this mixed use development as put forward by the applicants.

- The planning proposal (12/00585/OUT) is deliverable now; there are no technical or legal impediments to delivery.

- The scheme which has been amended now relates to 650 dwellings, 80 bed care facility and 3,000 sq.m. of B1(a) office floorspace and other community uses. The amended layout will allow for:
  - The ability for a road to link off the A52 to serve the HS2 hub station.
  - The ability to extend the tram through the site to the HS2 hub station. Initial discussions have been held with the NET team at Nottingham City Council to ensure such is deliverable.

- BWB Consultancy has been engaged to assess the potential impacts of the indicative HS2 access and the tram extension on the submitted planning application to ensure there is no prejudicial impact. It concluded:
  - The preferred route drawings for HS2 West Midlands to Leeds route alignment shows a new access junction on the A52 to serve the proposed HS2 station at Toton Sidings. The proposed junction is shown on ARUP drawing HS2_ARP_LR0_DR_RT_55121 issue 3 (copy attached). The access arrangement shows a new junction on the A52, with a corridor of land indicated for an access road from the A52 to the proposed station. The access road passes next to the sewage works and would require some of their land.
  - It would also require land at the western end of the ‘Land west of Toton Lane’ development (2012/00585/OUT).

- The development masterplan for ‘Land west of Toton Lane’ is shown on IBM Taylor Young drawing number 5674_SK(90)03_E (copy attached). It shows that the land required for the HS2 access to Toton Station is safeguarded, with a wide corridor reserved for the access road through the development site. This would provide scope for a range of road designs to be accommodated without impacting upon the built form of the masterplan. Further, as the Toton
Lane planning application is outline, amendments to the masterplan could be made if required to accommodate changes to the HS2 access route as the more precise route becomes clear. The Toton Lane development would also be phased over a number of years, with the first phase of development off Toton Lane at the eastern end of the site. It would then be built out from east to west, hence giving further time for the layout to adapt to any changes in the HS2 access road alignment.

- It is therefore concluded that based on current information the proposed site layout for the ‘Land west of Toton Lane’ development would not prejudice the proposed HS2 access to Toton Station crossing the development site.

- It is accepted that the point of access off the A52 is not yet fully developed and agreement on its full design may be some time away. However, it is highly likely that access to the HS2 hub will be off the A52 at some point between the M1 junction and Bardill’s Island. Development of the Strategic Location for Growth /Application site 121/00585/OUT in advance of final agreement will not prejudice access.

- Immediately following announcement of the HS2 hub at Toton BWB Consultancy was commissioned to design an indicative access for the proposed station. Drawing No NTT/301/108 (copy attached) indicates its initial concept which very much reflects the initial scheme prepared by Arup (Attached). In reality there is a limited frontage on the A52, mid way between the M1 and Bardill’s Island where access can be achieved.

- Importantly the scheme will progress in a number of phases east to west across the site. It will take 8/9 years to complete. Therefore, adjustments to the layout of the scheme can be accommodated as the development progresses. An early start on site will not prejudice HS2. Work could commence on site within 12 months of planning permission being issued. That could involve works commencing on site in early 2015, by which time further details of HS2 and its access will be known. It is not anticipated that work would commence on the western part of the site adjacent to the HS2 station until 2020/2021. (Phasing Plan attached).

- Discussions have been held with Department of Transport and HS2 who have indicated they would not wish to see development being delayed by HS2.

- The identified SLG, including the site covered by application 12/00585/OUT, is the most sustainable site in Broxtowe Borough. It has the ability to reduce the use of the car for journeys and significantly increase the use of walking and cycling.

- It is recognised under Policy 15 section 5 (e) and (f) that both the High Speed 2 station and the extension to the NET will have some impacts on the plan area if implemented. However, it is suggested that these impacts will be positive and particularly if the SLG can deliver much needed housing adjacent to both the NET and the HS2 hub and so maximise this highly sustainable location.

There are no suggested changes to the either Policies 14 or 15.