

BROXTOWE BOROUGH COUNCIL - Toton & Chetwynd Strategic Masterplan

RAILFUTURE EAST MIDLANDS BRANCH RESPONSE TO THE ONLINE PUBLIC CONSULTATION:

<https://toton-and-chetwynd.virtual-engage.com/> Revised closing date 14th January 2022

(pdf copy of submission 12th January 2022 via online survey form)

Page 1: A Strategic Location

1. Pages 6-9 of the SPD set out further information on the **Background** to the SPD, and the **Strategic Location** within which it is set. Please provide any comments you have in relation to these sections of the SPD, indicating the page, section or diagram that your comments relate to. If you propose any change to the SPD, please clearly set out what the change would be.

See comments for Section 1.22 below.

The Need for a Strategic Masterplan

2. Pages 4-5 and 10-15 of the SPD set out further information on its **Purpose** and its **Relationship to other plans**. Please provide any comments you have in relation to these sections of the SPD, indicating the page, section or diagram that your comments relate to. If you propose any change to the SPD, please clearly set out what the change would be.

(Sections 1.8 – 1.9) We recognise and support the need for a Strategic Masterplan, given the large amount of brownfield land that will be available.

(Sections 1.15 – 1.21) We welcome the coordination of the Toton and Chetwynd Masterplan with the other major development sites within the EMDC area. Rail is well placed to contribute significantly to the success of all these development schemes, both for passengers and freight.

(Section 1.22) We recognise the strategic location of the combined Toton and Chetwynd site with its proximity to the existing Erewash Valley and Midland Main Lines, the future HS2 extension now planned to end at East Midlands Parkway but with through-running beyond, and the NET tram system, as well as major roads. The Masterplan as written has been overtaken by events as the Government's Integrated Rail Plan (IRP) does not include the Toton HS2 Hub. However, it does offer the conditional prospect of a station at Toton, which should still be central to the Masterplan. Direct high-speed rail connectivity to Sheffield, Leeds and Newcastle is mentioned; efforts to include such northward connectivity should be a feature in the revised Masterplan despite the IRP not now including HS2 via Toton.

(Section 1.23) Extension of the NET tram to the Hub station remains essential, even without HS2. However, it should be extended further, to provide the principal internal transport for the EMDC area, linking through to East Midlands Parkway and the Airport, and possibly Derby.

(Section 1.24) Public transport access to Nottingham and Derby city centres remains crucial whether or not the Toton Hub station is served by HS2. (Section 1.26) The 'unrivalled connectivity' offered by the Hub station must remain central to the revised plan.

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(Section 1.39) We welcome the central importance of the Toton Hub station. Though this is no longer intended under the IRP to be the HS2 Hub, it should still be included in the Masterplan as a central transport interchange based around a conventional station on the Erewash Valley railway.

(Sections 1.48 – 1.50) Though HS2 is no longer planned to go to Toton, most of the advantages it would have brought to the site can still be had by means of a high-quality conventional station and transport interchange on the Toton site, connected by high-quality and frequent regional rail services, especially to HS2 at East Midlands Parkway, to the neighbouring city centres including Leicester, and via a reopened Maid Marian Line via Ilkeston to Mansfield. We recognise that this would mean a change of train to access HS2 from the Masterplan area, so would need high-quality and reliable connections via a high-quality interchange. The Masterplan should include exploration of the potential for an additional station serving Long Eaton town centre, on either or both of the existing Erewash Valley railway and an extension of the NET tram route from Toton Lane via the Hub station to East Midlands Parkway and the Airport.

Our Vision for Toton and Chetwynd Barracks

3. Pages 18-33 of the SPD set out further information on the **Development**

Context, Constraints and Opportunities that the Strategic Masterplan has considered. Please provide any comments you have in relation to these sections of the SPD, indicating the section or diagram that your comments relate to. If you propose any change to the SPD, please clearly set out what the change would be.

(Pages 18 – 33) Subject to the following, we have no specific comment beyond supporting the general aims of the Masterplan.

(Section 2.8) Toton Traction Maintenance Depot (TMD): The Masterplan should not adversely affect the operational needs of the freight train operators based at or using the Toton TMD. We have no objection to the TMD being relocated but, if it is necessary, it must be done in full agreement with the freight operators, with no detriment to them or the wider rail industry.

(Section 2.9) We note and support the commitment that any relocation of the NET Toton Lane tram terminus and park + ride car park must be done with the agreement of NET and in a way that is in no way detrimental to NET.

(Section 2.18) Long Eaton town centre: we repeat the comments for Sections 1.48 – 1.50 above that the Masterplan should include exploration of the potential for an additional station serving Long Eaton town centre. This should be on either or both of the existing Erewash Valley railway and an extension of the NET tram route from Toton Lane via the Hub station to East Midlands Parkway and the Airport.

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(Section 2.38) The Integrated Rail Plan, now published, does not directly include the Toton HS2 Hub station. The Masterplan needs to be revised to allow for this, but the Hub station should still be included, served by much-enhanced conventional rail services on the Erewash Valley railway. This line is a valuable asset that could be much better used than it is at present and, even without HS2, should underpin the Masterplan by means of a major station and multi-modal interchange on the Toton site. Good rail connections to HS2 via East Midlands Parkway would enable much of the benefit of HS2 to remain available to the Masterplan area.

4. Pages 34-35 and 38-43 of the SPD set out further information on the **Vision, Key Development Principles** and **Key Fixes**. Please provide any comments you have in relation to these sections of the SPD, indicating the page, section or diagram that your comments relate to. If you propose any change to the SPD, please clearly set out what the change would be.

(Section 3.4) We support the aspirations set out here for the station and its multi-modal connections, including active travel.

(Section 3.26) We support the intentions stated here, including the 'distinctive sense of arrival' that a high-quality Hub station would provide, even without HS2.

(3.33) Toton TMD: we repeat the comments above at section 2.8 about any relocation of Toton TMD not being detrimental to the rail freight operators involved or the rail industry generally. We note the new freight facilities being built or planned in the surrounding area, including East Midlands Gateway and New Stanton Park (among others). The rail freight operators must not be hampered in their ability to service these facilities. We welcome the commitment to the protection of continued operation of Toton TMD if suitable alternatives cannot be found.

(Section 3.35) NET Toton Lane: we repeat the comments at section 2.9 above, in support of the commitment that any relocation of the NET Toton Lane tram terminus and park + ride car park must be done with the agreement of NET and in a way that is in no way detrimental to NET, including future route extension (as planned).

Creating a Sustainable Community

5. Pages 36-37 of the SPD set out further information on proposed requirements for **Net Zero Carbon development**. Please provide any comments you have in relation to these sections of the SPD, indicating the section or diagram that your comments relate to. If you propose any change to the SPD, please clearly set out what the change would be.

(Sections 3.8 – 3.19) We support the net-zero intentions as set out, especially as rail and other public transport and active travel can significantly help to achieve them.

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6. Page 76 of the SPD sets out further information on proposed requirements for **Community Facilities**. Please provide any comments you have in relation to these sections of the SPD, indicating the section or diagram that your comments relate to. If you propose any change to the SPD, please clearly set out what the change would be.

(Sections 5.10 – 5.14) We have no comment beyond the general point that significant community facilities must be readily accessible by public transport and active travel.

Open Space Network

7. Pages 44-49 of the SPD set out further information on proposed requirements for the Strategic Masterplan's **Open Space Network**. Please provide any comments you have in relation to these sections of the SPD, indicating the section or diagram that your comments relate to. If you propose any change to the SPD, please clearly set out what the change would be.

(Section 3.47) Railways are already a relatively 'green' form of transport. We welcome the enhancement of the Railway Corridor as identified here, which should be progressed despite the route no longer being included as part of HS2. The development of the Erewash Valley line should include its electrification as an addition to the IRP's commitment to electrify the Midland Main Line to Nottingham and Derby; any 'linear green infrastructure' planting must be done in a way compatible with electrification (as would have been done by High Speed 2 Ltd).

Transport and Movement

8. Pages 50-57 of the SPD set out further information on proposed requirements for the Strategic Masterplan's **Movement Network**. Please provide any comments you have in relation to these sections of the SPD, indicating the section or diagram that your comments relate to. If you propose any change to the SPD, please clearly set out what the change would be.

(Section 3.51) We strongly support the intentions stated here. They absolutely must be a central part of the vision and key development principles for Toton and Chetwynd Barracks.

(Sections 3.54 – 3.58) The title 'Relationship with High Speed 2' identifies that this needs to be reconsidered post-IRP. However, such reconsideration need not be fundamental. The Hub station should remain a central part of the Masterplan even without HS2, as we identify in numerous places in our response. The access and interchange role of the station remains key to the entire plan, and we note and welcome the provision for extension of NET via the station and an underpass to give NET access to Long Eaton town centre. However, the former Long Eaton Town station should also be reopened, as part of the development of the Erewash Valley line for regional services. NET should serve as a local distributor, as the journey time between Long Eaton and central Nottingham

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by NET would not be attractive. NET should, however, be extended south to give access to East Midlands Parkway (for HS2 and other rail services) and the Airport, partly in recognition of the significant local employment at the Airport, East Midlands Gateway, and, in future, at the redeveloped Ratcliffe Power Station site.

We note the need for good road access to the Toton Hub station if it is to achieve its full potential.

We welcome the proposals for cycling and other active travel. In connection with this, secure cycle storage should be provided at all existing and new rail stations, including Attenborough.

Attenborough station is a similar distance from Chetwynd Barracks as a likely new station located at Toton. However, the present station does not lend itself to increased use, being remote from the main road, in an established quiet residential area, and having no suitable road access even for pick-up and drop-off. We suggest consideration be given to relocating Attenborough station to the nearby Chilwell retail park with direct access to the main A6005 road, perhaps on Barton Lane. This should include consideration of the surrounding public realm, with exploration of the potential for development that would help prevent such a station being 'hidden away' and consequently intimidating in the evenings and vulnerable to antisocial behaviour.

Given the likely reliance of a new heavy rail station at Toton on private developer contributions, we suggest evaluating a number of scenarios reflecting different levels of achievable developer contributions. We therefore suggest examination of the following options:

- 1) New heavy rail station at Toton with NET tram extension
- 2) New heavy rail station at Toton but no tram extension
- 3) Tram extension plus enhancement of regularity and frequency of local rail services at Long Eaton and Attenborough.

(Section 3.59) This states that 'new and extended bus routes will be provided to Toton and Chetwynd Barracks'. We support this and call for these to serve the key rail and light rail interchanges, which are all on the periphery of the area. These interchanges include Beeston railway station, Beeston Interchange (NET), and possible new rail stations at Toton and Long Eaton Town (Erewash Valley line).

(Section 3.68) We welcome the typology intentions for street design, especially those where NET will be a central feature.

(Section 3.72) We support the principles stated here for the Hub station, all of which can be achieved even without HS2.

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Character Areas

9. Pages 60-71 of the SPD set out further information on proposed requirements for development within each **Character Area**. Please provide any comments you have in relation to these sections of the SPD, indicating the section or diagram that your comments relate to. If you propose any change to the SPD, please clearly set out what the change would be.

(Sections 4.9 – 4.10) We support the design principles here in relation to higher buildings being permitted near the Toton Hub station. The point is that siting higher-density buildings (whatever their occupancy and use) near stations reduces the need for onward travel by arriving rail passengers, enabling the station to become part of the destination itself. We welcome the recognition of this in the Masterplan. The recognition of railway noise, whether or not the Railway Corridor is used in future by HS2 trains, is welcome, as it will mitigate environmental objections to development of the Erewash Valley line.

(Sections 4.7 and 4.15) Toton West. We repeat comments made above about possible relocation of Toton TMD. We welcome the extension of NET towards Long Eaton (and Derby – page 88 (viii)).

(Sections 4.16 – 4.17) Railway Corridor. We welcome the provision of retail and services at the Hub station, such that it becomes a 'hub for the wider Masterplan area' as stated. The need for the level of car parking suggested may not be there without HS2 (as East Midlands Parkway will be the HS2 station), but good accessibility by all modes will still be needed.

Timescales and Delivery

10. Pages 58-59, 72-75 and 77 of the SPD set out further information on the overall **Spatial Framework**, and the **Phasing** and **Delivery** of development. Please provide any comments you have in relation to these sections of the SPD, indicating the section or diagram that your comments relate to. If you propose any change to the SPD, please clearly set out what the change would be.

No specific comments beyond observing that infrastructure should be in place ahead of residential, commercial and other development, so that needs are met from the outset.

Any Other Comments

11. Please provide any comments you have in relation to other sections of the SPD, indicating the section or diagram that your comments relate to. If you propose any change to the SPD, please clearly set out what the change would be.

No further comments.

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Page 2: About You

Please provide the following information, so we can understand how different groups feel about the proposals. All information provided in this section will be for analysis purposes only, and will not be individually published.

12. Please provide your name.

Steve Jones

13. Please provide your email address.

steve.jones@railfuture.org.uk

14. In what capacity are you responding to this consultation?

- Local Resident
- Local Business
- **Other Organisation**

15. If Local Business or Other Organisation please specify below:

Railfuture – East Midlands Branch. As this response is on behalf of an organisation, the questions below do not directly apply. Suffice to say that Railfuture seeks to represent the interests of all users and potential users of the rail system, and therefore is open to all, irrespective of age, gender, ethnicity, disability or any other characteristic.

16. Please provide your postcode (for mapping purposes only)

LE16 7DE

17. What gender do you identify as?

- Female
- Male
- Non-binary
- Prefer to self-describe
- **Prefer not to say**

18. To which age group do you belong?

- Under 16

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- 16-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65-74
- 75 and over
- Prefer not to say

19. How would you describe your ethnicity?

- White / White British
- Mixed / Multiple ethnic groups
- Asian / Asian British
- Black / African / Caribbean / Black British
- Other ethnic group
- Prefer not to say

20. Do you consider yourself to have a disability?

- Yes
- No
- Prefer not to say

21. If you would like to be kept informed of the next steps and future adoption of the SPD, please tick the 'Yes' box below.

- Yes
- No

22. The local authorities within Greater Nottingham are currently preparing a new Strategic Plan. If you would like to be added to the Joint Greater Nottingham Planning Policy Database to be informed of progress and future consultations, please tick the 'Yes' box below. (This means that your name and email address will be shared with other Greater Nottingham local authorities, Parish Councils and Neighbourhood Forums)

- Yes
- No

Finish

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