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Direct dial 0115 914 8320
Email democraticservices@rushcliffe.gov.uk

Our reference:
Your reference:
Date: Monday, 5 January 2026

To all Members of the Cabinet

Dear Councillor

A Meeting of the Cabinet will be held on Tuesday, 13 January 2026 at 7.00 pm in the Council Chamber Area B, Rushcliffe Arena, Rugby Road, West Bridgford to consider the following items of business.

This meeting will be accessible and open to the public via the live stream on YouTube and viewed via the link: <https://www.youtube.com/user/RushcliffeBC>
Please be aware that until the meeting starts the live stream video will not be showing on the home page. For this reason, please keep refreshing the home page until you see the video appear.

Yours sincerely



Sara Pregon
Monitoring Officer

AGENDA

1. Apologies for Absence
2. Declarations of Interest

[Link to further information in the Council's Constitution](#)

3. Minutes of the Meeting held on 25 November and 9 December 2025 (Pages 1 - 12)
4. Citizens' Questions
5. Opposition Group Leaders' Questions

To answer questions submitted by citizens on the Council or its services.

To answer questions submitted by Opposition Group Leaders on items on the agenda.

Email:
customerservices
@rushcliffe.gov.uk

Telephone:
0115 981 9911

www.rushcliffe.gov.uk

Postal address
Rushcliffe Borough
Council
Rushcliffe Arena
Rugby Road
West Bridgford
Nottingham
NG2 7YG

NON-KEY DECISION

6. East of Gamston/North of Tollerton Development Framework Supplementary Planning Document (Pages 13 - 410)

The report of the Director – Development and Economic Growth is attached.

Membership

Chair: Councillor N Clarke

Vice-Chair: Councillor A Brennan

Councillors: R Inglis, R Upton, D Viridi and J Wheeler

Meeting Room Guidance

Fire Alarm Evacuation: In the event of an alarm sounding please evacuate the building using the nearest fire exit, normally through the Council Chamber. You should assemble at the far side of the plaza outside the main entrance to the building.

Toilets: Are located to the rear of the building near the lift and stairs to the first floor.

Mobile Phones: For the benefit of others please ensure that your mobile phone is switched off whilst you are in the meeting.

Microphones: When you are invited to speak please press the button on your microphone, a red light will appear on the stem. Please ensure that you switch this off after you have spoken.

Recording at Meetings

National legislation permits filming and recording by anyone attending a meeting. This is not within the Council's control.

Rushcliffe Borough Council is committed to being open and transparent in its decision making. As such, the Council will undertake audio recording of meetings which are open to the public, except where it is resolved that the public be excluded, as the information being discussed is confidential or otherwise exempt



MINUTES OF THE MEETING OF THE CABINET

TUESDAY, 25 NOVEMBER 2025

Held at 7.00 pm in the Council Chamber Area B, Rushcliffe Arena,
Rugby Road, West Bridgford
and live streamed on Rushcliffe Borough Council's YouTube channel

PRESENT:

Councillors N Clarke (Chair), A Brennan (Vice-Chair), R Inglis, D Virdi and J Wheeler

OFFICERS IN ATTENDANCE:

L Ashmore	Director of Development and Economic Growth
R Clack	Deputy Monitoring Officer
A Hill	Chief Executive
P Linfield	Director of Finance and Corporate Services
H Tambini	Democratic Services Manager

34 Declarations of Interest

Councillors Clarke, Upton and J Wheeler declared an interest, as dual hatted members of both Rushcliffe Borough Council and Nottinghamshire County Council, stating that although the County Council had considered this matter, they were here this evening to consider the item afresh, and with the interests of Rushcliffe Borough Council in mind.

35 Local Government Reorganisation in Greater Nottinghamshire

The Leader and Cabinet Portfolio Holder for Strategic and Borough-wide Leadership, Councillor Clarke presented the report of the Chief Executive detailing the draft Greater Nottinghamshire Proposal for Local Government Reorganisation (LGR).

The Leader referred to the extensive engagement between councils across the County and the considerable work undertaken since February, and he thanked officers, in particular from Rushcliffe for all their hard work throughout this process. He stated that public engagement had taken various forms to ensure that all views were considered, and it had been scrutinised by the Corporate Overview Group, as well as being fully debated last week at the Extraordinary Council meeting, to ensure that all Councillors were involved. The Leader reminded Cabinet that Rushcliffe's priority was its residents and businesses. The Council delivered outstanding services and was held in high esteem by residents and it was vital to take their interests into account.

The Leader referred to the various options proposed around the County, with three coming to the fore, with 1b being Rushcliffe's preferred option to submit

to Government by 28 November. This option would consist of two new Unitary Authorities, Nottingham City and Nottingham County, with Rushcliffe part of the latter. The Leader referred to the two other main options, and stated that Rushcliffe could not support those, as it was important that any new council maintained the highest standards of service and financial stability. The Leader confirmed that Option 1b had been fully financially analysed.

The Leader referred to recommendation e) and the establishment of a cross-party Task and Finish Group and stated that initially the Terms of Reference proposed a membership of nine Councillors. However, to ensure that everyone had the opportunity to be involved in the process, he felt that the membership should be expanded, with the Chief Executive being granted delegated authority to finalise those numbers to ensure that all parties were represented.

The Leader concluded by reminding Cabinet about the process and timelines following the submission, and that further work would be taking place.

In seconding the recommendation, Councillor Brennan referred to the huge amount of discussion and work, which had taken place, and given Rushcliffe's position as an efficient and debt free Council, it had been a challenge to put in place proposals that would benefit residents. She felt that this process had shown that people did care about their geography and that the Council was efficient, not wasteful and spent Council Tax funds responsibly. Councillor Brennan believed that people were passionate about this because they cared, and despite differing views, she genuinely believed that everyone wanted the best for local residents. She agreed that the Council had remained focused on the needs of residents and businesses and given that the only choice was to go forward with this process, it had responded positively, and the report outlined the best option for Rushcliffe, which she hoped the Government would give serious consideration to.

Councillor Inglis noted that there was no reference to the impact on staff and it should be recognised that LGR could lead to job losses, with many of those officers working hard to put this proposal together. He stated that the number of Councillors across the County would be more than halved and referred to the massive human toll, which would be caused by this process.

Councillor Virdi echoed thanks to officers and agreed with Councillor Inglis that the impact on staff should be recognised. He referred to the insightful discussion at Full Council and felt that everyone wanted to achieve the same goals, despite the very challenging circumstances being faced. Councillor Virdi confirmed that the process had focused on the six criteria set out by the Government to ensure that this option met those requirements. He stated that financially, Option 1b was stable and sustainable, with the scale of the proposed authorities creating opportunities for efficiencies and shared capacity. The financial modelling also indicated a credible pathway through the transition period. He believed that creating the two authorities would reflect how communities and services naturally functioned, giving residents a clearer and more consistent offer, and that Option 1b was the best option.

Whilst noting potential future cost savings, Councillor J Wheeler referred to the time and money spent on this process and that officers had been focused on

this rather than day to day tasks. He stated that no one had voted for LGR, the process had been confused and it was a testament to officers that a credible option was being put forward. Councillor Wheeler hoped that the Government would see that this was the best option for residents, and whatever happened residents should know that their taxes would increase, and this option would hopefully limit those increases, whilst protecting services.

Councillor Upton reiterated thanks to officers and was reminded of the same process when Rushcliffe was established 50 years ago and acknowledged that officers would be concerned about the future. He agreed that the Council had been given no choice, with LGR imposed by the Government, he would prefer to stay the same, as Rushcliffe was a good place to live, with the Council providing excellent services, and he was concerned that any changes would not be for the better. Councillor Upton referred to the loss of Councillors, which would result in less local contact and democracy. He believed that Option 1b was the best one available and he hoped that the government would give it serious consideration.

The Leader agreed that the loss of so many Councillors would be very detrimental. He stated that he would not have started the process from here; however, this was the situation and he reiterated that Option 1b was the best option available.

It was RESOLVED that:

- a) the recommendations of Corporate Overview Group and Council in relation to the approval of the Greater Nottinghamshire Proposal for Local Government Reorganisation be considered;
- b) the edits made be accepted and the submission of the Proposal by the deadline of 28 November 2025 be approved;
- c) authority be delegated to the Chief Executive to approve the final design and any necessary minor editing revisions of the Proposal document and submit it to the Ministry for Housing, Communities and Local Government on 28 November 2025;
- d) it be acknowledged that this decision of Cabinet is exempt from Call-In pursuant to the Urgency provisions in the Council's Constitution for the reasons stated in this report; and
- e) a cross-party Task and Finish Group be established to provide oversight of Local Government Reorganisation on the basis of the draft Terms of Reference at Appendix One, amendments to which are to be delegated to the Chief Executive, to increase the membership to such a number as is sufficient to ensure representation from all parts of the Council.

The meeting closed at 7.29 pm.

CHAIR

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**MINUTES
OF THE MEETING OF THE
CABINET
TUESDAY, 9 DECEMBER 2025**

Held at 7.00 pm in the Council Chamber Area B, Rushcliffe Arena,
Rugby Road, West Bridgford
and live streamed on Rushcliffe Borough Council's YouTube channel

PRESENT:

Councillors N Clarke (Chair), A Brennan (Vice-Chair), R Inglis, R Upton, D Virdi
and J Wheeler

ALSO IN ATTENDANCE:

Councillor J Walker

OFFICERS IN ATTENDANCE:

L Ashmore	Director of Development and Economic Growth
D Banks	Director of Neighbourhoods
R Clack	Deputy Monitoring Officer
A Hill	Chief Executive
P Linfield	Director of Finance and Corporate Services
H Tambini	Democratic Services Manager

36 Declarations of Interest

There were no declarations of interest made.

37 Minutes of the Meeting held on 11 November 2025

The minutes of the meeting held on Tuesday, 11 November 2025 were agreed
as a true record and signed by the Chair.

38 Citizens' Questions

There were no Citizens' questions.

39 Opposition Group Leaders' Questions

Question from Councillor Birch to Councillor Upton. Councillor Birch was
unable to attend the meeting, so his question was read out by the Leader of the
Council, Councillor Clarke MBE.

How many existing Section 106 obligations across Rushcliffe remain
undelivered or partially delivered?

Councillor Upton advised that the Council would shortly be publishing its
annual Infrastructure Statement, setting out the position of all Section 106

obligations. He reiterated that the Council acted as the banker for third parties for agreed planning obligations attached to planning approvals, for various infrastructure. The situation remained fluid as trigger points were reached and monies released and it was noted that the County Council now managed Section 106 obligations relating to its own functions, including education. As of today, Councillor Upton advised that there were no Section 106 financial obligations where the purpose of the obligation was no longer required, and that there were three where the purpose of the obligation remained partly delivered.

40 **Renewal of Public Space Protection Order**

The Cabinet Portfolio Holder for Environment and Safety, Councillor Inglis, presented the report of the Director – Neighbourhoods, seeking approval to amend and renew the Council's Public Space Protecting Order PSPO (General ASB).

Councillor Inglis stated that the original PSPO had been approved in 2017 and renewed twice. It was not intended as a heavy-handed prosecution means, but as an additional enforcement tool, to encourage persons to cease or leave an area under specific criteria, as detailed in paragraph 4.1 of the report. It had been very effective in doing that since its introduction, and it was noted that no fixed penalties had been issued. A review ensured that the Order remained current to new legislation, with dynamic measures focusing on the most prevalent problems affecting areas, as detailed in Appendix 3 to the report, with no changes proposed to those areas. The current controls were listed in paragraph 4.3, and it was recommended that three of those controls were removed, as they were now covered in new legislation or had been assessed as low risk by crime data, and he thanked the Neighbourhood Policing Inspector and his team for their continued engagement. Councillor Inglis confirmed that a public consultation had taken place, with 110 responses and 50 written comments received, and they were summarised in Appendix 2, with overwhelming support for the proposed renewal. He felt that a PSPO was an effective deterrent to specific ASB problems and he considered this was a valid and proportionate Order to remain in place, with an evidence based review, and it was noted that the implementation costs would be negligible and kept within existing budgets.

In seconding the recommendation, Councillor Brennan agreed that this had been very effective and noted how well Police and Rushcliffe's officers had worked together to ensure that it had the right impact. She felt that it was appropriate to undertake regular reviews as legislation changed, to ensure that all measures were proportionate and she noted the strong public support.

It was RESOLVED that the Public Space Protection Order (General ASB) as set out in Appendix 1 to the report be approved, to take effect from 9 December 2025.

41 **Developer Contributions Supplementary Planning Document**

The Cabinet Portfolio Holder for Planning and Housing, Councillor Upton, presented the report of the Director – Development and Economic Growth,

which detailed the Developer Contributions Supplementary Planning Document (SPD).

Councillor Upton advised that the current SPD, adopted in 2003, was now largely outdated and this report proposed its revocation and replacement. Councillor Upton detailed the purpose of the SPD, including when infrastructure provisions would be secured and stated that details of the revised draft SPD were outlined in Appendix 1 to the report. The SPD aimed to give developers a greater understanding of the Council's expectations and priorities and he hoped that this would reduce the time taken to negotiate those developer contributions. Councillor Upton confirmed that the draft SPD had been considered by the Council's Local Development Framework Group, which had supported the revisions and recommended its adoption. A public consultation had also taken place, with 17 consultee responses, which were detailed in Appendix 2.

In seconding the recommendation, Councillor J Wheeler welcomed the consultation feedback and the modifications referred to in 3.44 Appendix 1, relating to Parish/Town Councils potentially taking on parcels of land, and stated that it was crucial that they were given appropriate support and involvement at an early stage. He stated that residents' biggest concerns regarding new developments was to ensure that infrastructure was in place and he called on the Government to provide support to ensure that as more development occurred, appropriate infrastructure would also be provided.

The Leader echoed those comments regarding the importance of new developments having appropriate facilities and infrastructure.

It was RESOLVED that:

- a) the proposed revisions to the draft Developer Contributions Supplementary Planning Document be supported;
- b) the adoption of the Developer Contributions Supplementary Planning Document be approved;
- c) authority be delegated to the Director – Development and Economic Growth, in consultation with the Cabinet Portfolio Holder for Planning and Housing, to make any necessary final minor textual, graphical and presentational changes required to the SPD prior to publication; and
- d) the Developer Requirements Supplementary Planning Guidance that was adopted in December 2003 be revoked.

42 Rushcliffe Nature Conservation Strategy

The Cabinet Portfolio Holder for Environment and Safety, Councillor Inglis, presented the report of the Director – Neighbourhoods, detailing the updated Rushcliffe Nature Conservation Strategy 2026-2030.

Councillor Inglis stated that the Strategy was first produced in 2003 and subsequently updated and adopted by the Council three times. He detailed the

aims of the current Strategy, and it was noted that it had been developed in conjunction with various groups and interested bodies forming the Rushcliffe Nature Conservation Strategy Implementation Group (RNCSIG). The items covered and key commitments were detailed in paragraphs 4.4 to 4.6 of the report. Councillor Inglis confirmed that costs were captured within the Council's Medium Term Financial Strategy, with no additional resource required and that a budget had been allocated for a five-year period, to support tree and wildflower planting in Rushcliffe, as detailed in paragraph 7.1.2. Councillor Inglis referred to the foreword of the Strategy, which highlighted Rushcliffe's poor biodiversity scores and that it was likely due to the Borough's successful farm production, leading to a long history of intensive agriculture. Those inequalities could not be ignored, and he stated that Rushcliffe had to do everything possible to redress that, with this report being a big part of that process. He concluded by thanking the Environmental Sustainability Officer, and the Ecology and Biodiversity Assistant, together with the RNCSIG team for their hard work.

In seconding the recommendation, Councillor Upton referred to the Borough's long history of intensive arable farming, which had led to it having relatively low levels of biodiversity, and it was important to continue to take measures to address that, as well as the impact of climate change, and he felt that this Strategy would help.

It was RESOLVED that the adoption of the Rushcliffe Nature Conservation Strategy 2026-2030 be approved as a Strategy of the Council.

43 **Greater Nottingham Strategic Plan**

The Cabinet Portfolio Holder for Planning and Housing, Councillor Upton, presented the report of the Director – Development and Economic Growth, which detailed the Greater Nottingham Strategic Plan (GNSP).

Councillor Upton confirmed that this document had been prepared jointly with Broxtowe Borough Council and Nottingham City Council, referred to previous debate, the joint public consultation, and that it was a statutory requirement for the Council to have an up to date Plan, which must be reviewed every five years. Councillor Upton detailed the examination process that would take place before it could be adopted, and that a failure to do this would result in the Borough no longer having an up to date Development Plan. This could lead to speculative, unplanned development and also weaken the Council's ability to effectively deal with all planning applications. The report detailed modifications to the draft Plan, many of which were raised during the public consultation, together with textual changes to reflect the withdrawal of Gedling Borough Council from the joint partnership. Councillor Upton confirmed that once adopted, this would replace the current Plan adopted in 2014. It was hoped to submit the Plan and all supporting documents later in December, to begin the examination process, and if found sound, the Plan should be ready for adoption by Full Council in December 2026.

In seconding the recommendation, Councillor Brennan referred to the considerable work already undertaken to reach this point, and how necessary it was to provide as much control as possible to avoid speculative and unplanned

development. She noted that this would now be submitted for independent examination, which would provide further opportunities for consultees to raise issues, and she hoped that at the end of the process the Plan would be approved.

The Leader agreed that this was a long, detailed process; however, it was necessary to ensure that all important issues were covered within the document.

Councillor J Wheeler reiterated the importance of having a Plan in place, to avoid speculative development, especially given the Borough's increased housing targets. He advised that if adopted, sites in the Plan would still have to go through the planning process, to ensure that they were suitable, with appropriate infrastructure requirements.

It was RESOLVED that:

- a) it be agreed that the Director – Development and Economic Growth be authorised to request that the Planning Inspector(s) examining the Greater Nottingham Strategic Plan (GNSP) recommends any main modifications to the GNSP, if necessary, in order for the Plan to be legally compliant and found sound;
- b) the suggested Main Modifications and Other Modifications to the GNSP as set out in Appendix 2 to the report be approved;
- c) authority be delegated to the Director – Development and Economic Growth, in consultation with the Cabinet Portfolio Holder for Planning and Housing, to propose and consult on necessary modifications to the GNSP during its examination stage;
- d) the 'substantially the same effect' compliance statement for the GNSP as set out in Appendix 3 to the report be approved; and
- e) the revised Local Development Scheme as set out in Appendix 4 to the report be approved.

44 Quarter 2 Finance Report

The Cabinet Portfolio Holder for Finance, Transformation and Governance, Councillor Viridi, presented the report of the Director – Finance and Corporate Services, which set out the Quarter 2 budget position for revenue and capital.

Councillor Viridi was pleased to report a relatively positive position; however, there remained much uncertainty around Local Government finance, including Local Government Reorganisation (LGR) and it was noted that following on from the recent Autumn Statement from the Chancellor, it was unlikely that the Government would be increasing councils' spending powers.

In respect of revenue, Councillor Viridi advised that there was an overall budget efficiency for the year of £0.810m and referred to Table 1 of the report and Appendix B, which highlighted the reasons, with Appendix A detailing

proposals to earmark some of this for additional cost pressures. Appendix F detailed a projected minor overspend on the Special Expenses of £19k, with details of that in paragraph 4.7. Paragraphs 4.9 to 4.12 provided details of additional financial pressures that the Council continued to face and Councillor Virdi reiterated that the Council had no external borrowing. He stated that the Transformation and Efficiency Plan was progressing well and on target. In respect of capital, Appendices C, D and E detailed its overall position, with a projected underspend of £1.466m, with Table 2 highlighting the reasons.

In conclusion, whilst noting the Council's positive financial position, Councillor Virdi said that things could change, and the Council's healthy reserves allowed it to mitigate risks, whilst investing in services for the benefit of residents, and looking ahead, reserves would be required to address future pressures and uncertainties.

In seconding the recommendation, Councillor J Wheeler referred to ongoing financial uncertainties, particularly associated with LGR and how the Council's resilience ensured that it remained in a positive position financially to allow it to make the best choices to benefit residents. He thanked the Director – Finance and Corporate Services and his team for their continuing hard work to manage the Council's finances so well.

It was RESOLVED that the report be approved and the following be noted:

- a) the projected revenue budget efficiency for the year of £0.810m and proposals to earmark this for cost pressures as set out in Appendix A and paragraph 4.1 of the report;
- b) the projected capital budget efficiencies of £1.466m including the budget changes as set out in Appendix D to the report; and
- c) the projected overspend on Special Expenses of £19k, as set out in paragraph 4.7 of the report.

45 **Exclusion of the Public**

It was resolved that under Regulation 4 of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012, the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972.

46 **Opposition Group Leaders' Questions**

Question to Councillor Brennan was submitted by Councillor J Walker in relation to Exempt Item 13 on the agenda – Proposed Sale of Council's Freehold Interest at Hilton Crescent, West Bridgford.

Councillor Brennan responded to the question.

47 Proposed Sale of Council's Freehold Interest at Debdale Lane, Keyworth

The Cabinet Portfolio Holder for Business and Growth, Councillor Brennan presented the report of the Director – Development and Economic Growth, which provided an update on the proposed sale of the Council's Freehold Interest at Debdale Lane, Keyworth.

The recommendation was proposed by Councillor Brennan and seconded by the Leader.

It was RESOLVED that:

- a) the disposal of land at Debdale Lane, Keyworth as set out in the body of the report be approved; and
- b) authority be delegated to the Director – Development and Economic Growth to complete final negotiations and sale terms, subject to the minimum value set out in the report.

48 Proposed Sale of Council's Freehold Interest at Hilton Crescent, West Bridgford

The Cabinet Portfolio Holder for Business and Growth, Councillor Brennan presented the report of the Director – Development and Economic Growth, which provided an update on the proposed sale of the Council's Freehold Interest at Hilton Crescent, West Bridgford.

The recommendation was proposed by Councillor Brennan and seconded by the Leader.

It was RESOLVED that:

- a) the disposal of the land at Hilton Crescent, West Bridgford, as set out in the body of the report be approved; and
- b) authority be delegated to the Director – Development and Economic Growth to negotiate the final terms of the disposal, undertake appropriate due diligence and dispose of the asset in accordance with the Acquisitions and Disposal Policy.

The meeting closed at 7.50 pm.

CHAIR

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Cabinet

Tuesday, 13 January 2026

**East of Gamston/North of Tollerton Development
Framework Supplementary Planning Document**

Report of the Director – Development and Economic Growth

Cabinet Portfolio Holder for Planning and Housing, Councillor R Upton

1. Purpose of report

- 1.1. The purpose of the East of Gamston/North of Tollerton Development Framework Supplementary Planning Document (SPD) is to provide guidance on the application of Policy 25 (Strategic Allocation at East of Gamston/North of Tollerton) of the Rushcliffe Local Plan Part 1: Core Strategy.
- 1.2. A draft SPD was published for consultation on 1 October 2025 and consultation finished on 5 November 2025. The consultation responses have been considered and a number of revisions to the draft SPD are proposed in response to some of the issues raised by consultees.
- 1.3. The report recommends that the revised draft East of Gamston/North of Tollerton Development Framework SPD (at Appendix 1) is adopted. Once adopted, it will form a material consideration in the determination of relevant planning applications on the allocated site.

2. Recommendation

It is RECOMMENDED that Cabinet:

- a) considers any recommendations made by the Local Development Framework Group;
- b) supports the proposed revisions to the draft East of Gamston/North of Tollerton Development Framework Supplementary Planning Document;
- c) approves the adoption of the East of Gamston/North of Tollerton Development Framework Supplementary Planning Document; and
- d) delegates authority to the Director – Development and Economic Growth, in consultation with the Cabinet Portfolio Holder for Planning and Housing, to make any necessary final graphical, presentational and minor textual changes required to the SPD prior to publication.

3. Reasons for Recommendation

If adopted, the East of Gamston/North of Tollerton Development Framework SPD will provide guidance on the application of Local Plan Part 1: Core Strategy Policy 25 (Strategic Allocation at East of Gamston/North of Tollerton). The SPD's key role is to provide further guidance, a development framework and masterplan for the whole of the strategic allocation to help achieve an appropriate collective and coordinated development outcome for the whole site and ensure that site-wide infrastructure requirements are fully and collectively met by all individual developments on site. Separate to the SPD, delivery of development will be further guided by the inclusion of more specific details in respect of infrastructure requirements (including what, when and by whom) within the Infrastructure Delivery Plan (IDP) that is due to be completed and published in due course and before planning applications are determined.

4. Supporting Information

Local Plan proposals and policy

- 4.1. The East of Gamston/North of Tollerton site was allocated and removed from the Green Belt as part of the Rushcliffe Local Plan Part 1: Core Strategy, which was adopted in December 2014. It was allocated for around 4,000 dwellings, 20 hectares of employment development, a neighbourhood centre and other supporting development and facilities. More recently, it was proposed that the site is carried forward as an allocation in the emerging Greater Nottingham Strategic Plan, which was published in draft in March 2025 and submitted for examination in December 2025.
- 4.2. The site specific policy for the allocation within the Local Plan Part 1: Core Strategy (Policy 25) identifies that it is expected that the design and layout of the proposal will be determined through a masterplanning process, and also that development should be appropriately phased to take into account the provision of necessary infrastructure, including improvements to the highway along the A52 and public transport network. Policy 25's supporting text also makes clear that the Council expects that from the outset there should be a comprehensive scheme for the site as a whole and for its entire development.
- 4.3. The site-specific policy within the emerging GNSP (draft Policy 31) goes further in terms of details in respect of the Council's expectations as to how development on the site should be realised. Draft Policy 31's supporting text (at paragraph 3.31.7 of the GNSP) states:

“The Council expects that there should be a comprehensive masterplan and development framework for the site as a whole and for its entire development. To meet this requirement, the Council is preparing a site-wide masterplan and development framework for the allocated site which will be adopted as a Supplementary Planning Document (SPD) or Supplementary Plan (SP). The document will coordinate and guide individual developments and their relevant planning applications and associated planning obligations across the site. In order to ensure a coordinated and consistent basis to planning obligations for developments

of parts of the overall site, it is expected that an overarching common Framework Section 106 approach will be prepared and applied in relation to infrastructure obligations in respect of all applications for development of the site.”

Planning applications and context for the Development Framework/ Masterplan

- 4.4. In the period following the site’s allocation in December 2014 there was intermittent discussions involving the Council and the various landowners/ developers in respect of attempts to coordinate and bring about the submission of a single site-wide planning application for a comprehensive development scheme. This, ultimately, did not happen and, aside from development of the Spire Hospital, a limited amount of employment development and the granting of outline planning permission for a residential care home and assisted living dwellings, a site-wide development scheme remains outstanding and the delivery of the strategic allocation is yet to begin. Continued delays seriously risk increasing pressure to release additional land elsewhere within Rushcliffe for housing and employment development.
- 4.5. In December 2020, Taylor Wimpey and Barwood Homes submitted an outline planning application on part (around 42%) of the allocated site for up to 2,250 homes, a primary school and local centre. In response, the Council raised concerns that development was coming forward in a piecemeal and uncoordinated manner and, consequently, made it be known that it expected more detailed planning guidance including a site-wide masterplan to be put in place to address this situation and before planning applications could be positively determined. The Council began in early 2021 the process of preparing a development framework and masterplan SPD for the site, which it did so in collaboration with the main landowners/developers who were willing to be involved.
- 4.6. In March 2024, Vistry Homes submitted a hybrid (part full and part outline) planning application for around 1,600 homes, a primary school and associated development on the Tollerton airfield part of the site (which is around 40% of the allocated site). Vistry had acquired the airfield in 2023 and subsequently also started working collaboratively with the Council on preparation of the SPD.
- 4.7. The other main landowner on the allocated site is Nottinghamshire County Council (NCC) (whose landholding covers around 15% of the allocated site). NCC has to date not submitted a planning application for the land under its control.

Draft Development Framework/Masterplan

- 4.8. In order to effectively deal with separate planning applications coming forward on the site, a Development Framework SPD has been prepared in draft to broadly guide and coordinate each likely development parcel. The aim is to achieve an appropriate collective development outcome for the whole site and ensure site-wide infrastructure requirements are fully and collectively met by all individual developments.

- 4.9. A key role of the SPD is to establish the broad distribution of land uses and transport links on the site and establish a site-wide framework for achieving high quality design outcomes. It is also to broadly establish what supporting infrastructure is required, where it is required and the mechanism for ensuring developers collectively deliver the infrastructure when needed. The SPD will be applied in the determination of all planning applications to ensure that each constituent development scheme contributes to site-wide requirements in full and in an equitable manner.
- 4.10. The SPD would not form part of the Local Plan, nor introduce new planning policy, but would support the allocated site's delivery in accordance with Local Plan policy and be a material consideration in planning application decisions. It would therefore be necessary for developers to take into account its requirements for the broad layout and design of development and to fully contribute to site-wide infrastructure requirements.
- 4.11. In terms of content, the draft SPD (at Appendix 1) includes the following elements:
- A vision for development, taking into account the Local Plan's proposals and policies for the site;
 - A site context and analysis section;
 - A development framework, including the broad configuration of likely land uses across the site;
 - A delivery strategy to identify likely development phases, site-wide infrastructure requirements (where details are established) and the mechanism for ensuring how and when each phase should contribute to these infrastructure requirements; and
 - A site-wide design code (as an appendix to the SPD) to broadly guide the layout and design of development.
- 4.12. The development framework (section 4 of the SPD) provides further guidance and details on a range of matters including:
- Design Objectives;
 - Land Uses;
 - Employment;
 - Secondary school and primary schools;
 - Green and Blue Infrastructure;
 - A movement framework;
 - Character;
 - Sustainability;
 - A site-wide framework masterplan; and
 - A stewardship strategy for the management of public amenities on site.
- 4.13. In addition to indicatively identifying strategic (whole site) infrastructure requirements (where details are currently known), the SPD's development strategy section (section 5) sets out that a separate Infrastructure Delivery Plan (IDP) will be prepared and published by the Council prior to the approval of planning applications. The IDP will contain finalised details of strategic infrastructure requirements and would supersede the indicative infrastructure

list contained within the SPD. The published IDP may need to be reviewed by the Council in the future where circumstances indicate this is necessary. The infrastructure requirements included within the IDP would be secured as planning obligations via section 106 agreements for the development of any land parcel within the allocated site.

- 4.14. Section 5, delivery strategy, sets out that a framework section 106 agreement approach and/or 'linked' section 106 agreements will be utilised to serve as an overarching mechanism for ensuring that required strategic infrastructure is delivered in a coordinated manner and that each development parcel contributes towards this infrastructure on an equitable and proportionate basis. The framework section 106 agreement would form a base template document for individual section 106 agreements.
- 4.15. The Site Wide Design Code provides a set of high-level design instructions and principles, on matters such as character and movement, which would be used in guiding development on each separate land plot to achieve a coordinated vision for the whole site. It is expected that it would be used by every developer to provide consistency and quality across the site. The code provides a mechanism for controlling the character, quality and appearance of the development as it evolves over time and sets broad guidelines and parameters for each detailed development scheme. The code provides flexibility for adaptation and adjustment in response to evolving trends, technologies and best practice over the long lifetime of the whole site's development.
- 4.16. It is expected that Area Design Codes would be prepared and agreed for all parts of the site, unless an exception is justified. These Area Design Codes would be informed by the high-level instructions and requirements of the Site Wide Design Code. In addition, Area Design Codes should incorporate relevant design codes and guidance included within the Rushcliffe Design Code Supplementary Planning Document (adopted September 2025), unless an alternative approach is demonstrated to be justified.

Consultation on the draft SPD

- 4.17. A draft of the SPD was considered by the Local Development Framework (LDF) Group on 5 September 2025 and the Group supported it being published for consultation. The consultation started on 1 October 2025 and consultation finished on 5 November 2025. In total, 318 representations were submitted by residents, statutory bodies, developers and other stakeholders. A summary of the comments and proposed responses to the issues raised is provided in Appendix 2.
- 4.18. In summary, some of the main issues raised by consultees include:
 - That development will increase traffic movements locally and lead to additional congestion and 'rat-running', without it being clear within the SPD what measures will be put in place to lessen such potential impacts;
 - That the finalisation of the SPD needs to wait for the completion of transport assessment work and include more details in respect of

highway works and active travel and public transport infrastructure requirements;

- That more certainty is needed in respect of the infrastructure requirements for supporting development, in terms of what specifically is required and when it needs to be delivered;
- That pedestrians and cyclists would be better served by the provision of a new bridge between the site and Gamston, rather than all new crossings being at grade;
- That the design requirements set out in the SPD are not aspirational enough;
- Concerns that the site will be contaminated and therefore unsuitable for development, that remediation requirements will potentially adversely affect the viability of development and that there should be a full contamination survey now to inform preparation of the SPD;
- That the site should be allowed to continue as an operational airfield; and
- That development could increase the likelihood of flooding in areas off site, including locations already susceptible to flooding. This includes areas to the south in the vicinity of Cotgrave Lane and Tollerton Lane, Tollerton.

4.19. A number of revisions to the draft SPD are proposed in response to some of the issues raised by consultees, where changes are considered justified. Other modifications are also proposed for reasons of clarity and correct any errors. These changes are detailed within Appendix 2, and the revised draft SPD at Appendix 1 shows all proposed revisions. These are highlighted as track changes – new text appears in blue and underlined, while deleted text is shown in red with strikethrough.

4.20. The main proposed revisions to the draft SPD include:

- Additional text to emphasise that a primary route for pedestrians and cyclists between the site and Gamston centre will need to be provided, and that this could be the provision of a pedestrian and cycle bridge over the A52, or it could be at-grade controlled crossings on the A52 between the site and Ambleside. New text is proposed setting out that the determination of the most suitable option to achieve pedestrian and cycle connectivity and safety should be informed by a crossing options analysis as part of the transport assessment for the proposed development;
- A number of revisions to Chapter 5 in order to update and better explain the approach to securing development contributions collectively from all developers towards new and improved infrastructure;
- Revisions to Chapter 5 to better acknowledge the Local Highway Authority's preference for off-site highways works to be delivered by developers directly;
- Inclusion of text within Chapter 1 to highlight that the Tollerton Neighbourhood Plan was adopted in February 2025 and forms part of the development plan for the site; and

- Updates to Figures 2 and 7 within the Site Wide Design Code (which is an appendix to the SPD) to show on these two plans the correct position of the proposed gypsy and traveller site.

- 4.21. With regard to the argument that preparation of the SPD should be delayed, particularly until the outcome of ongoing transport assessment work is known, this would not be a recommended course of action. It is important to have the SPD in place as a matter of priority; with more details in respect of transport and other outstanding matters then being established in the IDP. This is, firstly, to avoid missing a likely 30 June 2026 cut off for SPDs to be adopted. Beyond that date, a development framework for the site would have to be prepared as a Supplementary Plan (SP), which would require a public examination of the draft SP. The whole process would add months to the preparation process, thereby further delaying the site's vital contribution to the Borough's housing land supply. Secondly, avoiding further delay is also important to minimise the very real risk that current planning applications are taken to appeal on the basis of non-determination prior to the SPD being adopted. If this were to happen without an SPD being in place, this would fundamentally prejudice the purpose of the SPD in ensuring that individual development parcels are delivered in a coordinated and complimentary manner.
- 4.22. In response to those raising concern about potential contamination on site, such matters are not for further consideration within the SPD. These are matters more appropriately dealt with at the planning application process stage and/or by site investigation and remediation conditions attached to a grant of planning permission.
- 4.23. The proposed revisions to the draft SPD will be considered by the LDF Group on 7 January 2026. The recommendations of the Group at that meeting will be reported to Cabinet separately.
- 4.24. The draft SPD is accompanied by a Strategic Environmental Assessment and Appropriate Assessment Screening Report, provided at Appendix 3.

5. Alternative options considered and reasons for rejection

Cabinet could decide not to adopt the East of Gamston/North of Tollerton Development Framework Supplementary Planning Document. This could leave the Council less able to effectively ensure that all individual planning applications submitted for development of parcels of land on site appropriately contribute to site-wide infrastructure requirements and deliver development in a coordinated and comprehensive manner.

6. Risks and Uncertainties

- 6.1. As a strategic allocation within the 2014 Local Plan Part 1: Core Strategy, the East of Gamston/North of Tollerton Strategic Allocation forms a key component of expected housing and employment land supply in Rushcliffe over coming years. If the site continues to not deliver housing and expected further new employment land it would increase pressure for additional land to be released elsewhere in Rushcliffe for housing and employment development.

- 6.2. The SPD will provide a framework for individual development schemes and supporting infrastructure to come forward in a comprehensive and coordinated manner. Without the SPD, there would be a greater risk that development comes forward in a piecemeal and uncoordinated manner which could adversely affect the design quality of the development across the site, the provision of supporting infrastructure in a timely manner and the rate of development delivery. Any adverse effect on delivery could increase pressure for development elsewhere.
- 6.3. The Government views the primary purpose of the planning system as contributing to the achievement of development, including the provision of new homes, new commercial development, and supporting infrastructure in a sustainable manner. The draft SPD will play an important role in achieving sustainable growth locally. Without having the SPD in place there is a potential risk that the Council could lose a degree of control over what development is delivered on site and its quality, particularly if planning applications are taken to appeal and the Council is no longer the decision-maker for those applications.

7. Implications

7.1. Financial Implications

The Council has appointed consultants to support specific technical aspects of the preparation of the SPD and these costs will be recouped through Homes England Grant Funding, and a Planning Performance Agreement with the developers/landowners.

7.2. Legal Implications

The 2004 Planning and Compulsory Purchase Act empowers local planning authorities to prepare local plans and supplementary planning documents (SPD). SPDs are not part of the Local Plan but are capable of being a material consideration in planning application decisions. There is a statutory requirement for public consultation to be undertaken on the draft SPD and for any representations received to be taken into account before it can be adopted by the Cabinet.

7.3. Equalities Implications

There are no direct equalities implications arising from matters covered in this report. Equalities Impact Assessments were undertaken in preparing the Local Plan. The draft SPD would not put in place new policies but would supplement relevant policies from the Local Plan.

7.4. Section 17 of the Crime and Disorder Act 1998 Implications

There are no direct community safety implications arising from matters covered in this report.

7.5. Biodiversity Net Gain Implications

The draft SPD includes guidance that would help support the delivery of biodiversity net gain alongside new development on site.

8. Link to Corporate Priorities

Quality of Life	The draft SPD establishes a framework which should help ensure that new development respects and, where possible, enhances Rushcliffe's environment.
Efficient Services	The draft SPD includes supplementary guidance that aims to maintain the quality of life for both existing and new Rushcliffe residents.
Sustainable Growth	The draft SPD includes guidance to achieve development that is supported by adequate and timely infrastructure.
The Environment	The Government views the primary purpose of the planning system as contributing to the achievement of development, including the provision of new homes, new commercial development, and supporting infrastructure in a sustainable manner. The draft SPD will play an important role in achieving sustainable growth locally.

9. Recommendation

It is RECOMMENDED that Cabinet:

- a) considers any recommendations made by the Local Development Framework Group;
- b) supports the proposed revisions to the draft East of Gamston/North of Tollerton Development Framework Supplementary Planning Document;
- c) approves the adoption of the East of Gamston/North of Tollerton Development Framework Supplementary Planning Document; and
- d) delegates authority to the Director – Development and Economic Growth, in consultation with the Cabinet Portfolio Holder for Planning and Housing, to make any necessary final graphical, presentational and minor textual changes required to the SPD prior to publication.

For more information contact:	Richard Mapletoft Planning Policy Manager 0115 914 8457 rmapletoft@rushcliffe.gov.uk
Background papers available for Inspection:	The consultation comments made by statutory consultees and other organisations in response to the draft East of Gamston/North of Tollerton Development Framework Supplementary Planning Document are available to view at:

	<p>https://www.rushcliffe.gov.uk/planning-growth/planning-policy/supplementary-planning-documents/</p> <p>Draft East of Gamston/North of Tollerton Development Framework Supplementary Planning Document is available to view at: https://www.rushcliffe.gov.uk/media/n3thar4l/gamston_tollerton-development-framework-spd_lower.pdf</p> <p>Rushcliffe Local Plan Part 1: Core Strategy, is available to view at: www.rushcliffe.gov.uk/media/y1pbquqz/local-plan-part-1-rushcliffe-core-strategy.pdf</p> <p>Draft Greater Nottingham Strategic Plan is available to view at: www.gnplan.org.uk/media/dsrndti2/gnsp-publication-draft-march-2025.pdf</p>
List of appendices:	<p>Appendix 1: Revised Draft East of Gamston/North of Tollerton Development Framework Supplementary Planning Document</p> <p>Appendix 2: Draft East of Gamston/North of Tollerton Development Framework Supplementary Planning Document – summary of consultation responses</p> <p>Appendix 3: Draft East of Gamston/North of Tollerton Development Framework – Sustainability Appraisal and Appropriate Assessment Screening Opinion Report</p>

**Appendix 1: Revised Draft East of Gamston/North of Tollerton
Development Framework Supplementary Planning
Document**

East of Gamston/North of Tollerton Development Framework Supplementary Planning Document

Date: TBC

1. Introduction

Purpose and Role of this SPD

Preparation of this SPD

The Allocation and Context

Planning Policy Background

National Guidance

Introduction

This Supplementary Planning Document (SPD) has been prepared as a collaboration between Rushcliffe Borough Council and the main landowners and developers of the site East of Gamston and North of Tollerton.

Purpose and Role of this SPD

- 1.1. This SPD concerns the Local Plan allocation known as “Strategic Allocation East of Gamston/ North of Tollerton”. The purpose of this document is to provide further guidance and a development framework for the whole of the strategic site allocation at Gamston, which is the subject of an allocation for mixed-use development including around 2,500 dwellings up to 2028, up to a further 1,500 homes post 2028, around 13.7 additional hectares of employment, neighbourhood centres, blue and green infrastructure, Biodiversity Net Gain and a range of community facilities.
- 1.2. Given the multiple ownerships on-site, the allocation is likely to be developed through a number of planning applications coming forward at different times. This SPD sets out specific requirements of the local authority, the local highway authority, the local education authority and health providers to ensure those submitting applications are informed about the requirements from the outset. The locations of proposed infrastructure on Figure ~~40-44~~ [41-45](#) show the preferred location of infrastructure to create a sustainable new neighbourhood, subject to any refinements required as a result of detailed work and additional evidence that emerges through the development management process.
- 1.3. The Council will only accept variations to the preferred locations on Figure ~~40-44~~ [41-45](#) where proposals are supported by robust evidence and, in circumstances involving the relocation of infrastructure between landowners, where the Council is satisfied that the infrastructure will be delivered in full and at the appropriate time and in general accordance with the approach and provisions outlined within this SPD.

- 1.4. The SPD guidance and a development framework in this document, including contributions expected to both on-site and off-site infrastructure requirements, will apply to all areas within the strategic allocation, including any development/re-development of the existing residential areas and their associated land (e.g. equine paddocks) on Tollerton Lane and any redevelopment of existing employment land located to the south of Spire Hospital. Nevertheless, the new (and existing and re-developed) employment uses on the site would be exempt from certain contributions towards Infrastructure such as education provision.
- 1.5. The site is a long-term commitment for the Council in meeting the growth needs of the Borough and it will continue to be built beyond the local plan period. Once built, it will create a new neighbourhood within Rushcliffe, and it is thus important for the Council and developers of the site to ensure this meets the highest possible standard.
- 1.6. This SPD fulfils the requirement of Policy 25 of the Local Plan which requires that the design and layout of the proposal be determined through a masterplanning process.
- 1.7. The document provides guidance for the preparation and determination of planning applications for all parts of the development area and to ensure the co-ordinated achievement of key development targets. It is expected that planning applications for all parts of the development will be in accordance with the framework set out in this document. This will guide decision-making on planning applications as supporting information to policies within the statutory development plan. SPDs build upon and provide more detailed advice or guidance on policies in an adopted local plan. As they do not form part of the development plan, they cannot introduce new planning policies into the development plan. Applications will need to have regard to this SPD, prevailing policies and the latest Government guidance at the time of their preparation and determination. It is envisaged that planning applications that are not in accordance with this SPD are unlikely to be approved.
- 1.8. This document outlines a development scenario that allows for the separate delivery of different parts of the site, whilst ensuring that the development area is developed in a comprehensive way; and is deliverable in its entirety, including the provision of overall strategic site infrastructure. Nevertheless, it is feasible that other scenarios could come forward of the delivery of the site. This document therefore sets out:

- The expected development capacity;
- The range of facilities needed to support the new population;
- The strategic infrastructure needed to facilitate the new development and how this infrastructure should be secured;
- Development zones and the need for phasing of strategic infrastructure;
- The disposition of land uses and facilities;
- Development areas and the need for phasing of community infrastructure necessary for the successful delivery of the whole scheme;
- General design and development principles to guide the form and nature of development;
- The areas of green and blue infrastructure;
- The necessary transport including active travel routes and streets.

1.9. Whilst the SPD sets an overall framework for development, it is acknowledged that a degree of flexibility will be required in the design of detailed proposals, as follows:

- Although street corridors are fixed in scale, the detailed design of streets will need to be explored in greater detail in parallel to the consideration of the access and movement requirements, and optimal development block dimensions.
- Likewise, whilst the location of the green and blue infrastructure is fixed for the wider site, the locations within development phases and the exact design of these spaces (including their boundaries) is subject to detailed design that will be considered in line with adjacent development parcels, streets and active travel routes.

1.10. ~~This document is prepared as a draft for public consultation. It is intended that the document will be finalised following public consultation. Once finalised it is intended that the document is adopted by the Borough Council as an~~ [This](#) SPD which will be used to provide further guidance to ensure comprehensive delivery of all of the planning objectives for the allocation. The SPD is a material planning consideration for the local planning authority when determining planning applications but is not part of the development plan.

Preparation of this SPD

- 1.11. This SPD has been developed iteratively, particularly in relation to phasing and infrastructure delivery. It has been developed having regard to the views of site promoters, landowners and developers, service providers and statutory bodies, such as Nottinghamshire County Council's Education, Ecology, Flooding, and Highways services, the Environment Agency, Historic England, Natural England, as well as Council services including Communities, Ecology, Heritage and Development Management.
- 1.12 Public consultation was undertaken on a ~~Draft Gamston / Tollerton Masterplan SPD~~. [draft of the SPD between 1 October 2025 and 5 November 2025.](#)

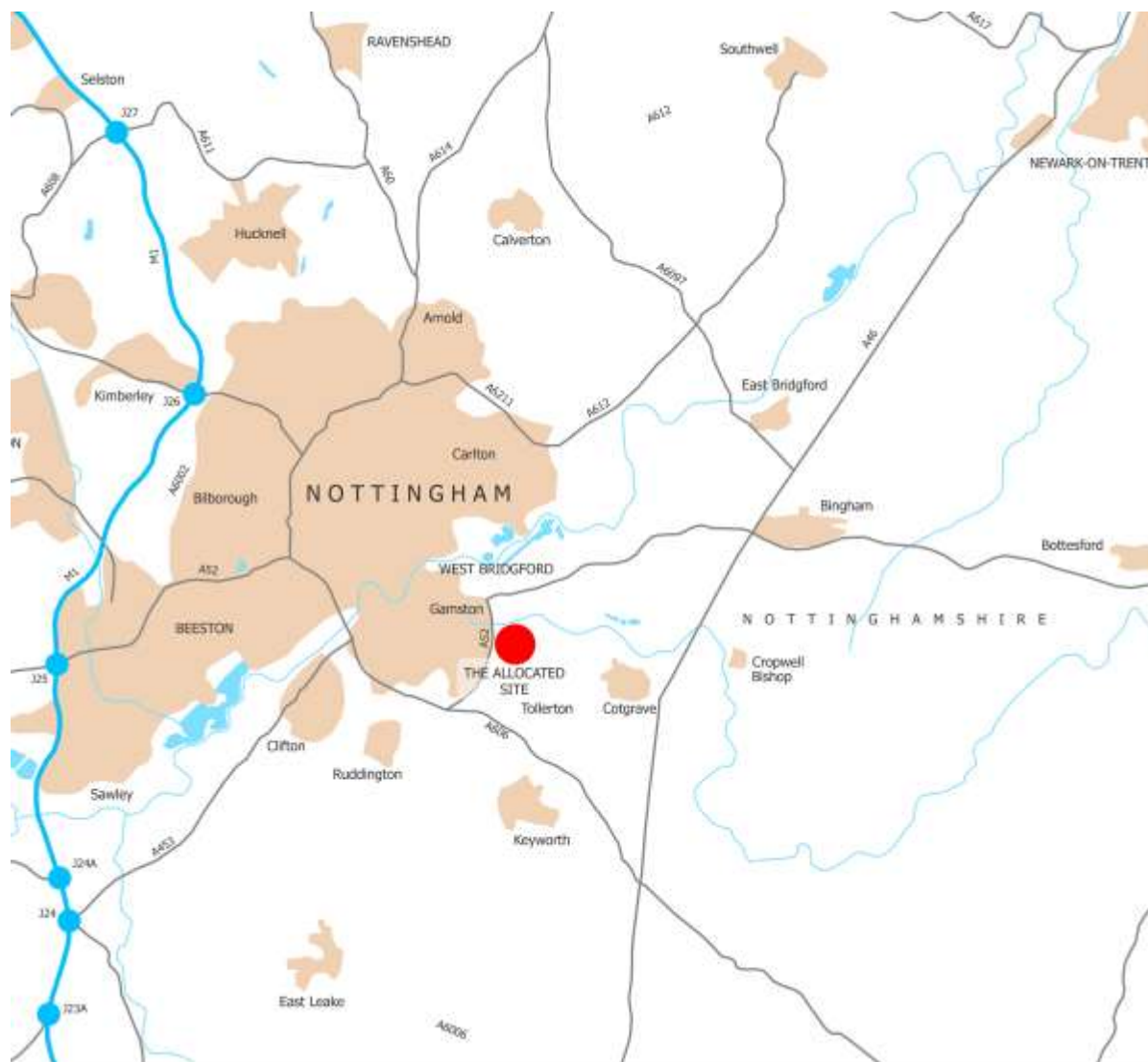


Figure 1. Location Plan

The Allocation and Context

- 1.13. The area of land covered by the strategic site allocation comprises agricultural fields and most notably Nottingham Airport. The Grantham Canal is located to the north of the site, Polser Brook and Thurlbeck Dyke are to the east, with agricultural fields to the south and the A52(T) is to the west of the Allocation. Tollerton Lane runs through the site roughly in a north-south direction.
- 1.14. The overall area of land which is the subject of the allocation is around 247 hectares. The extent of land is shown in Figure 2.
- 1.15. Tollerton village is located to the south but physically separated from the allocation site. Bassingfield is located to the north of the Grantham Canal, which is also physically separated from the allocation site. Gamston is located to the west of the A52(T).
- 1.16. In defining the Allocation, the Council took the view that Nottingham Airport, the majority of which is a brownfield land resource, should be included in the allocated area. It was considered important that the integrity of Bassingfield and Tollerton as distinct settlements should be protected.
- 1.17. Based on the work to review the Green Belt when the site was allocated in the Rushcliffe Local Plan, there ~~is~~was justification for the new boundary to be formed using elements of the Grantham Canal, ~~Thurlbeck Dyke~~local watercours and field and other boundaries to the north of Tollerton. This ~~will~~achieves a suitable degree of separation between the development and the existing settlement.
- 1.18. The land is owned by different parties and there are developers which control parts of the land. Development is expected to be brought forward through separate planning applications, over a number of years, all set within the framework of Local Plan policy and this SPD.

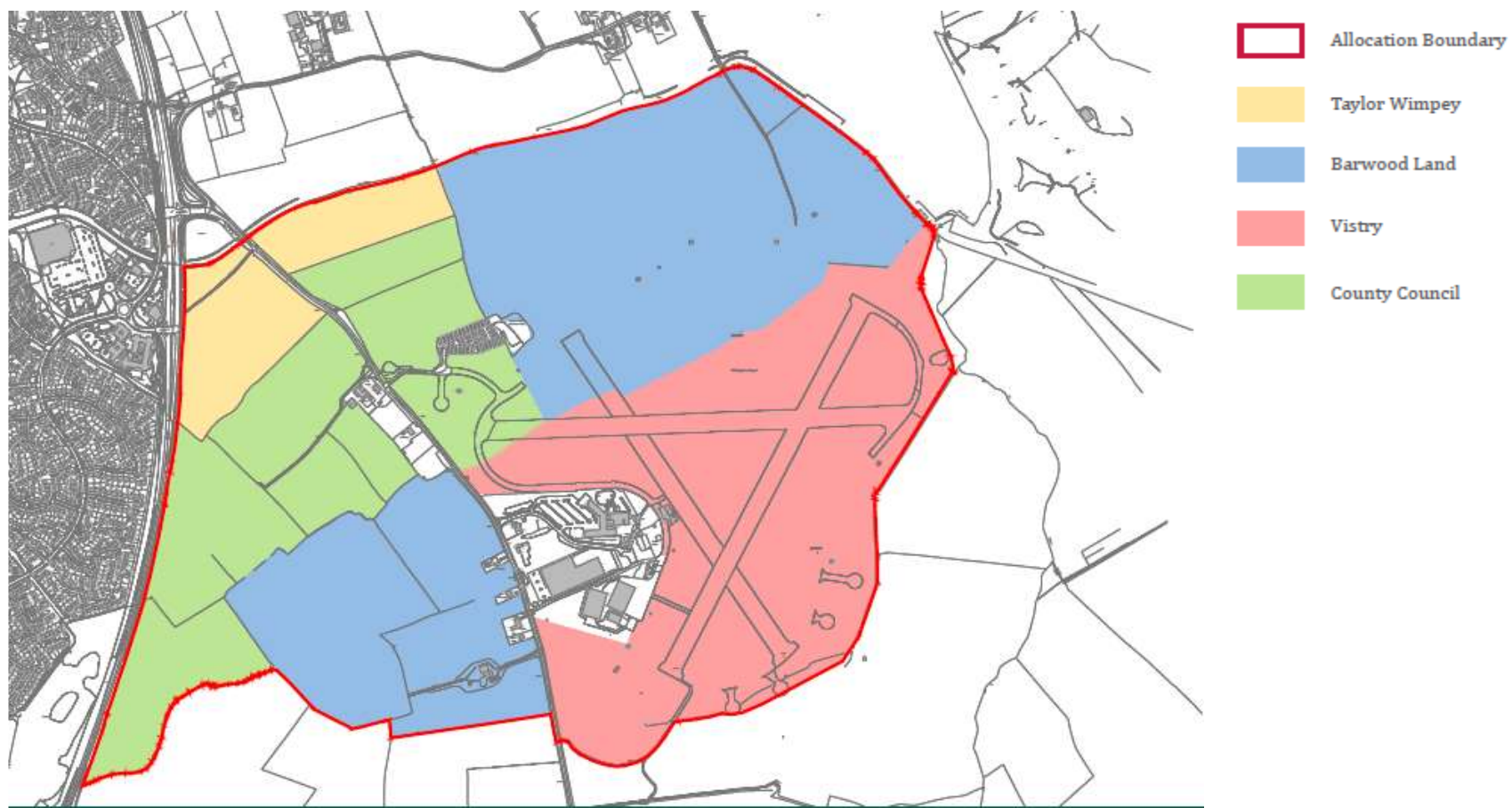


Figure 2. Land Ownership Plan



Figure 3. Aerial view looking south over of Strategic Allocation Site

Planning Policy Background

- 1.19. The relevant statutory Development Plan for Rushcliffe Borough Council comprises the following documents:
- Rushcliffe Local Plan Part 1: Core Strategy, adopted December 2014
 - Rushcliffe Local Plan Part 2: Land and Planning Policies, adopted October 2019
- 1.20. Nevertheless, it should be noted that the delivery of the site will go beyond the above plan period(s) and therefore this SPD will be relevant to the Emerging Greater Nottinghamshire Strategic Plan (GNSP) (when adopted) and any policy document(s) that might replace or supersede the GNSP.

Rushcliffe Local Plan Part 1: Core Strategy

- 1.21. The Rushcliffe Local Plan Part 1: Core Strategy (LPP1), was adopted in December 2014. LPP1 provides the overall spatial vision, objectives and strategy for Rushcliffe Borough to the year 2028. This includes setting out the level and location of new housing and employment land as well as the identification of a number of Strategic Allocations and policies.
- 1.22. Policy 25 in the Local Plan Part 1 identifies land east of Gamston and north of Tollerton as a Strategic Allocation. The indicative distribution of the proposed uses within the site allocation boundary is identified on Figure 6 within the Local Plan Part 1, as shown in Figure 4 [within this SPD](#).
- 1.23. The site boundary for this policy is identified by the red line. Figure 4 shows the indicative distribution of proposed uses, which has been taken into consideration in the preparation of this SPD.

Policy 25 - Strategic Allocation East of Gamston / North of Tollerton

The area, as shown on the adopted Policies Map, is identified as a strategic site for the mixed use development including around 2,500 dwellings up to 2028, up to a further 1,500 homes post 2028, around 20 hectares of employment development, a neighbourhood centre and other community facilities as appropriate. The design and layout of the proposal will be determined through a masterplanning process. The final design, layout and quantum of development shall take full account of heritage assets and their setting. The development shall be appropriately phased to take into account provision of necessary infrastructure, including improvements to the highway along the A52(T) and public transport network. The distribution of the indicative proposed is identified on Figure 6 within the Local Plan Part 1, as shown in Figure 4. The development will be subject to the following requirements:

A. Housing

1. A mix of housing types, size and tenure taking into account the existing mix of adjoining and nearby areas of housing, including seeking through negotiation to secure up to 30% affordable housing. The affordable housing should be phased through the development;
2. The development should make efficient use of land. New residential should seek to achieve an average net density of at least 30 dwellings to the hectare. Higher densities can be achieved in the central core of development, Primary and Secondary Streets and close proximity to the neighbourhood centres. Densities across the site should consider if it would adversely affect heritage assets and their setting;
3. In accordance with policy 9, appropriate provision should be made for Gypsy and Traveller accommodation;

B. Employment

4. There should be provision of around 20 hectares of employment land to provide for a wide range of employment opportunities where appropriate. Training opportunities should be provided for as part of the development

C. Neighbourhood Centre

5. A neighbourhood centre of an appropriate scale should be provided to serve the proposed development;
6. Community facilities and retail development of an appropriate scale will be provided to serve the new development. On site community facilities should primarily be located within or adjacent to the neighbourhood centre. Where appropriate, enhancements to existing community facilities at Gamston Neighbourhood Centre and within other adjacent villages will be explored as an alternative;

D. Transportation

7. Improvements to road infrastructure necessary to mitigate adverse traffic impacts and serve the new development, including improvements to the A52(T) Gamston Lings Bar Road;
8. Measures as necessary to directly access the A52(T) Gamston Lings Bar Road and to minimise traffic impacts through Tollerton village;
9. Improvements to walking, cycling and public transport links through and beyond the site, including where necessary enhancements to existing bus services;
10. Implementation of a travel plan;
11. A financial contribution to a package of improvements for the A52(T) between the A6006 (QMC) and A46 (Bingham);

E. Heritage Assets

12. The production and implementation of a heritage strategy. The heritage strategy will provide a detailed analysis of the significance of heritage assets, including the contribution made by their setting, which will be used to inform the design and layout of the scheme. It will also outline how the proposed development will provide for the protection and/or enhancement of heritage assets and their setting, and include a mitigation strategy;

F. Other Requirements

13. Sewage and off-site drainage improvements;
14. An appropriate sustainable drainage system;
15. A high quality built environment, to create a distinctive character that responds positively to the site, relates well to the surroundings, and gives consideration to the most appropriate sustainable methods of construction;
16. The creation and enhancement of open space and green infrastructure which links to the wider green infrastructure network, which has regard to the Greater Nottingham Landscape Character Assessment, and provides for biodiversity enhancements;
17. The creation of significant Green Infrastructure areas and buffers, particularly on the southern and northern boundaries to contribute to the creation of permanent defensible Green Belt boundaries between the development and Tollerton and Bassingfield. An enhanced Green corridor should also be created along the Grantham Canal; and
18. New or expanded educational, outdoor sports and leisure, health, community, faith, cultural and youth facilities as required by the scale of the development, which is planned in such a way to integrate existing and new communities. Provision or expansion of facilities will be secured through Planning Obligations and/or a Community Infrastructure Levy in line with Policy 19.

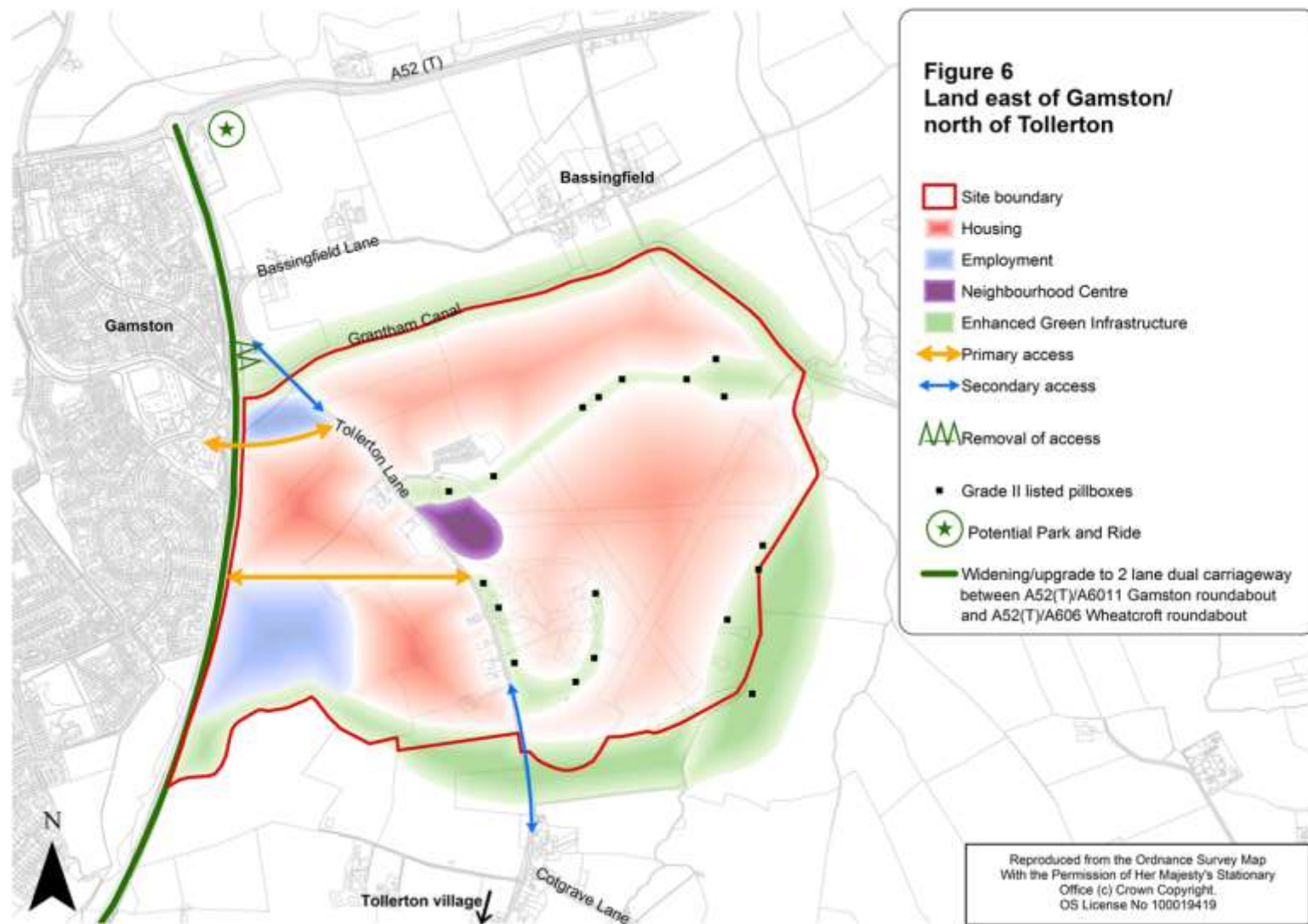


Figure 4. Extract of Figure 6 Land East of Gamston / North of Tollerton - Local Plan Part 1: Rushcliffe Core Strategy

- 1.24. Policy 25 seeks mixed-use development including around 2,500 dwellings up to 2028, up to a further 1,500 homes post 2028, around 20 hectares of employment development, a neighbourhood centre and other community facilities as appropriate.
- 1.25. The design and layout of the proposed development is to be determined through a masterplanning process. The requirement for a masterplanning process has resulted in preparation of this SPD.
- 1.26. Policy 25 refers to Policy 19 “Developer Contributions” within the Local Plan Part 1 and this is covered in the section on infrastructure requirements.

Rushcliffe Local Plan Part 2: Land and Planning Policies

- 1.27. The Rushcliffe Local Plan Part 2: Land and Planning Policies, was adopted in October 2019. The Local Plan Part 2 sets out the non-strategic development allocations and a number of detailed policies for managing new development, following on from the strategic framework set out in the Local Plan Part 1.
- 1.28. The Local Plan Part 2 does not change the status of Land East of Gamston and north of Tollerton as a Strategic Allocation.
- 1.29. A Policies Map, which identifies policies and proposals of the Local Plan Parts 1 and 2, has been prepared by Rushcliffe Borough Council. This shows allocated housing sites and other relevant policy designations.
- 1.30. Figure 5 is an extract of the Policies Map for the Strategic Allocation and surrounding area.
- 1.31. The Policies Map identifies the extent of the Strategic Allocation within a hatched area, and it identifies the extent of the Green Belt, which is to the north, east and south of the Strategic Allocation.

- 1.32. The Policies Map identifies other relevant policies outside of the Strategic Allocation including sustainable tourism and leisure along the route of the Grantham Canal and potential for a link between the Grantham Canal and River Trent, which is safeguarded for this purpose.
- 1.33. In addition to the Local Plan, there are a number of documents which provide further detail to planning policies at the national level and at the local level. The preparation of this SPD has had regard to relevant policy and guidance.
- 1.34. Applications for development at the site will need to have regard to this document and any updated policy requirements, legislation or Government guidance at the time of its preparation.

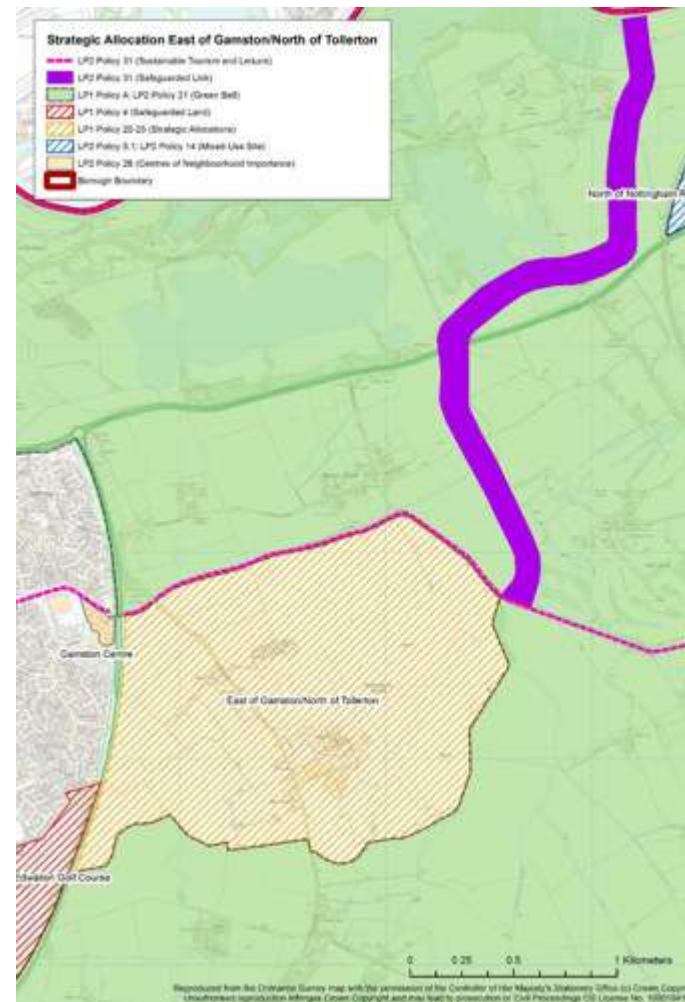


Figure 5. Extract of the Local Plan Policies Map/Strategic Allocation East of Gamston / North of Tollerton

Rushcliffe Authority-Wide Design Code

- 1.35. Rushcliffe Borough Council has commenced preparation of an authority wide design code, which is intended to replace the Rushcliffe Residential Design Guide (2009). It is envisaged that the authority-wide design code will be adopted. The aim will be to ensure co-ordination and consistency between the authority-wide design code and this SPD for this site.
- 1.36. This SPD will include specific design codes for the initial development / build out of the SUE. However, whilst the Authority Wide Design Code does not include “codes” for the initial development of the SUE, once the residential elements of the proposal are built and occupied the Authority Wide Design Code will be used to assess future proposal within the SUE on those residential elements in the future.

Tollerton Neighbourhood Plan

- 1.XX The Tollerton Neighbourhood Plan was adopted in February 2025 and forms part of the development plan covering Tollerton Parish. The strategic allocation site is wholly located within the parish of Tollerton and is therefore subject to the Neighbourhood Plan and its policy requirements. The Neighbourhood Plan’s policies are material to any application for planning permission on the site and the decisions taken in respect of all applications must be in accordance with those policies unless there are material considerations that indicate otherwise.

National Guidance

- 1.37. This SPD has been prepared with reference to local and national guidance. This section provides a summary of those relating to design.
- 1.38. The Building for a Healthy Life (BHL) guidance issued on 23 July 2020, is a guidance tool that allows developers, local authorities and local community to evaluate what is important when creating good places to live. It (or any document(s) that supersedes that document) will be used to assess planning applications submitted for consideration.

National Design Guide

- 1.39. On 1 October 2019, the Ministry of Housing, Communities & Local Government published the National Design Guide. This addresses the question of how we recognise well-designed places, by outlining and illustrating the Government's priorities for well-designed places in the form of ten characteristics. The National Design Guide is based on national planning policy, practice guidance and objectives for good design as set out in the National Planning Policy Framework (NPPF). It (or any document(s) that supersede that document) will be used to assess planning applications submitted for consideration.
- 1.40. The NPPF identifies the importance of good design in a range of policies, including that schemes should follow the National Design Guide and National Model Design Code and applicable local design guides. It (or any document(s) that supersede that document) will be used to assess planning applications submitted for consideration.

Secured by Design

- 1.41. Secured By Design (SBD) is a police initiative that improves the security of buildings and their immediate surroundings to provide safe places to live, work, shop and visit. As a police organisation working alongside the Police Service in the UK, this seeks to achieve sustainable reductions in crime through design and other approaches. SBD has produced a series of helpful Design Guides to assist the building, design and construction industry to incorporate security into developments to comply with the Building Regulations and meet the requirements of SBD. These (or any document(s) that supersede that document) will be used to assess planning applications submitted for consideration.

Building for Beauty

- 1.42. The Building Beautiful Places plan encourages members of the local community to become involved in decision making associated with the economic development process. It is meant to improve community infrastructure, prioritise high quality neighbourhood design and support walking and cycling to boost physical health and mental wellbeing. This is being taken

forward in the National Model Design Code. This (or any document(s) that supersede that document) will be used to assess planning applications submitted for consideration.

Building for a Healthy Life

- 1.43. Written in partnership with Homes England, NHS England and NHS Improvement, the BHL document integrates the findings of the three-year Healthy New Towns Programme. As a widely known and used design tool, this document provides guidance to creating places that are better for people and nature, they are as follows:
- Developments should be accessible and provide walk-able local facilities including local centre and school;
 - Pedestrian and cycle routes to key destinations should be direct and segregated from general traffic;
 - Buildings fronting the public realm should display active frontage to maximise natural surveillance;
 - Community facilities should be centrally located and within short walking distance to the majority of residents;
 - Development should offer a network of multifunctional open spaces;
 - Pedestrian and cycle routes should archive high quality standards, be well-lit and well surveilled;
 - Local Equipped Area for Play (LEAPs) should be generally located within 5 minutes walking distance from dwellings;
 - Pedestrian and cycle routes to key destinations should be direct and segregated from general traffic;
 - Finally, development should provide an extensive network of open spaces. This includes community parks for physical and mental health benefits, as well as formal and informal pedestrian/cycle networks.
- 1.44. This (or any document(s) that supersede that document) will be used to assess planning applications submitted for consideration.

2. Vision

The development on Land East of Gamston and North of Tollerton is one of a number of allocated sites in the Local Plan that will assist the Council in meeting the current and future housing needs of the area.

- 2.1. Development of the site provides an opportunity to comprehensively plan for mixed-use strategic-scale development. The vision and framework for development must address the needs for new homes, employment, and social and environmental infrastructure whilst responding to the special character of this part of Greater Nottingham. The new development should comprise sustainable development that will provide environmental, social and economic benefits. Place-making is at the centre of the vision for the development. This is a development that is envisaged to be delivered over the next 15 to 20 years.



- 2.2. The Vision for the development is not to recreate, or generate pastiche, but to analyse what is already in the local area, in terms of traditional design clues, and provide a starting point for high quality design. This includes the type of streets, type of spaces, and typical materials.
- 2.3. The objective is to move away from bland vehicular led 'non-descript housing estates' and to deliver an attractive enduring place, which is related to its built and natural context whilst ensuring compliance with highway design guides and standards.
- 2.4. A well-considered place is not just about homes and buildings, but also the quality of the streets, places and movement routes. This includes how buildings interact with the streets and the quality of the landscape, green spaces and the public realm. All of these elements will be covered in the Design Codes.
- 2.5. This SPD provides planning guidance to help deliver a quality place where people want to live and work, designed according to sustainability principles.
- 2.6. Given the scale of the development, there is a need to ensure a coherent and co-ordinated approach to create a new neighbourhood which is delivered on a phased basis alongside the necessary supporting infrastructure to ensure that the overall policy aspirations are met.
- 2.7 In summary the objectives for the development are as follows:
- To create a new neighbourhood, comprising a mix of uses that incorporate current best practice in sustainable and urban design (in line with NPPF policy on achieving well-designed places). The district centres and other movement generating uses shall be designed so that they prioritise pedestrian and cycle movements, (incorporating pedestrian permeability and cycle friendly streets and routes), maximise public transport access and integrate open space and biodiversity within the built form and green infrastructure network. The development shall ensure that this is a new neighbourhood that

maintains its own sense of identity by safeguarding a significant buffer of land that retains the physical and visual separation between the allocated site and the village of Tollerton. This landscaped buffer will, as part of the site wide green/blue infrastructure network, create a new green infrastructure corridor that:

- Retains and strengthens the existing hedgerow and tree planting where possible, taking into account the preferred location of the primary road network and access to development parcels;
- Introduces new hedgerow and tree planting;
- Creates new habitats;
- Creates recreational routes for walking, cycling and running, and informal/ semi-natural open spaces and play areas; and
- Incorporates small-scale drainage/SuDs where appropriate unless there is a demonstrable benefit in combining drainage/SuDs to serve multiple development parcels and this results in acceptable landscape, drainage and design.

- Green/blue infrastructure – The site contains areas of habitat, including hedgerows and the Grantham Canal, that have ecological, cultural and amenity value. This SPD requires that new development within the site protects, enhances and secures the future of these important habitats and the species that inhabit them. This SPD also requires protecting and enhancing corridors to enable current and future species to move in, out and through the development area (in line with NPPF requirements on conserving and enhancing the natural environment). This SPD also requires that a measurable Biodiversity Net Gain is secured that promotes onsite conservation and mitigation within the development area boundaries (with compensation only being provided elsewhere within the Borough as a last resort);
- Transport Infrastructure – The site is largely open countryside containing an ~~operational~~ airfield, a mobile home park, existing employment units, a hospital and a number of private residential properties. In order to deliver the Local Plan allocation for employment and housing at Gamston/Tollerton, highways, walking, cycling and public transport infrastructure needs to be put in place, to enable the developments to function effectively (in line NPPF requirements on promoting sustainable transport). Establishing the primary road network through the site (and the downgrading of Tollerton Lane), connecting to the existing road network and alleviating the traffic impact of the development on the existing highway network and surrounding area, will be key; and

- Community Infrastructure – The Gamston/Tollerton allocation will be effectively creating a new community that will require health services, education, shops, and local play space facilities. These will be needed to create a sustainable development and to achieve the key aim of the NPPF (and more specifically NPPF policy promoting healthy and safe communities). This also relates to habitat and ecological enhancement as the provision of green infrastructure will also contribute to healthy active lifestyles.

Gamston/Tollerton Masterplan

- 2.8. As required by Policy 25 this SPD has been produced to guide comprehensive delivery of the site and provide a framework for the masterplanning process, by setting out the Council's preferred locations for open space, access, play areas, the schools, primary roads and other features. This SPD also identifies the location of the existing on-site Heritage assets (Listed Pillboxes) and their relevance and relationships to the current runways they sought to protect within the allocated site – further detail in relation to the pillboxes is set out in the Archaeology section in Chapter 3 of this SPD.
- 2.9. Apart from in relation to access arrangements to the site from the A52, which have not yet been determined and are still the subject of discussion with the highways authorities, the Council will only accept variations to the preferred locations of infrastructure as shown on the masterplan at Figure ~~41~~45 where proposals are:
- Supported by robust evidence, and
 - An alternative Masterplan identifying any variation is agreed between the Council, County Council and all of the respective landowners to which the variation relates, and
 - In circumstances involving the relocation of infrastructure between landowners, the Council, the County Council are satisfied that the infrastructure will be delivered in full and at the appropriate time and in general accordance with the approach and provisions outlined within this SPD.

Phasing and delivery

- 2.10. The site is a long-term development allocation which is expected to be delivered over a 15-20-year period and will continue to be developed beyond the time period covered by the Local Plan. Policy 25 requires development proposals within the allocation be determined through a masterplanning process. The Council will not support ad hoc or piecemeal development that is inconsistent with the masterplan for the allocation as set out in this SPD except in the circumstances set out in paragraph 1.9 above.
- 2.11. The phasing of the allocation is extremely important to the successful and timely delivery of the site and the supporting infrastructure to support a new neighbourhood throughout the construction phase and until it is built out in its entirety.
- ~~2.12. The provision of necessary infrastructure to deliver the Gamston/Tollerton allocation is outlined in the Strategic Infrastructure Plan, which can be found appended to this SPD.~~

Delivery Strategy

- 2.13. In order to deliver mixed-use development across the whole of the strategic allocation, Nottingham Airport will close and cease operations and some of its existing commercial operations will potentially relocate elsewhere. It is also acknowledged that some of the existing employment uses located alongside the airport might also need, or choose, to relocate resulting in the potential for the re-development of, or changes of use to, the existing businesses/uses/operations occurring in this area, annotated as “existing employment” on Fig. ~~40~~⁴⁴. However, it is still expected that this area of land will continue to deliver employment uses as part of the wider allocation, albeit with potentially different users/operations occurring (to be assessed through the planning process as necessary). No new dwellings on the allocation will be permitted to be occupied whilst the airport is still operating.

Strategic Infrastructure and Phasing

- 2.14. The Gamston Sustainable Urban Extension Infrastructure Delivery Plan (Gamston SUE IDP) will set out the strategic infrastructure and other mitigation measures and the anticipated indicative cost of each item. [The Gamston SUE IDP is expected to be completed and published following adoption of this SPD.](#) This is based on the currently available information. Costs may be further updated and refined as the detail of infrastructure proposals is confirmed.
- 2.15. The delivery of infrastructure and phasing of the allocation will be governed by the principle that infrastructure should be provided in line with the appropriate phases/triggers [which will be](#) set out in the Gamston SUE IDP in order to mitigate the impacts of development.

Securing Infrastructure Requirements

- 2.16. A Section 106 legal agreement will be required to be entered into in respect of each significant planning application for development within the allocation site. Each Section 106 agreement will include triggers to ensure strategic infrastructure contributions are made at appropriate times. Each Section 106 agreement will be drafted in line with a framework Gamston SUE Section 106 Agreement which will set out the provisions which the Council will expect to be included in each Section 106 Agreement. This is explained in detail in Chapter 5 of this SPD.



A new residential neighbourhood on the eastern side of Nottingham within the Borough of Rushcliffe. A Sustainable Urban Extension, which will deliver around 4,000 new homes, set within a green and blue infrastructure that will deliver significant Health and Wellbeing, Amenity and Biodiversity benefits



At the 'Heart' of the new neighbourhood the majority of the key Community, Education, Recreation and Retail facilities will be provided centrally within a ten-minute walking distance of most homes to minimise the need for journeys by car.



Encourage active travel options for parents and children.



Distinctive character areas are identified to reflect different parts of the site and its context. These areas draw inspiration from the landscape, historic urban form and characteristics of surrounding villages thereby creating a sense of place whilst keeping with the local vernacular and distinctiveness.

Meeting the housing needs of the District

- Around 4,000 homes within an area identified for growth;
- A mix of housing types for families, young people and ageing population;
- Provision of affordable rent and ownership tenures that are much needed in the local area.



Proactive approach to tackle climate change:

- Incorporate and champion innovation and sustainable technologies within all new build development on the site;
- Walkable neighbourhoods and local work opportunities to limit reliance on car use;
- Sustainable construction methods and materials.

Assisting a new wave of economic growth:

- Opportunities to live and work within an attractive environment;
- Adaptive to changing work practices;
- Respond to demands for home working and shared office space.



Employment provision will also help to deliver a balanced development profile. The implementation and use of new technologies will be considered as a positive and forward-looking part of home and lifestyle delivery.



Health and Wellbeing will be encouraged and promoted through the provision of dedicated cycle tracks and circular routes and trails which will aid pedestrian connectivity both within and beyond the site boundary. Site wide strategies for Heritage interpretation and Play will inform and be informed by this overarching 'green' framework.

A site wide comprehensive green infrastructure framework will ensure the creation of a cohesive network of green spaces and landscape features throughout the entire site. Detailed plans for these elements will be provided in future site applications.





Public Open Space provision should include a variety of typologies ranging from naturalistic parkland, creating new habitats, to formal sports provision.



3. The Site and Context

Site Context

- **Landscape and Visual Context**
- **Local Built Character**

Site Features

- **Topography**
- **Hydrology**
- **Highways Network**
- **Public Transport**
- **Facilities**
- **Heritage**
- **Archaeology**
- **Ecology**
- **Noise and Air**

Site Considerations and Opportunities

Site Context

- 3.1. The strategic allocation site Land East of Gamston and North of Tollerton is the largest strategic site in the Local Plan for Rushcliffe Borough. This location was chosen as a strategic site in line with the spatial strategy contained within the Local Plan Part 1 (adopted December 2014), which focuses development in and around the Nottingham conurbation where it falls within or adjoins Rushcliffe Borough. The allocation is also proposed to be retained in the emerging Greater Nottinghamshire Strategic Plan which is due for adoption in 2026.
- 3.2. The site includes land either side of Tollerton Lane, to the east of the A52(T) and north of Tollerton village and includes Nottingham Airport.
- 3.3. The area of land covered by the allocation for development includes existing residential and commercial properties such as Tollerton Park, Spire Hospital and some residences and commercial properties. There is also an underground pipeline running on a broadly north-south axis through the western part of the site.
- 3.4. The following pages describe the allocation in its wider context, which includes technical and environmental consideration.



Figure 6. Site Context Plan



Grantham Canal



Nottingham Airport

Landscape and Visual Context

- 3.5. One hundred and fifty nine (159) National Character Area (NCA) profiles have been prepared by Natural England for distinct natural features and characteristics of the landscape across England. Each NCA profile includes a description of the natural and cultural features that shape the landscape, how the landscape has changed over time, the current key drivers for ongoing change, and a broad analysis of each area's characteristics.
- 3.6. Figure 7 shows the location of the site within the NCA 48: Trent and Belvoir Vales.
- 3.7. National Character Area '48: Trent and Belvoir Vales' describes a very broad geographic area of undulating farmland, which is centred upon the River Trent. The profile document for 'Trent and Belvoir Vales' describes the key characteristics of this area.

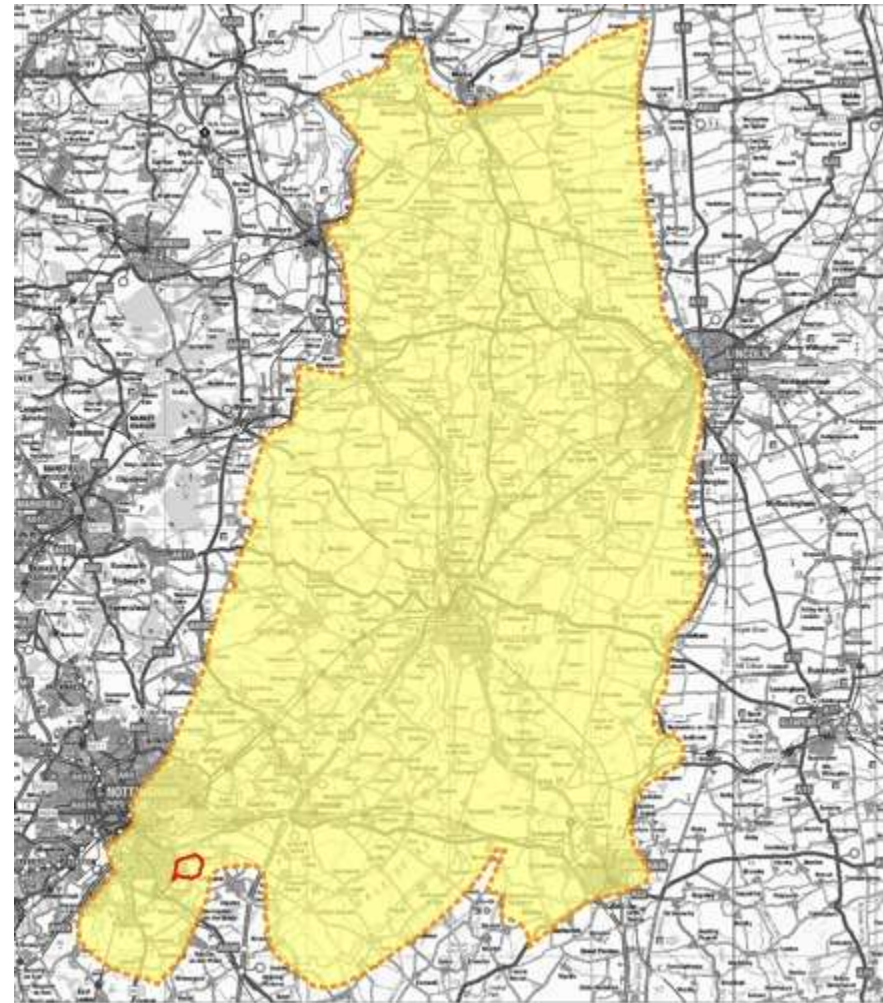


Figure 7 - NCA Landscape Area 48

- 3.8. At a regional level, the East Midlands Landscape Character Assessment (2010), places the site within Landscape Character Type (LCT) '4a: Unwooded Vales' and identifies the key characteristics of this landscape. At a district level, the Greater Nottingham Landscape Character Assessment (2009), identifies the site as Regional Character Area (RCA) 'South Nottinghamshire Farmlands'. The RCA is further subdivided into six Draft Policy Zones (DPZ) where the majority of the site is located within DPZ 'SN04 Cotgrave and Tollerton village Farmlands', with minor portions of the site along the A52(T) Gamston Lings Bar within 'TW01 Gamston and Edwalton Meadowlands' and 'TW03 Holme Pierrepont and Bassingfield Village Farmlands'. The key characteristics of these landscapes are identified in this assessment.
- 3.9. Policy 25 of the Local Plan requires that development proposals include significant Green Infrastructure areas and buffers, particularly on the southern and northern boundaries, to contribute to the creation of permanent defensible Green Belt boundaries between the development and Tollerton and Bassingfield. Policy 25 also requires an enhanced Green corridor to be created along the Grantham Canal. The buffers must form part of a green infrastructure corridor which runs around the perimeter of the proposed residential area of the allocation, and forms part of the allocation-wide green-infrastructure network. Development in, and adjacent to, these areas will be required to comply with the policy requirements and include a significant landscape buffer between the site and Tollerton and Bassingfield.
- 3.10. Along the whole of the landscaped buffers it is considered that strengthening the existing hedgerows and any tree planting and the introduction of new planting of a similar type to the existing (in terms of height, depth and species mix) will maintain and strengthen the existing visual and physical character of the gap between the site and both Tollerton and Bassingfield and ensure a gap is maintained in the future between the two settlements and the site. In addition, this planting along with the creation of new habitats for biodiversity, new recreational routes and informal/semi-natural open spaces will contribute to the green infrastructure network. These open space typologies will form part of the allocation's open space provision.
- 3.11. This will provide opportunities to safeguard and enhance the Listed Buildings (Pillboxes), and any trees subject to Tree Preservation Orders that are adjoining or close to the allocation. It will also provide opportunities to create improved access to the green infrastructure network as well as the wider countryside by expanding and improving the walking and cycling environment for leisure and active travel, benefiting health and well-being and improving accessibility for both existing and new residents of the allocation, as well as enhancing biodiversity.

- 3.12. Uses of land within the buffers must be informal with the objective of maintaining the existing character. Suitable uses would be uses such as the planting as described above; habitat creation; informal recreational uses such as recreational walking, cycling and running routes; seating areas; and informal/ semi-natural open spaces. Formal playing pitches, changing rooms and buildings are considered inconsistent with the existing open character and functional relationship between the two settlements and so would not be appropriate land uses within the buffer(s).
- 3.13. Raised land or man-made features such as bunds would also not reflect the existing flat and open topography of the land between the two neighbouring settlements and are not a characteristic of this landscape. Such features will only be considered by the Council [by exception](#) if they are required to mitigate the impact of the development on the existing residents of Bassingfield and Tollerton respectively.

Local Built Character

- 3.14. This analysis is to be used in all future planning applications, (including reserved matters applications, Section 73 applications etc). Applications should demonstrate how they conform with this analysis and set out clearly how the characteristics have influenced the proposal(s). Greater levels of analysis will be required within subsequent Design Codes that will also be required as part of all future planning submissions as set out in the Site Wide Design Code (Appendix A of this SPD). The nature and form of the proposal should be informed by a contextual analysis of the local built form to ensure that it will positively contribute towards the delivery of an integrated and responsive development. The studied areas, identified in Figure 8⁹, were selected because of their distinctiveness and architectural character, with a particular focus on the positive features which make these attractive places.



Figure 8. Local character references examples

- 3.15. The site lies on the edge of Nottingham and near several historic settlements, some of which date back to the 16th century, and have also been subsequently extended with additional development. As such, it is appropriate for this character assessment to understand the qualities of the historic built form, and subsequent developments, to draw inspirations from or, in some cases, to learn from mistakes made. To positively respond to the local character of the area, an analysis of the settlements located within close proximity to the site is required (as part of all future planning applications) and must range from rural to more urban characters, including both historic and contemporary developments.
- 3.16. The analysis should identify key characteristics such as (but not necessarily limited to) the following:
- Streetscape
 - Built Form & Scale
 - Architectural style & Material
 - Boundary Treatment
 - Roofscape

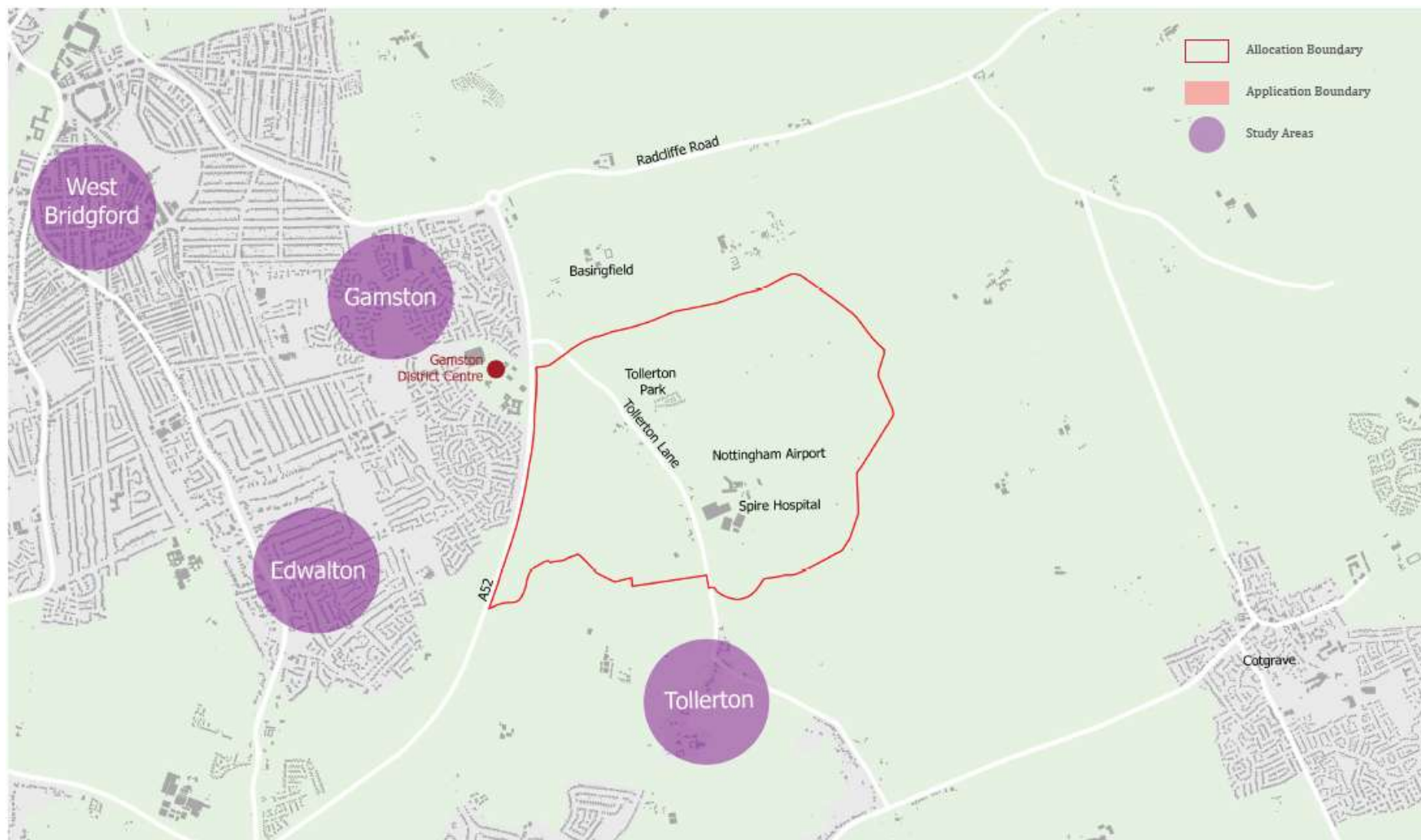


Figure 9. Local Character areas of interest

3.17 The following pages set out examples of how the analysis of study areas surrounding the site should be structured for semi-rural, suburban characters and primary routes. They are intended as a guide, not a definitive template, but the key principles set out should be adhered to.

Streetscape

Semi Rural Character

- Incidental open spaces can help to soften the streetscape by allowing pockets of vegetation.
- Strong sense of enclosure created by continuous building frontages around open space.
- Retain mature trees within publicly accessible open space.
- Create a traffic calmed environment that is cycle/ pedestrian friendly.



Suburban Character

- Continuous building frontage, generally parallel to the street with consistent distances between buildings and regular setbacks.
- Street verges along higher order roads allow space for street tree planting.
- Generous front gardens allow space for planting to soften streetscape.



Primary Street

- Continuous frontage with regular gaps between buildings and consistent building line/setbacks.
- Building to **emphase**emphasis verticality in order to respond to the road wide corridor.
- Streets with generous pavements.
- Tree lined Avenue.



Built Form and Scale

Semi Rural Character

- Variation in building orientation with properties fronting onto open space providing active frontage to the development edge.
- Buildings are predominantly 2 to 2.5 storeys.
- Predominantly large detached dwellings served by private drives in some cases.
- Courtyard arrangements incorporating parking.



Suburban Character

- Predominantly formal character with north/south facing back-to-back properties.
- Mostly terraced and semi-detached with occasional detached units. Building heights vary from 2 storeys to 2.5 storeys.
- Dwellings aligned to the street with on-plot parking.



Primary Street

- Predominantly back-to-back block typology with consistent building line.
- Building heights at 2 and 2.5 storeys, with 3 storey in key locations.
- Dwellings are accessed via Mews Street from the back, with side streets or access lanes located to the front of the dwellings.



Architectural Style & Material

Semi Rural Character

- Arts and Crafts inspired architecture.
- Wall materials to include orange/red brick and occasionally variety of light render.
- Simple gable and hipped roof forms.
- Dormer windows.
- Integral garage.



Suburban Character

- Both traditional and contemporary architectural styles with reference to local building materials.
- Minimum variation in roof profile.
- Wall materials to be predominantly red brick.
- Grey slate (or equivalent) roof tile.
- Block paved private drives.



Primary Street

- Both traditional and contemporary architectural styles are appropriate.
- Consistent roof profile.
- Grey slate (or equivalent) roof tile.
- Richly detailed elevations with variation in material.



Boundary Treatment

Semi Rural Character

In low density areas dwellings sit within a landscape setting. Boundaries are defined by.

- Hedges.
- Split rail fencing.
- Low brick walls, which match the building material.



Suburban Character

- Buildings are set behind front gardens containing low shrub planting.
- Boundaries are defined by low brick walls or metal railing sometimes in combination with hedges.



Primary Street

Within the local centre, buildings will be set close to the footpaths or carriageway.

- Planting to be introduced to soften the streetscape.
- Boundary treatments are a mix of low brick walls and railings.



Site Features

- 3.18. The following pages assess the Site itself and its unique features, providing a technical baseline to inform future proposals. The response to those features is intended help to determine how well integrated into their context the proposals are.

Topography

- 3.19. The land is gently undulating, with ground levels at a high point of approximately 40m metres Above Ordnance Datum (AOD) around Tollerton Road, falling gradually to approximately 25m metres AOD in the east. The topography is highest in the central part of the site, falling outwards to the site extents (as shown on Fig.10).
- 3.20. The airport area slopes towards the south-east and has open views out towards the surrounding countryside. The area to the south of the airport slopes down gently in a broadly southern direction with clear views of the airport buildings from the public footpath to the south. The land north of the airport boundary slopes down towards Grantham Canal. The land to the west of Tollerton Lane has a more gradual slope northwards, towards the canal, and westwards up to Lings Bar Road (A52(T)), whilst to the south the land rises towards Homestead Farm (the farm on Little Lane), Tollerton.

Ground Conditions

- 3.21. The site comprises previously developed land and undeveloped land, some of which is in agricultural use. The local bedrock is identified on the British Geological Survey web viewer as Mudstone (Fullers Earth formation) with no superficial deposits.

Pipeline

- 3.22. There is an underground pipeline running on a broadly north-south axis through the site, predominantly to the west of Tollerton Lane which has a ~~3m~~ 3 metres easement either side, all development must be located outside of the easement.

Contamination

- 3.23. Due to the current and historic uses of the site there is the potential for land contamination to be present across the whole site. Any potential risks to human health and / or the environment must be robustly assessed part of the planning application process, with any suitable mitigation proposed where necessary. The landowners must obtain any necessary licences or permits (outside of the planning process) before any excavations, or pre surveys, that would disturb or break the surface of the land are undertaken.



Figure 10. Site Contour Plan

Hydrology

- 3.24. The River Trent flows in a north-easterly direction 2km north of the site. The Grantham Canal flows along (but outside of) the site's northern boundary. There are several small drains mapped within the site's boundary to the west and a small 'ordinary' watercourse, the Polser Brook, flows along the site's eastern boundary in a northerly direction.
- 3.25. The source of the Polser Brook is just upstream of Normanton-on-the Wolds, to the south of (and outside of) the site. Further to the east (and outside) of the site's boundary there are several land drains, including the Thurlbeck Dyke. There are also a small number of additional drains to the north of the Site which are culverted under the Grantham Canal.
- 3.26. The site's topography generally falls away to the west and north-east, forming a ridge line at Tollerton Lane, effectively creating two separate catchments within the site as illustrated in Figure ~~41~~[10](#).
- 3.27. The eastern catchment currently drains to the Polser Brook, conveying run-off from the upstream catchment and the site and flowing through a culvert under the Grantham Canal to the sites north. The confluence of the Polser Brook and River Trent is some 2km downstream. This drainage catchment is hydraulically connected to the wider land drainage network, conveying run-off from the land.
- 3.28. According to the Flood Map for Planning , most of the site is located within Flood Zone 1 (Figure ~~40~~[11](#)), suggesting that the risk of flooding from fluvial and tidal sources is low. Areas located in flood zone 1 have less than 0.1% chance of flooding in any given year.
- 3.29. A small area in the north-eastern part of the site lies within Flood Zone 3. Areas within Flood Zone 3 have a predicted flood risk probability of greater than 1 year.

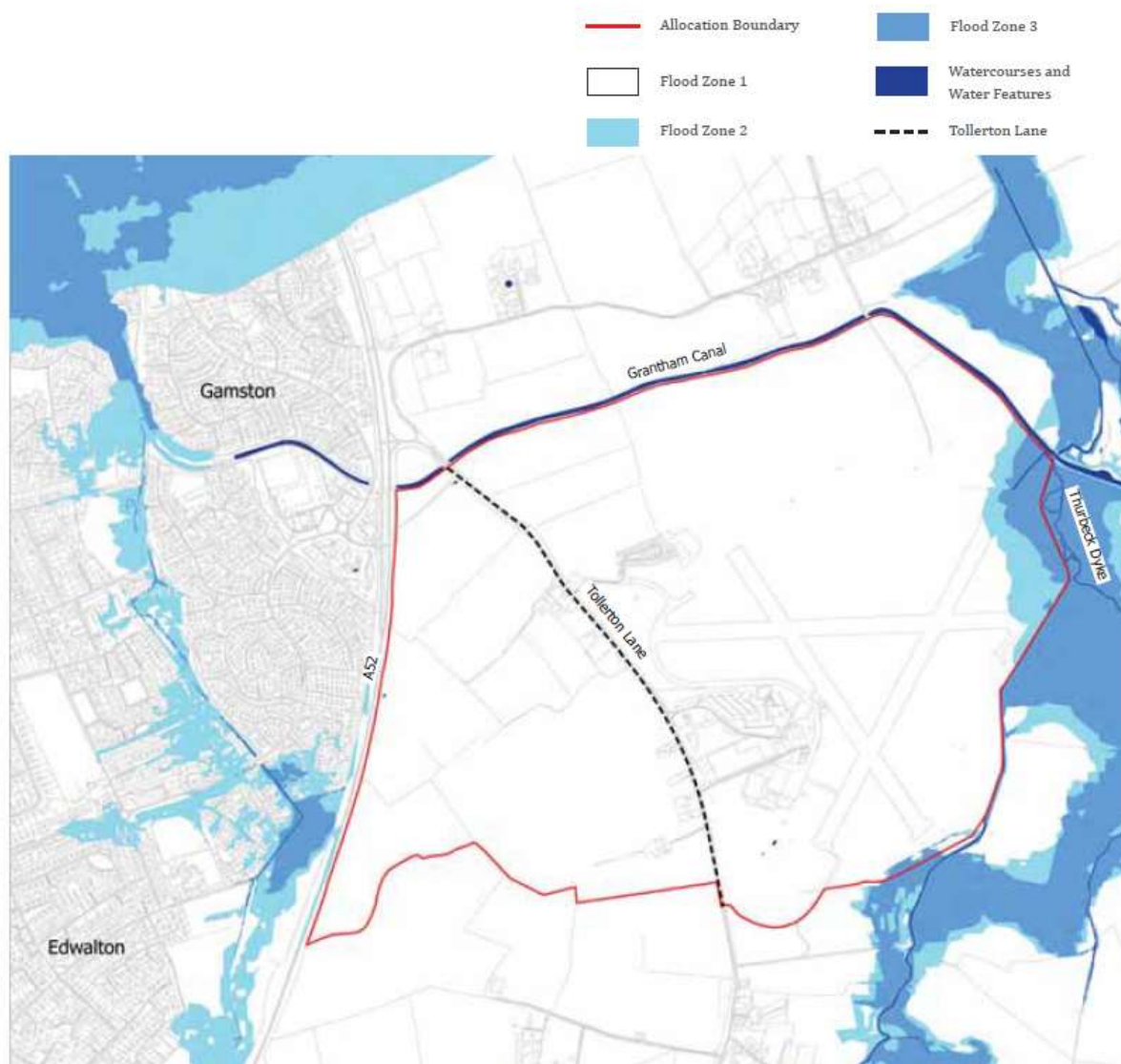


Figure 11. Environment Agency Flood Mapping showing existing watercourses and flood zones. (This risk modelling is subject to further, more detailed flood risk modelling undertaken by individual applicants.)

Highways Network

- 3.30. The site lies adjacent to the A52 (T) (Gamston Lings Bar Road) and is bisected by Tollerton Lane, which provides access to several dwellings, the Spire Nottingham Hospital and Nottingham City Airport/Airfield and several existing businesses (Figure 12). The Gamston Lings Bar Road in this location is currently a single lane carriageway towards the southern extent of the site and a dual carriageway to the north, subject to a varying speed limit along its length. Tollerton Lane is a single lane two-way carriageway, approximately 6m metres wide. It runs broadly in a north-south alignment and continues southwards through Tollerton village, where it is subject to speed limits dropping from 50mph, to 40mph through the site (as you leave the A52 (T)) and a 30mph speed restriction at the entrance to, and through Tollerton Village. It forms a three-arm signalised junction with the A606.
- 3.31. The A52(T) Radcliffe Road is located to the north of the site and runs broadly in an east-westerly alignment. The Radcliffe Road provides a connection west towards Nottingham City Centre, and east out towards the A46 and beyond to the A1. The A52(T) Radcliffe Road, in the vicinity of the junction with the A52(T) Gamston Lings Bar Road, is subject to a 40mph speed restriction. Ambleside (a primary residential street in the Gamston development to the immediate west of Lings Bar Road) forms a priority junction with the A52(T) Gamston Lings Bar Road, incorporating an on and off filter to the major carriageway, and with a gap in the central reservation for right turners. Ambleside is subject to a 30mph speed limit and provides access to Gamston Local Centre via a roundabout as well as the surrounding residential area.
- 3.32. Bassingfield Lane (located to the north-western corner of the allocation) forms a priority junction with Tollerton Lane, approximately 80m east of the junction with the A52(T) Gamston Lings Bar Road. Bassingfield Lane is a country lane, subject to the national speed limit and delivers access to a handful of properties before connecting to the A52(T) Radcliffe Road to the north-east.

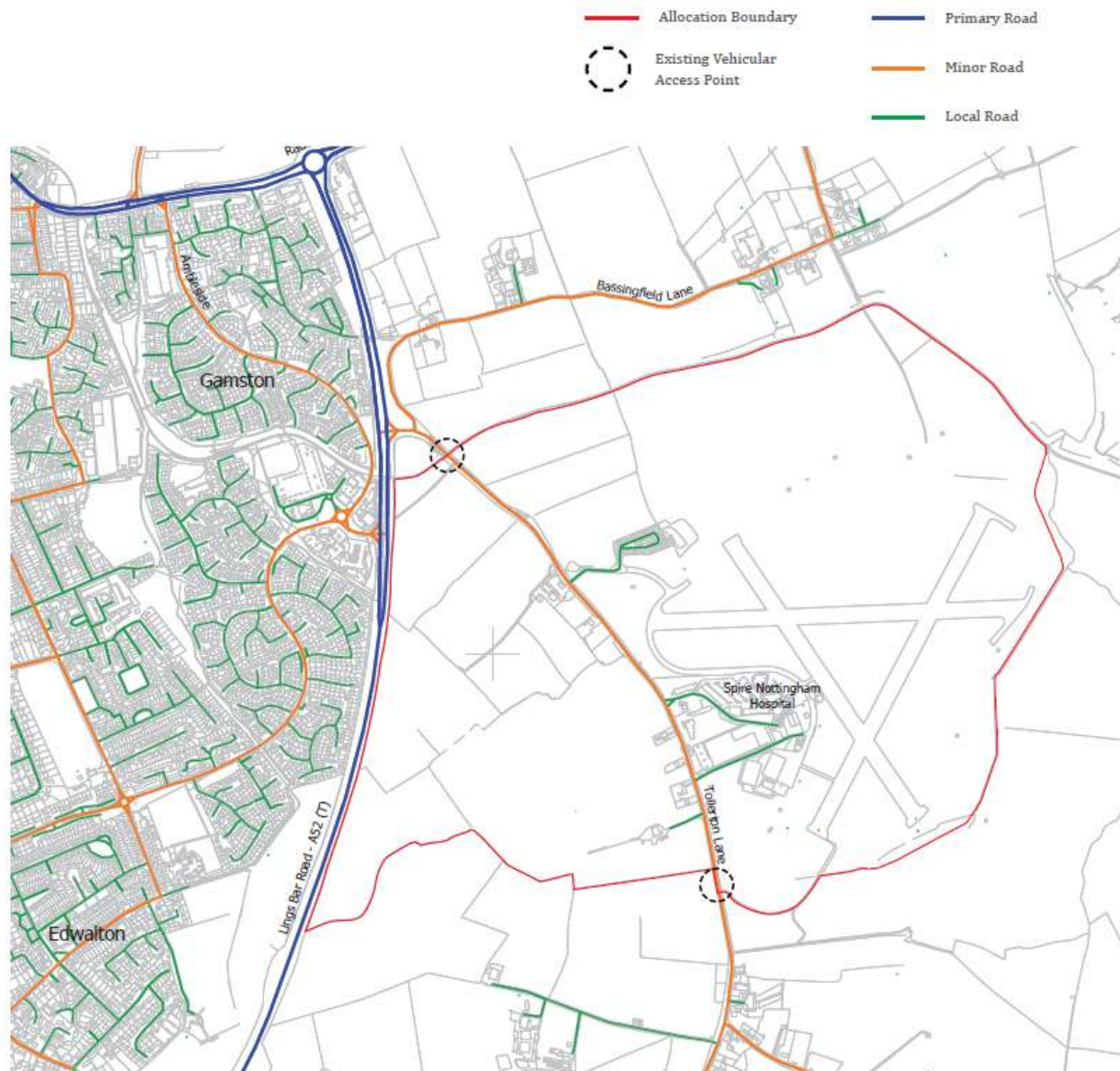


Figure 12. Local Movement Network

Walking and Cycling

- 3.33. There are several shared footway / cycle track routes, and roads recommended for cycling, in the vicinity of the site. The network provides access to local shops, schools, services and employment in West Bridgford. It also links to planned cycling improvements being delivered by Nottingham City Council in the form of a new bridge over the River Trent, providing cycling connectivity to the City Centre. Public footpath T FP6 crosses the south of the site on its route from Gamston to Tollerton Lane. More widely there are several public rights of way and established routes, including:
- The towpath along Grantham Canal adjacent to the northern boundary of the Site;
 - Public footpath G FP7 crosses the land between A52(T) Gamston Lings Bar Road and A52(T) Radcliffe Road north of the site;
 - Public footpaths HP FP4, HP FP16, ROT FP1 connects Bassingfield village to Stragglethorpe Road to the northeast of the site;
 - Public footpaths T FP1, CL FP6 and CL FP1 all lie south of the site, connecting Tollerton Lane and the northern edge of Cotgrave to Clipston village; and
 - Public bridleway T BW5 and footpath T FP4 lead from A52(T) Gamston Lings Bar Road to Tollerton Lane past Homestead Farm south of the site.
- 3.34. National Cycle Network (NCN) Route 15 can be accessed via Ambleside and Regatta Way (both recommended roads for cycling) to the west and north west of the site. NCN Route 15 connects to Route 6 in Belton and Route 1 near Coningsby. A plan of the public rights of way and routes is shown in Figure 13.
- 3.XX Nottinghamshire County Council, with partner local authorities, published the D2N2 Local Cycling and Walking Infrastructure Plan in April 2021, with the publication more recently of updates to its delivery programme. The Plan is a long-term approach to developing comprehensive local cycling and walking networks. It identifies potential improvements to cycling and walking infrastructure for investment in the short, medium and long term, up to 15 years. It will be of relevance in informing the Active Travel infrastructure that needs to support development.

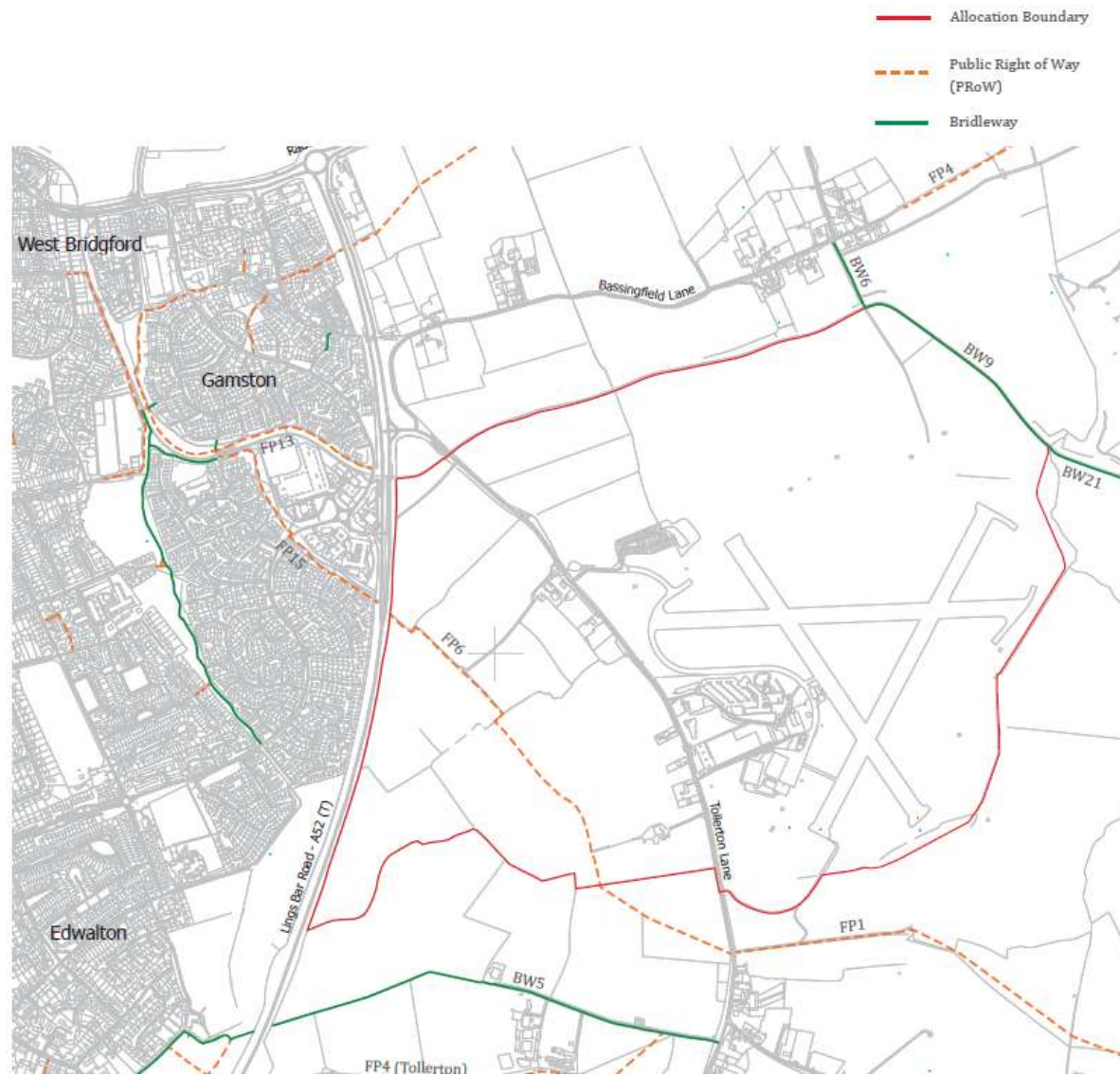
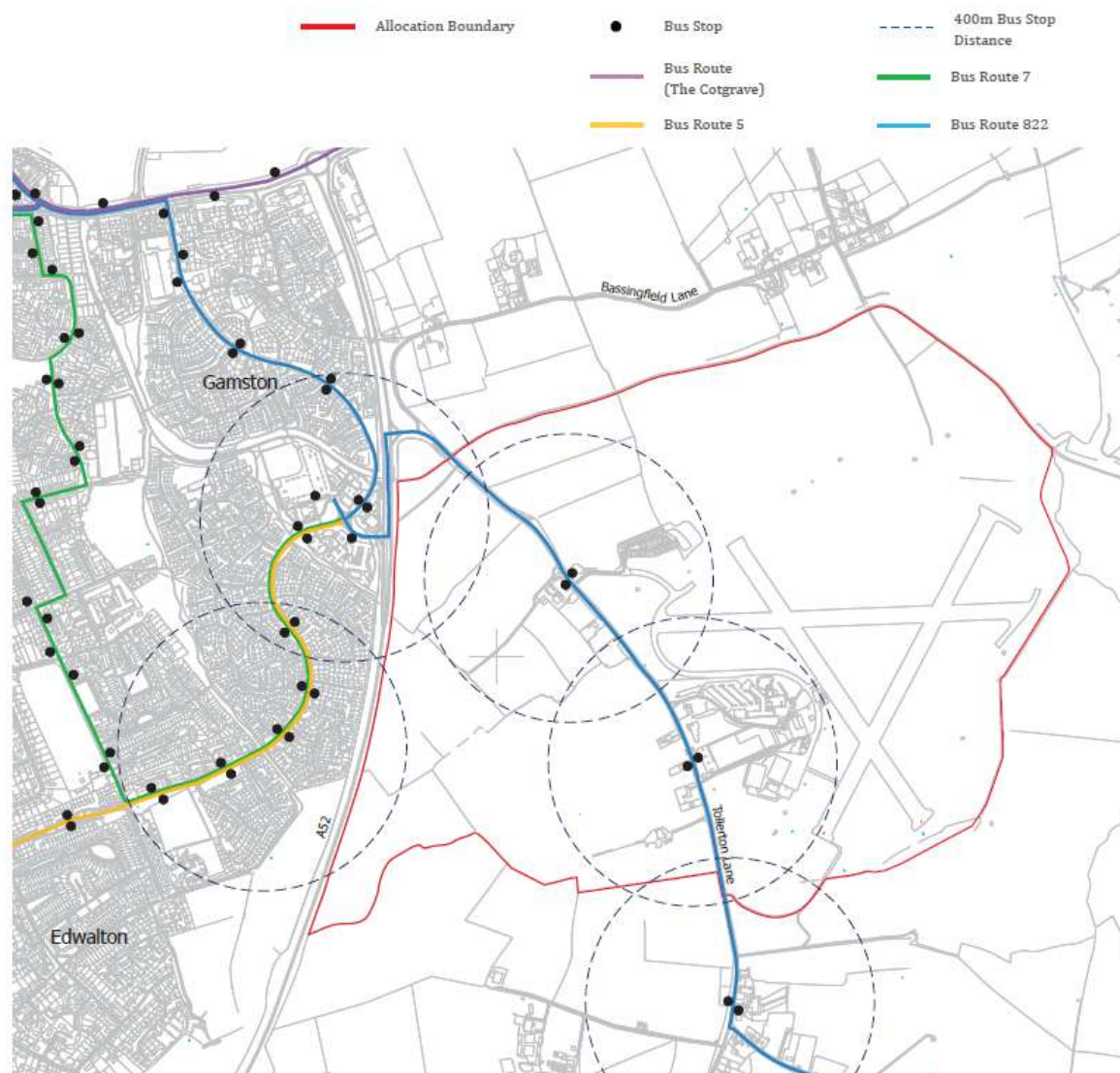


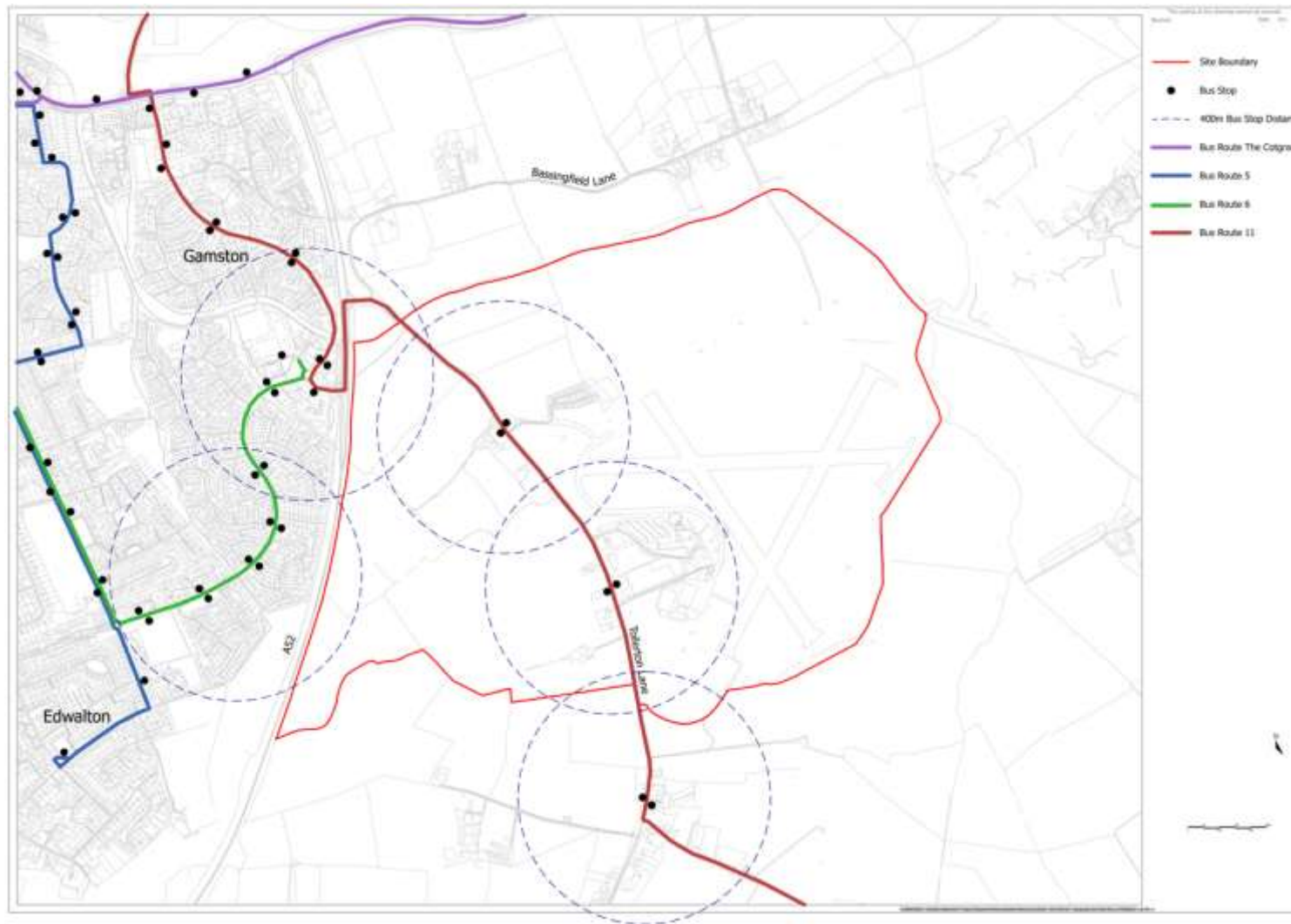
Figure 13. Local Pedestrian & Cycle Movement

Public Transport

- 3.35. There are several existing bus services which operate close to the proposed site, including services on Tollerton Lane (within the Site).
- 3.36. Bus stops are located to the north of Tollerton Lane, adjacent to the existing Tollerton Park homes, and benefit from a shelter and printed timetable information on the northbound side of the carriageway. Additional stops are located adjacent to the Spire Nottingham Hospital, and the southern parcel of land, which have been upgraded to provide a shelter and printed timetable information. The pedestrian and cycle accessibility has also been improved with a 3m wide shared footway, albeit only for a short length adjacent to the hospital. There is therefore a requirement to extend this pedestrian and cycle route, along Tollerton Lane, through the site and beyond to connect into neighbouring networks.
- 3.37. Additional bus services can be accessed on the western side of the A52 (T), adjacent to the Morrisons supermarket car park.
- 3.38. A plan of the bus routes within the surrounding area are shown opposite in Figure 14 but improvements to the existing facilities, and the provision of new facilities through the development will be required to accommodate the level of population growth and the drive to use public and sustainable modes of travel.



[DELETE THIS PLAN] Figure 14. Existing Public Transport routes



[INSERT NEW PLAN] Figure 14. Existing Public Transport routes

Facilities

- 3.39. Gamston has a range of services and facilities, the majority of which are located to the west (but outside) of the site, on the other side of the A52(T) (Figure 15). These include Morrisons' supermarket, shops, pubs, cafes, takeaways, surgeries, pharmacies, dentists, and other facilities. Gamston also has a diverse range of social and community activities, including numerous sports and recreational facilities and clubs.
- 3.40. In terms of education, there are primary schools in the south-eastern suburbs of Nottingham and within the centre of Cotgrave. The nearest secondary school is Rushcliffe School, approximately 2.5km west of the centre of the site. Recreation facilities include Rushcliffe Arena, several gyms, outdoor sports grounds as well as leisure centres in Nottingham, two golf clubs immediately north-east and south-west of the site plus Holme Pierrepont and Cotgrave County Parks.
- 3.41. There is an extensive range of services and facilities within or close to Nottingham city centre, including secondary retail, offices, leisure, education (including two universities) and other cultural uses. There are also employment areas, including business parks and industrial estates, located alongside the River Trent that dissects the city. Figure 15 provides a summary of some of the key services and facilities in the immediate area.
- 3.42. West Bridgford (which has an extensive range of services and facilities) is located approximately 4.5 km northwest of the Site and can be accessed via bus services as well as via the public rights of way networks.

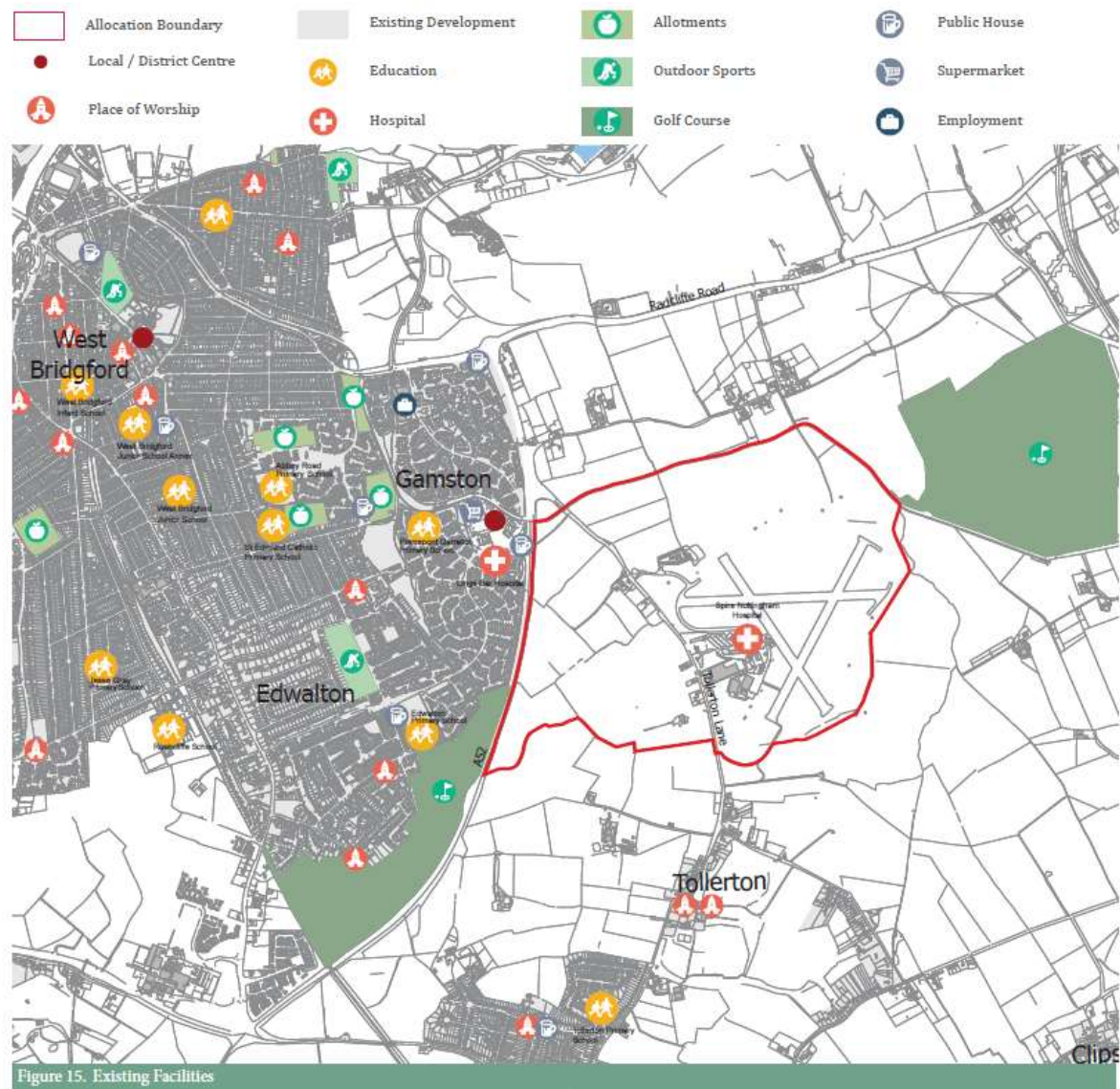


Figure 15. Existing Facilities - schools, hospitals, places of worship, supermarkets etc

Heritage

- 3.43. To address the built heritage sensitivities of the site, all planning applications for the development of the site must be accompanied by full Built Heritage Statement(s), identifying all heritage features (including but not limited to listed buildings, conservation areas, non-designated heritage assets, Scheduled Ancient Monuments (SAMS) along with any potential for buried archaeology. The Heritage Assessment(s) will also provide a detailed assessment of the significance of the heritage asset(s), including the contribution made by their setting, along with a clear detailed assessment of how this understanding has been used to inform the design of any planning proposal and the mitigation and on-going maintenance and management responsibilities for the heritage asset(s) within the site of the individual planning applications.
- 3.44. A full understanding of the broad landform context of the site is paramount to inform the heritage assessment. The development proposals must also adhere to Rushcliffe Local Plan Policy 10 and respond to the 'setting of heritage assets'.
- 3.45. The assessment will also outline how the development will provide for the protection and/or enhancement of heritage assets. It will include a mitigation strategy demonstrating how impacts have been addressed, as well as highlighting any heritage and public benefits that could be delivered by the scheme.
- 3.46. The site itself is characterised by the undulating nature of the broad valley slopes of the River Trent. The more immediate context of the site is gently undulating with localised areas of higher ground forming visually prominent ridges to the south-east around Cotgrave and Clipston at approximately 95m [metres](#) AOD, Sharp Hill to the west at approximately 80m [metres](#) AOD and Radcliffe on Trent to the north-east at approximately 75m [metres](#) AOD.
- 3.47. There are seventeen Grade II Listed pillboxes located within the allocated site. Policy 25 of the Local Plan Part 1 acknowledges that the development of the Tollerton airfield will likely have some potential harm to the pillboxes either directly and/or through changes within their settings is unavoidable (but must be mitigated as part of the planning proposal).

- 3.48. The development of the allocated site however does have the potential to enhance opportunities for public engagement and understanding of the pillboxes and the wider military history of RAF Tollerton. The significance and place- making value of the pillboxes and runways must also be utilised to create a distinct identity for the scheme, that integrates and celebrates the wider sites military heritage. This will also allow for the future life of the development to be underpinned and shaped by its community's understanding, recognition and celebration of its heritage.
- 3.49. Based on a full understanding of the individual and collective significance of the pillboxes, the delivery of the allocation will therefore be designed to minimise harmful impacts on the pillboxes as well as strengthen the understanding of their history to deliver both extensive heritage and public benefits.
- 3.50. The framework below establishes the main principles that will guide the approach to the site masterplanning to ensure the heritage significance of the pillboxes and runways are protected and addressed whilst securing the opportunities to both enhance public engagement and to create a strong sense of place.

Heritage Strategy - Outline Stage

- The requirement to retain, maintain and preserve the seventeen pillboxes, and the location and alignment of the runways within the development.
- A publicly accessible route connecting the retained pillboxes will form the basis of a heritage trail allowing for different aspects of the pillboxes heritage to be understood. This route will work with the sites natural typography and must ensure that it will be accessible for all to enjoy.
- The relationship between the pillboxes as well as with the wider airfield space should be sustained in the design approach to the development.

Reserved Matters Stage

- A full condition survey of each pillbox, and any other heritage asset identified will be undertaken in consultation with the Local Planning Authority and other relevant heritage consultees to inform the extent of repairs required and identify viable re-use options.
- A strategy for the maintenance and upkeep of the pillboxes will form part of a wider management plan for the development to be secured via S106 agreement.

- The implementation of a coherent heritage interpretation scheme which complements the overall masterplanning approach in respect of the pillboxes, the alignment of the runways and any other heritage assets identified; this must enhance the understanding of the historic operation of the pillboxes and other heritage assets and their relationship (s) to the wider airfield for future residents and visitors to the site to understand.



Grade II Listed Pillbox's

Archaeology

3.51. The masterplanning of the site will be informed by an archaeological assessment. Where areas of archaeological importance are identified through archaeological investigations, the masterplanning of the development must respond to ensure these are addressed in accordance with the relevant policies and guidance. Each planning application for the Site must include an archaeology assessment and demonstrate how the proposals have been informed by that assessment. Where required, adjustments may be required to the proposed use and/ or treatment of those areas of the site. A coherent heritage interpretation on site and provide an understanding of the heritage assets and their relationship to the Site and locality must be provided on site. This will be achieved by:

- providing walking and cycling routes nearby to assets;
- provide information boards;
- explore themed play spaces;
- references within future street names (subject to compliance with separate legislation).

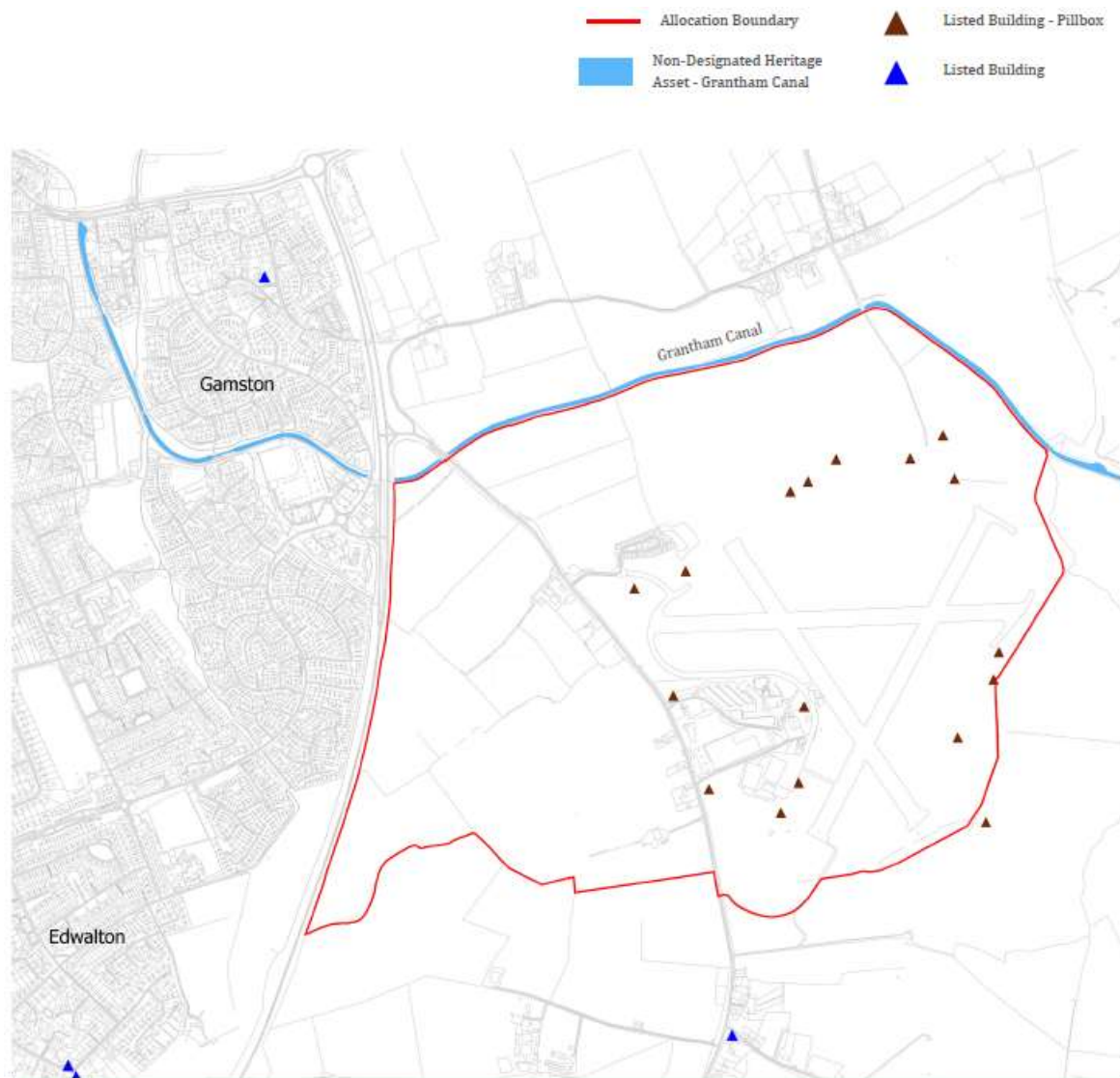


Figure 16. Heritage Plan

Ecology

- 3.52. The site comprises a mix of arable land, small areas of dense and scattered scrub, ephemeral and ruderal vegetation. It also includes hedgerows with scattered trees forming field and site boundaries, wet and dry ditches also at field boundaries and poor semi-improved grassland, predominantly associated with Nottingham City Airport as illustrated in Figure 17.
- 3.53. There are no national or international level statutory designations within or within proximity of the site. One statutory designated Local Nature Reserve is located to the south-west beyond the A52(T) i.e. outside of the site. Three non statutory designations at a local level exist within 1km of (but again outside) the site. Designated sites within proximity (but outside) of the site include:
- Meadow Covert Local Nature Reserve;
 - Grantham Canal (Cotgrave to River Trent) Local Wildlife Site; Grantham Canal, Cotgrave Local Wildlife Site;
 - Gamston Pits Local Wildlife Site;
 - Shady Lane Pits Local Wildlife Site.

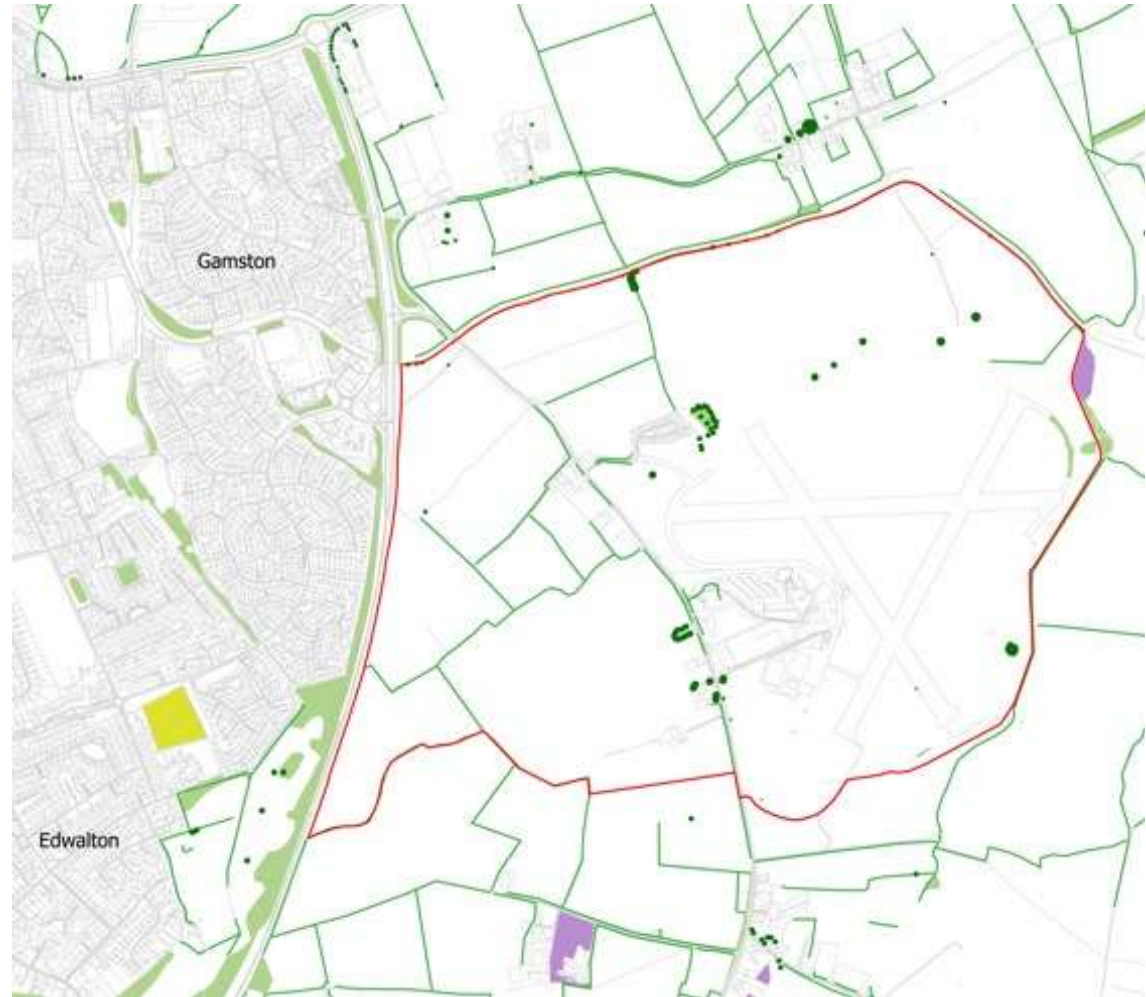


Figure 17. Ecology Features

Noise and Air

- 3.54. The main sources of noise in the location of the site are road traffic noise and aircraft (~~both fixed wing planes and~~ helicopters) noise associated with Nottingham Airport and the neighbouring businesses. The airport is within the area of land allocated for development. The flying of fixed wing planes has now finished and all flying from the allocated site will ~~and therefore operations on the airfield itself will~~ eventually cease. This is subject to confirmation and will likely be required prior to first occupation of any homes certain parts of on the allocated site, whether residential amenity would otherwise be unacceptably affected. The neighbouring employment uses alongside the airfield, including the existing helicopter business are also a potential source of noise and the impacts of these existing uses will need to be assessed and suitably mitigated as part of the assessment of planning applications affected by those businesses and their uses/operation.
- 3.55 The site is not within or adjacent to an Air Quality Management Area (AQMA).



Figure 18. Nottingham City Airport



Figure 19. Nottingham City Airport Infrastructure

Site Considerations and Opportunities

- 3.56. Following the assessment of the site and surrounding area, the key opportunities and challenges identified in this section have been summarised in the Site Opportunities Plan (Figure 20). The assessment has identified the following relevant considerations:

Surrounding Area

- 3.57. The development is located in close proximity to the existing Gamston District Centre (GDC). New community, retail and leisure facilities that are to be provided within the development area must consider both the location and economics of the existing businesses within GDC.

Edges

- 3.58. There is an opportunity to enhance the site's perimeter with 'green edges' that will seamlessly integrate site proposals into the surrounding landscape, including the non-designated heritage asset, the Grantham Canal, north of the site. The masterplan for the site must incorporate such green edges.
- 3.59. These green edges should follow the site's natural topography, where the terrain typically lowers around the outer boundaries. This allows for the incorporation of drainage solutions and the promotion of biodiversity. Landscaping should be strategically implemented along the northern, eastern, southern, and western edges of development.

Existing Features

- 3.60. The site will deliver a step-change in ecological habitats, widening biodiversity in the area. The existing framework of trees and hedges will be retained (and enhanced) whilst new wildlife corridors will be created along the Grantham Canal, as

envisaged in the Local Plan Part 1 Policy 25 , and also created along the eastern edges, by the existing brook a buffer to the Grantham Canal. As such future proposals should ensure:

- Protection and enhancement of the existing pillboxes, the runways and the wider military history of RAF Tollerton to create a distinct identity for the scheme.
- Identification of existing properties (residential dwellings on Tollerton Lane, the Park Homes site) and Hospital building (amongst others) to remain and be protected.
- Opportunity to improve the character of Tollerton Lane.

Green Infrastructure

- 3.61. The site represents a significant opportunity for provision of new green infrastructure and will include parks, meadows, sports pitches and habitats. New green links will be provided within the site, connecting with the surrounding area. There is a significant opportunity to create a new community park, between the row of listed pillboxes, themselves to be repaired and protected. There is also the opportunity for information boards to be added to the pillboxes. Both will be provided.
- 3.62. Pedestrian and Cycling Connections through and into the existing networks beyond the site's boundaries will also be provided.
- 3.63. Provision will be made at several locations to incorporate pedestrian and cycling infrastructure at the new highway junctions over the perceived barrier of the A52(T), to enhance pedestrian and cycle connectivity with Gamston District Centre, Gamston and Tollerton.
- 3.64. There is need to extend and widen walking and cycling opportunities within and through the site connecting into existing movement corridors. This includes the provision of, and connections to public footpaths/cycle routes along Grantham Canal. Additional routes will also be added, along the routes of the former runways, and along the space needed for the gas pipeline easement. There is also an opportunity for connecting into the proposed link between Grantham Canal and River Trent, as proposed in Policy 32 of the Rushcliffe Local Plan Part 2.

Highways

- 3.65. The impact of additional traffic through the village of Tollerton and Bassingfield will be carefully considered and suitable mitigation measures adopted and implemented to ensure that traffic levels are maintained to an acceptable minimum level, such as (but not limited to) additional traffic calming, ~~bus priority or the possible stopping up of~~ limiting Tollerton Lane (between the site and Tollerton village) to bus priority only and re-directing traffic through the new development. The detail of the final measures will be subject to discussions with the Highway Authorities and implemented through the planning applications.

Uses

- 3.66. The site's size provides an opportunity to deliver a mix of uses incorporating housing, education, leisure, retail and recreation. This will create a more attractive and sustainable place to live.

Employment

- 3.67. A new business park will be created, alongside the A52(T) on the western edge of the site. Here, it would have direct access onto the strategic network and is less sensitive to noise and operational hours. This will provide jobs for the new residents and those of Nottingham and the surrounding area.
- 3.68. The existing employment site, within the centre of the site, is also likely to evolve as some of those businesses are related to the operation of the airfield. Once the airfield fully ceases operating and the Civil Aviation Authority (CAA) Licence is surrendered then some of those existing business units may be replaced, subdivided or be subject to change of use proposals. Careful consideration of any new uses and businesses, along with the relationships to the neighbouring land uses will be required.

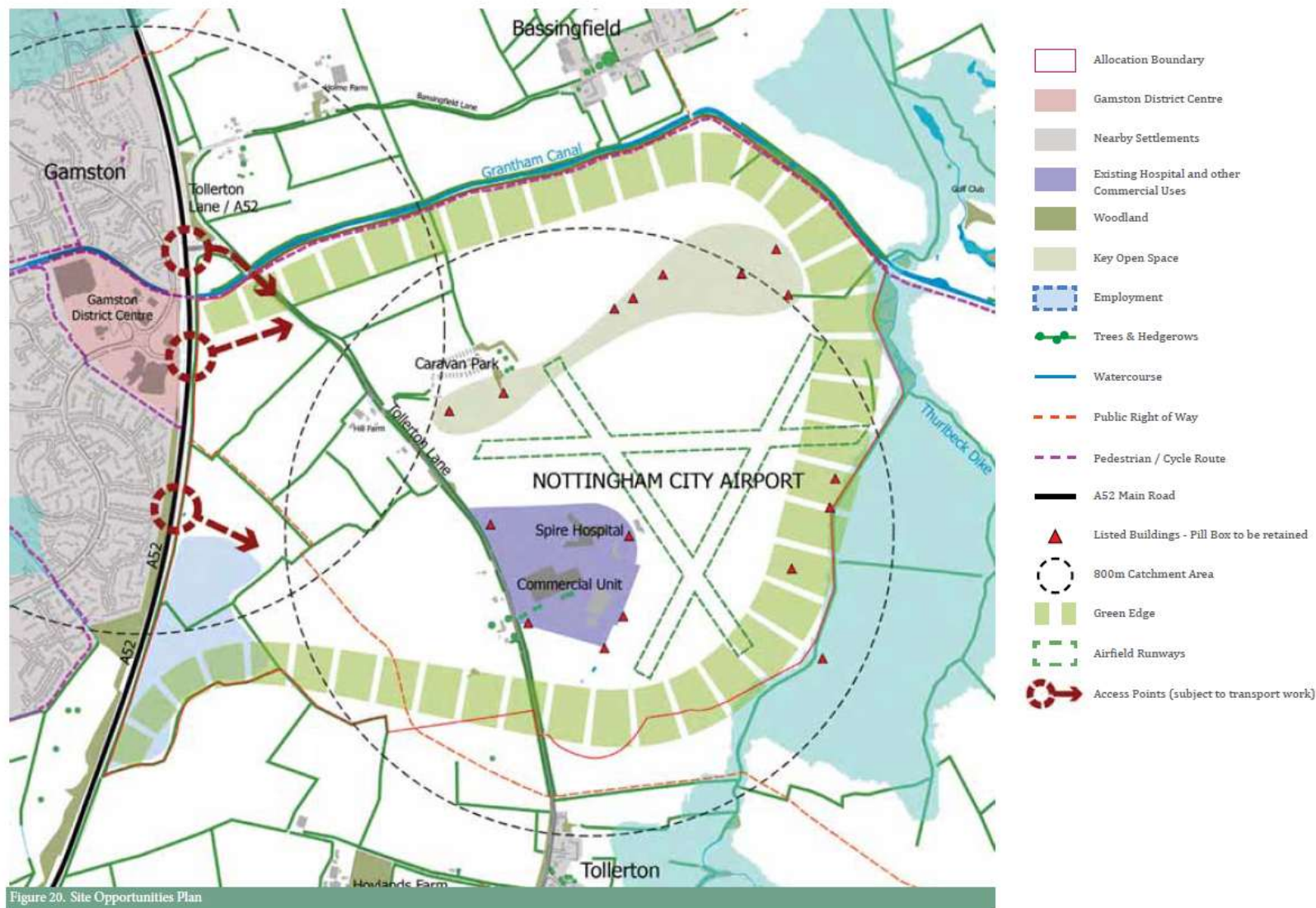


Figure 20. Site Opportunities Plan

Figure 20. Site Opportunities Plan

4. Development Framework

Introduction

Design Objectives

Land Uses

Green and Blue Infrastructure

Movement Framework

Character

Sustainability

Allocation Masterplan Framework

Stewardship

Introduction

- 4.1. The Allocation Framework Masterplan (Figure 3844) sets out key structuring principles for the development that will help to inform and guide subsequent stages, such as a Site Wide Design Code, Infrastructure table and planning applications.
- 4.2 The land allocated for development in the Local Plan is owned by several parties, so this document builds up a holistic framework and seeks to ensure a comprehensive form of development. All current and future parcels within the allocation boundary should, unless otherwise agreed by the Local Authority through the consideration of revisions to any legal agreements or planning permissions, be based on the Land Use Plan and Framework Masterplan (Figures 21 and 3844) to ensure individual developments come forward and are delivered as part of a coherent vision.
- 4.3. The themes of the Allocation Framework are:
- Land Uses;
 - Green and Blue Infrastructure;
 - Movement Framework;
 - Character; [and](#)
 - Sustainability.
- 4.4. Each thematic element of the Development Framework builds on the policy requirements set out in Section 01 of this SPD, which in turn build on the requirements of Policy 25 of the Rushcliffe Local Plan Part 1: Core Strategy (Core Strategy) and the Policies (including Policy 3) in the emerging Greater Nottingham Strategic Plan (and any plans that supersede them. These themes focus primarily on the provision of guidance that will inform subsequent planning applications.

Design Objectives

- 4.5. The design objectives are listed below. They are based upon best practice and planning policy.
- To create an attractive new neighbourhood with a distinct character and identity.
 - To promote high quality architecture and place making.
 - To integrate the new neighbourhood with the built-up part of Nottingham/Gamston whilst also sensitively considering the surrounding villages, particularly (but not exclusively) Tollerton.
 - To deliver a sustainable and environmentally responsible development.
 - To develop and enhance the site's natural assets, such as Grantham Canal, whilst delivering ecological enhancements.
 - To protect and incorporate the Grade II listed pillboxes and have regard to the historic alignment of the airport runways.
 - To respect the surrounding landscape and provide new green infrastructure, including achieving policy objectives.
 - To create a development which allows for appropriate phasing of homes, employment and supporting infrastructure.
 - Deliver health and well-being benefits for the proposed and nearby residents.
 - To create a new community where active and sustainable travel are a natural choice for local journeys and offer a genuine choice of modes for journeys beyond the site boundary.

Design Objectives - The following diagrams explain the key design principles and objectives to inform the Allocation Framework Masterplan. These reflect the specific spatial consideration of the Site, and the feedback received from the engagement process.

Community 'Hearts'

Create two beating 'Hearts' at the centre of the development which contains the key social, community, sports and educational facilities required to deliver on the sustainability agenda. The Neighbourhood Centres will contain retail, healthcare and community uses, possibly linked to the existing Spire Nottingham Hospital and existing Employment uses (depending on how they change as a result of the airfield ceasing to operate). The proposed education on site are located in close proximity to the two 'hearts' of the development.



The 'Edges'

The outer edges will be defined through different landscape typologies and setting the development positively within the existing context. Water Meadows (east) which borders the Polser Brook will contain much of the required drainage attenuation features and deliver a more naturalistic informal 'water based' landscape character for habitat creation and biodiversity gain. The Woodland View (south) will deliver a series of new woodland blocks and connecting hedgerow elements to enclose the proposed development and create visual separation to Tollerton village.



East-West 'Greenway'

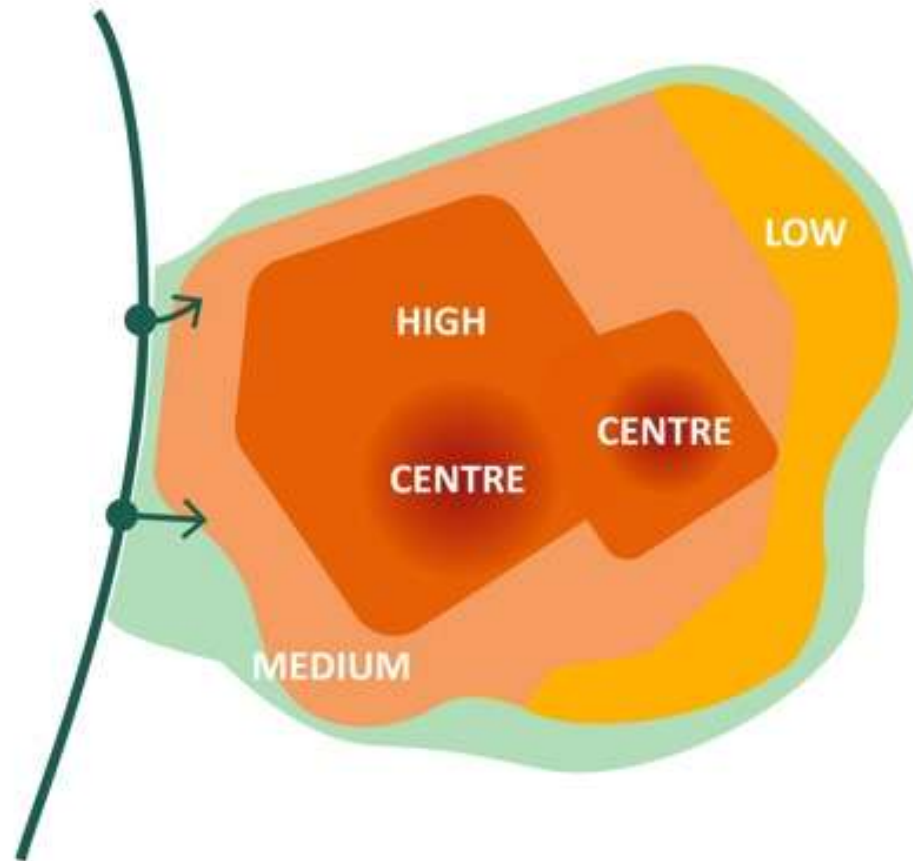
The creation of an East-West 'green' connection will be achieved by linking the existing community of Gamston to the west of the A52(T) with the existing Public Right of Way (PRoW) and then eastwards through the three Sports parks and, in the western edge of the development into the Pillbox Park. Connections into existing movement networks on the edge of the development site will be utilised as well.

This park will be a large public space incorporating the heritage assets of the retained WWII pillboxes, which importantly needs to be viewed together as one entity.



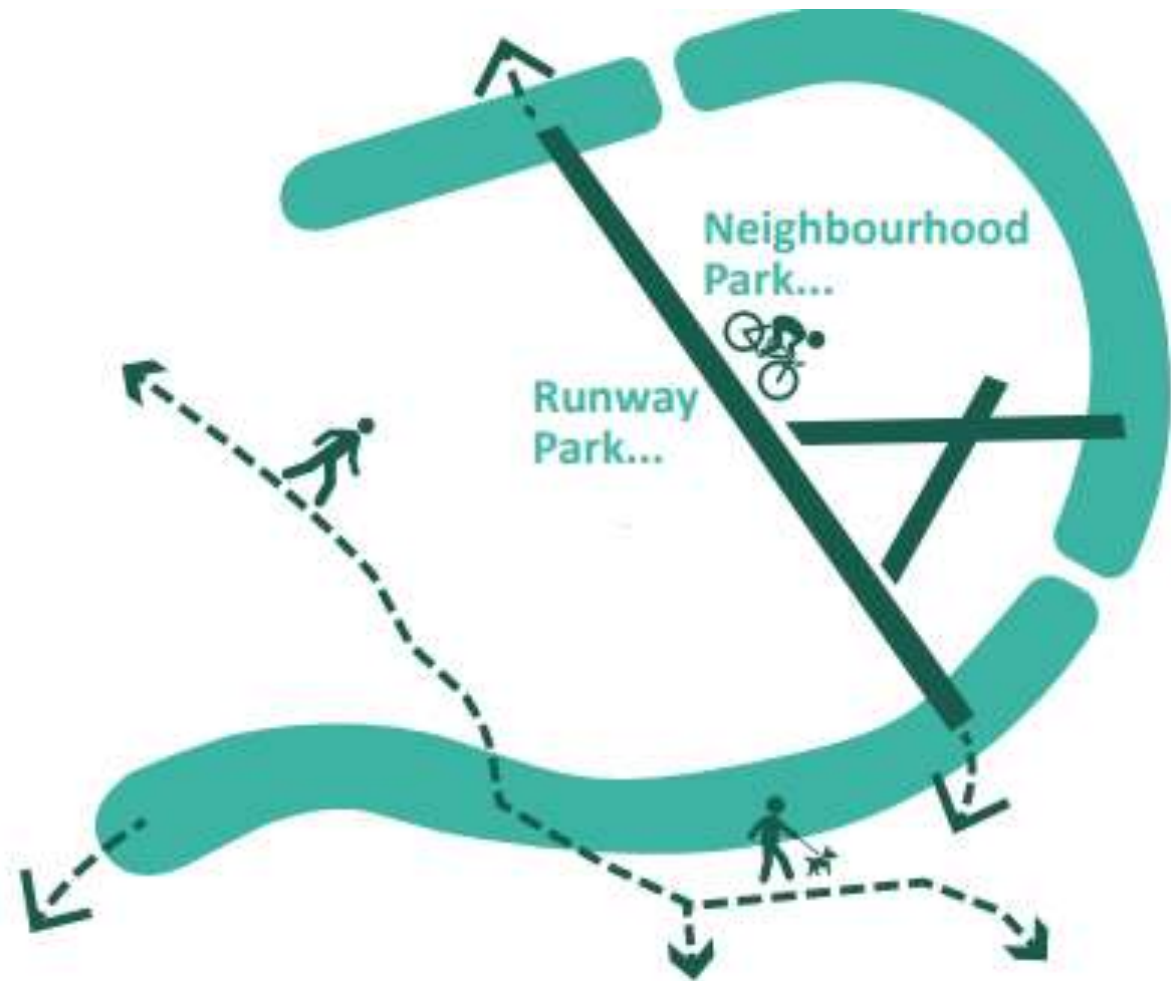
Density

A density strategy that concentrates high density living around the urban core of the Neighbourhood Centre and spreads outwards in all directions to deliver the lowest densities adjacent to the most sensitive environmental areas at the eastern edges of the development area.



Liner Parks

The creation of a north-south 'green' connection will be achieved through utilising and enhancing the existing heritage assets on site, i.e. the runway alignments. Creating a 'runway park', a linear park stretching from the northern boundary to the southern boundary of the site. This is in addition to the retention of the existing public right of way from Gamston through to Tollerton will create new public routes, into, though, and out of the site.



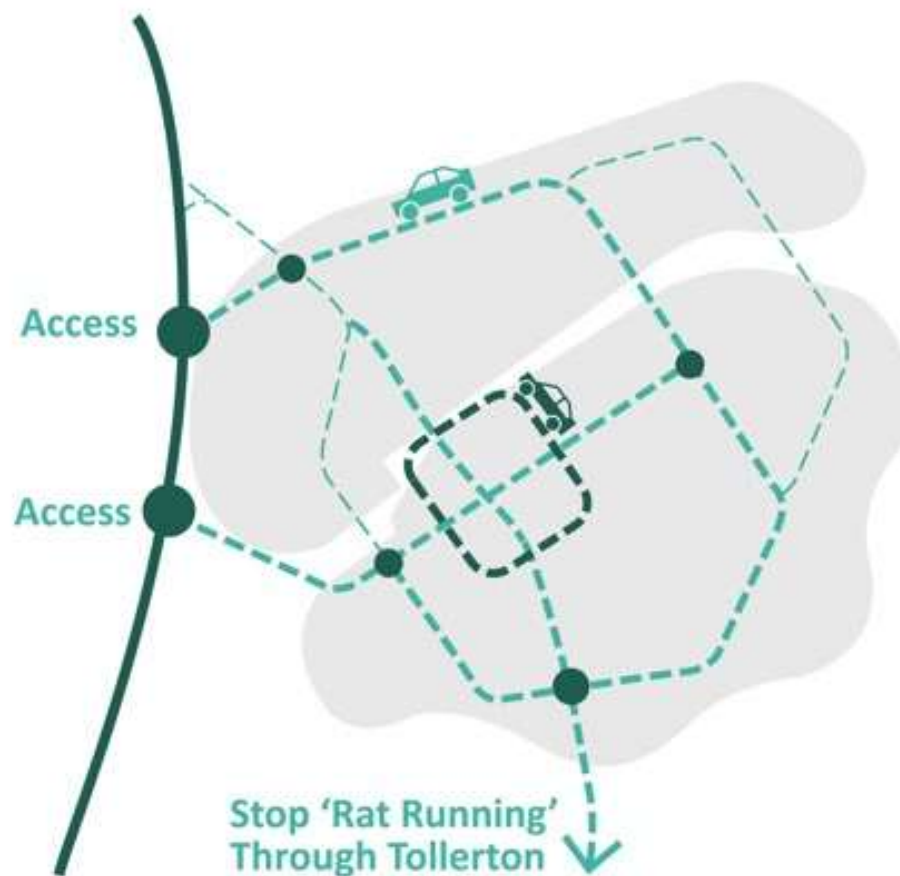
Health & Wellbeing

The creation of a dedicated footpath and cycle track network in the form of a circular fitness trail, together with formal sports provision will help deliver the health & wellbeing objectives which are core to the allocation objectives. Opportunities to connect into existing movement corridors outside of the site will be made at all possible locations. The Central Sports Park is to be the most intensely used, supported by two further sports parks to the east and west. The sports facilities within the proposed Secondary School may also be delivered as a shared community resource, although they cannot be relied upon to deliver the required facilities for the residents of the community.



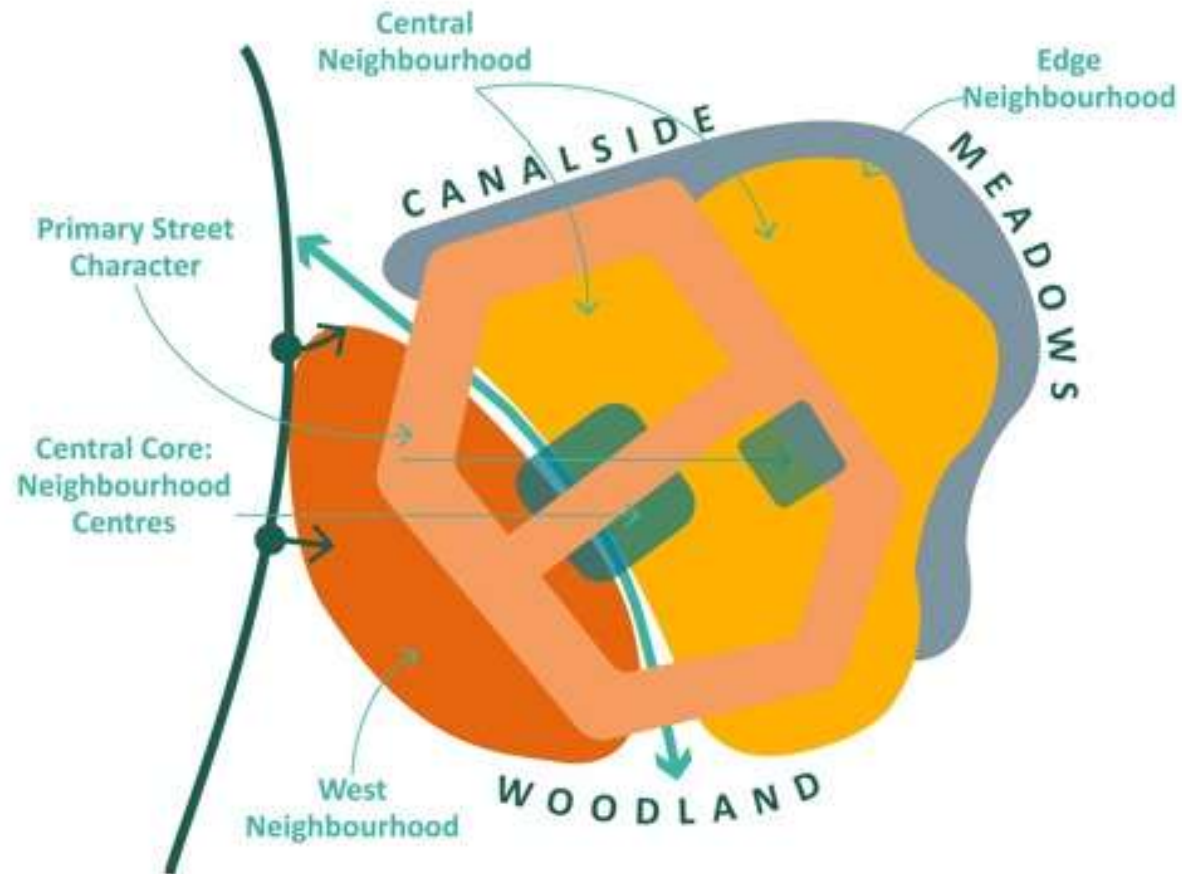
Movement & Circulation

The movement, connectivity and circulation strategy for the development will be based upon the delivery of two new access points from the A52(T). These junctions then link together with a 'figure of eight' shaped Primary Street which will provide access to all parts of the development. Importantly Tollerton Lane itself will be downgraded south of the Spire Nottingham Hospital. This will discourage 'rat running' through Tollerton village by design.



Neighbourhood Areas

The density strategy and the primary street framework provides the basis for defining the 'structural character elements' of the development. These are required in order to deliver a degree of variety and character within the development areas and they help to define the three separate neighbourhoods. The three neighbourhoods give it an organised, navigable and recognisable development structure.



Land Uses

- 4.6. The development allocation is expected to deliver around 4,000 homes, 20 hectares of employment in total (of which 13.15 hectares is new employment in addition to the existing employment site within the centre of the site) schools, neighbourhood centres, all encapsulated by, a comprehensive green and blue infrastructure to contain natural features and amenities. The existing employment facilities currently associated with the airport may evolve and / or be redeveloped once the airfield [fully](#) ceases to operate and any changes to the employment activities on this existing part of the allocation would also be expected to contribute (proportionally) to the delivery of the appropriate wider infrastructure associated with those new employment activities (i.e. not education).

Residential

- 4.7. To maintain a mixed and balanced community, the development needs to provide a wide variety of new homes, including different types, tenures and sizes. These will range from 1 to 5 bedroom properties, including apartments, terraced units, semi-detached, detached houses and bungalows.
- 4.8. The development shall provide affordable homes with a mixture of tenures informed by the appropriate evidence base and relevant policies. The proportion of affordable homes will be in accordance with prevailing policy requirements, need and evenly distributed in an appropriate phased manner across the allocation.
- 4.9. In accordance with Local Plan requirement this site is expected to provide 30% affordable housing. The Greater Nottingham and Ashfield Housing Needs Update (March 2024) provides the latest evidence on affordable housing need, including the need for various tenures. In line with the Housing Needs Update, the following tenure mix will be required:
- 25% Affordable Home Ownership
 - 75% Rented (37.5% Social Rent, 37.5% Affordable Rent).

However, this will be reviewed and assessed as part of the planning process and secured as part of the S106 agreement(s) ~~in~~in line with the requirements at the time.

- 4.10. The target levels will be expected to be provided on each individual site within the allocation unless the local planning authority is satisfied by robust financial viability evidence that development would not be financially viable at the relevant target level. The Section of this SPD titled “Viability” provides further details as to the viability evidence that the local planning authority will expect to be provided if a request is made to reduce the overall affordable housing requirements from that set out here.
- 4.11. The specific provision and mix of a site will be informed by evidence available at the time of application.
- 4.12. ~~In accordance with the Local Authority’s Housing Needs Update report, the LPA also requires 5% of dwellings on schemes of 100 dwellings or more to be M4[3][A] [wheelchair adaptable] compliant. On a scheme of 4,000 dwellings this equates to 200 dwellings.~~In accordance with Local Plan Part 2 Policy 12, there is a requirement for 1% of dwellings on schemes of 100 dwellings or more to be M4[3][A] [wheelchair adaptable] compliant. On a scheme of 4,000 dwellings this equates to 40 dwellings.
- 4.13. ~~As with the provision of new employment facilities on the existing employment site, and housing delivery on existing land (such as equine paddocks, and/or through the re-development of existing residential properties within the site), these would be expected to make proportionate contributions towards the wider delivery of the site’s infrastructure (roads, drainage, education, libraries, green and blue infrastructure BNG etc.) to facilitate these sites being brought forward.~~In all cases where new housing is delivered within the allocated site, including on equine paddocks and/or through the redevelopment of existing residential properties, these developments would be expected to make proportionate contributions towards the whole of the allocated site’s strategic infrastructure requirements (roads, drainage, education, libraries, green and blue infrastructure, biodiversity net gain, etc.). This would be necessary in order to facilitate the individual site being brought forward as part of the wider development.

Neighbourhood Centres and Community Hub

- 4.14. To create a sustainable development, two neighbourhood centres shall be created to provide a range of facilities. The centres shall include retail opportunities, such as a small supermarket and other smaller units, alongside community uses. These uses will meet the day-to-day needs of the residents and can also be used by existing residents and those within the wider area, including visitors and staff of Spire Hospital and adjoining commercial uses. The new neighbourhood centres should be integrated within the development and accessible to all.
- 4.15. The new neighbourhood centres should form the 'Heart' of the new community integrated within the development. They should be an active and prominent part of the development with their locations carefully considered such that they benefit from passing trade/visibility from Tollerton Lane and other routes through the development.
- 4.16. The ground floors of the Neighbourhood Centres are expected to consist of a variety of uses to serve the development with apartments / residential uses and office uses also acceptable in upper floors to increase vibrancy and provide continuous natural surveillance. The Neighbourhood Centres should be accessible, and active hubs. Education

Education

- 4.17. The allocation site will provide two primary schools, both 2FE (two-form entry) with appropriately sized nurseries and one sixth form secondary school identified in Figure 21.
- 4.18. The secondary school is to be provided as further described in the next pages of this document under Secondary School.

Gypsy & Traveller Pitches

- 4.19. To provide homes for all, the site is required to provide a site for gypsy and traveller pitches to help meet identified needs. Provision should be a site of the provision of 8 serviced pitches with any appropriate facilities (such as but not limited to wash houses) also provided on site, and it should be delivered within the site in the location as illustrated on the framework

masterplan. The exact location and size of the site will be established as part of the details for the planning application(s) relating to that land parcel.

Specialist Housing

- 4.20. An appropriate range of specialist housing, including options for senior living should be included within development proposals, informed by evidence of need.



Figure 21. Land Use Plan

Employment

- 4.21. An area to the south-west within the allocation has been identified as new employment land and should include a variety of business and employment uses at all scales.
- 4.22. The location of a new business park will be created, alongside the A52(T). Here, it will have swift access onto the strategic road network whilst having less impact on residential areas. It will be accessed directly from the sites proposed Primary Street, directly adjoining the A52(T). Its location also means that it will be less susceptible to noise from the A52(T).
- 4.23. The Employment Areas will provide jobs for the new residents and existing residents of Nottingham and the surrounding area.
- 4.24. A robust landscape strategy must be in place, to ensure a buffer to the A52, minimise visual impact and create a welcoming and naturalistic environment. The existing employment site may also be redeveloped if the units with businesses currently associated with the airport change occupiers or uses. ~~Any redevelopment or changes of use of this “existing employment” would also be expected to contribute towards the appropriate infrastructure (i.e., not education) to facilitate the delivery of the wider site.~~ Any redevelopment or changes of use of this “existing employment” would also be expected to contribute on a proportionate basis towards the appropriate strategic infrastructure (i.e., not education) to facilitate the delivery of the wider site.





Figure 22. Illustrative Employment Area Layout

Secondary School

- 4.25. The site allocation provides land for a new 4FE+ [\(4 form entry plus\)](#) secondary school and sixth form located to the west of Tollerton Lane and within walking distance of most of the new residents. The school will be located close to the main primary movement corridors and accessible by sustainable modes of transport as well as private and public transport. It is linked to a series of pedestrian and cycle routes which are well connected to the proposed open space and residential neighbourhoods. An access for grounds maintenance would also be included to the east of the school site (subject to detailed design).



Figure 23. Illustrative Secondary School Layout

4.26. The school will require several components in discussion with the Education Authority, but these are likely to include the following as a minimum:

- Core facilities;
- Classrooms;
- Sports hall;
- Assembly hall;
- Kitchens and dining facilities;
- Drop off / pick up point;
- Staff car parking;
- Sports pitches;
- Multi-Use Games Area (MUGA);
- Surface water attenuation area;
- Transport Assessment of its own to assess traffic impact and parking demand requirements; and
- Any easement required for the pipeline.

4.27. The key elements to consider in the design and delivery of the secondary school site are:

- Work with the existing topography of the site. However, the site is likely to need re-grading, and a platform approach could address that issue to accommodate uses such as the school building and pitches. These platforms could then be re-graded back to the existing levels to create a more naturalistic landscape setting. The delivery of a levelled and plateaued (as necessary) serviced site for the delivery of the secondary school will be provided (to the specifications provided by the education authority) as part of the infrastructure delivery for the wider site.
- The effective use of planting on site to help with levels and land use separation, prioritising on site safety is also expected as part of the detailed design.
- The relationship with surrounding uses including Tollerton Park.

- Appropriate provision of land and suitable separation from the pipeline as per the legislative requirements, whilst ensuring suitable, usable areas of land are provided for educational needs.

Primary Schools

- 4.28. The site allocation also provides land for two new 2FE (two form-entry) primary schools with appropriately sized nursery, one located on the western side of Tollerton Lane, broadly opposite the Spire Hospital site. The other Primary School site is located to the north of the runways within the airfield, towards the north-eastern edge of the site. The locations of the Primary Schools are such that they would be within walking distance of most of the new residents. The schools will be located close to the main primary movement corridors and accessible by sustainable modes of transport as well as private and public transport. Their locations are to be linked to a series of pedestrian and cycle routes which are well connected to the proposed open space and residential neighbourhoods. Access for grounds maintenance would also be included to both the Primary School sites (subject to detailed design).
- 4.29. The Primary schools will require several components on each of the two sites in discussion with the Education Authority, but these are likely to include the following as a minimum:
- Core facilities;
 - Classrooms;
 - Sports / Assembly Hall;
 - Dining Facilities and kitchens;
 - Drop off / pick up point;
 - Staff car parking;
 - Sports pitches;
 - MUGA / outdoor Play facilities;
 - Surface water attenuation area;

- Transport Assessment of their own (for each Primary School) to assess traffic impact and parking demand requirements; and
- For the Primary School to the west of Tollerton Lane, possibly an easement required for the pipeline.

4.30. As with the Secondary School, both the primary schools will require delivery of a levelled and plateaued (as necessary) serviced site for the delivery of the primary schools (to the specifications provided by the education authority) as part of the infrastructure delivery for the wider site if the education authority is expected to deliver the primary school(s).

Blue and Green Infrastructure

- 4.31. The Open Space Strategy ~~Plan~~[plan](#) (Figure 24) has been developed in response to the wider context and the overall connectivity of the Site (also refer to Figure ~~34~~[35](#) for the access and movement strategy). The extensive Green Infrastructure shall encompass almost 65 hectares of green space, meeting the requirement of multi-functional space set out in Appendix D (Green Infrastructure) of Local Plan [Part 2 which links specifically to](#) Policy 35 and identifies the strategic corridors and the connecting local corridors and ecological networks within the Borough. Key elements should include:
- Retention of existing vegetation along the Grantham Canal and site boundaries save for where new connections between the site and neighbouring movement corridors are to be formed.
 - A continuous green buffer along the A52(T) Gamston Lings Bar Road, Grantham Canal and along the southern boundary of the site allocation save for where new connections between the site and neighbouring movement corridors are to be formed.
 - Providing good pedestrian and cycle connectivity for new and existing residents through delivery of green corridors which connect the existing urban edge to nearby Gamston as well as to the surrounding countryside.
 - A wide range of recreation facilities, including a network of footpaths and cycle tracks [with suitable surfacing and lighting \(where appropriate\)](#), sports provision, play areas and trim trails.
 - Reference to the site's past, reflecting the alignment of the runways, and incorporating pillboxes and any air raid shelter(s) into green corridors.
 - New tree planting along the southern edge of the site to filter views into the development from the south.
 - A network of drainage attenuation basins, generally located around the edge of the site will be designed to address any flooding matters and also to address the Biodiversity Net Gain requirements by providing a variety of landscape led design solutions including the use of both permanent water and dry basins; increasing the variety of habitat typologies.
- 4.32. Based on this, the following focus areas have been identified:
- Blue Infrastructure - this relates to existing and proposed ~~blue~~[water-based](#) infrastructure within and adjacent to the site;

- Woodlands and Contours - this includes the potential for multifunctional planting and woodland, as well as utilising the site's contours to inform development, however it should be noted that not all public accessible open areas may contribute towards the Biodiversity Net Gain requirement as some uses may conflict with one another;
- Green Corridors - this relates to the opportunity of creating a green network of open spaces to increase access to the landscape and providing connected habitats again noting that access to ecological areas by humans may impact the suitability of any habitat areas and its potential to count towards the Biodiversity Net Gain requirements;
- Connectivity - this includes the requirement to create an additional network of footpaths through the site to link and connect to the wider area, and attractive recreational routes and/or leisure routes to facilitate active travel within the site and beyond;
- Key Retained Features - this includes the requirement to enhance retained features, including the site's contours (save for any works required around the school sites) and existing vegetation, Grantham Canal, footpaths, and the alignment of the former runway and pillboxes;
- Green Hub - this relates to the requirement to create a formal sports park at the heart of the development, supported and linked to neighbouring green assets including the proposed Runway and Pillbox Parks;
- Sports & Play - this relates to the requirement to provide a variety of sports and play facilities that are accessible to all, suited to their location within the site, and accommodating a diverse range of needs; and
- The Edge Treatments - this relates to the creation of three key edges of distinct character, relating and responding to adjacent natural assets and the surrounding landscape.

4.XX The provision of green and blue infrastructure as part of development should be informed by reference to Natural England's Green Infrastructure Framework: Principles and Standards, particularly

- S1: Green Infrastructure Strategy Standard;
- S2: Accessible Greenspace Standard;
- S3: Urban Nature Recovery Standard;
- S4: Urban Greening Factor Standard; and
- S5: Urban Tree Canopy Cover Standard

4.XX Natural England's Green Infrastructure Planning and Design Guide also provides practical guidance alongside other national design codes and will assist as the detailed plans for the site develop further.

4.33. The following pages provide an overview of the key principles and opportunities required for these areas.

4.XX It should be noted that where areas identified for "Edge Treatment" on diagrams such as Figure 30 include land outside the allocated site's boundary (as shown on Figure 2), nothing related to the development will happen on any parcel of land without the full consent of the landowner. Similarly, where diagrams such as Figure 31 show stylised green corridors within the site, nothing on any parcel of land will happen without the full consent of the landowner.

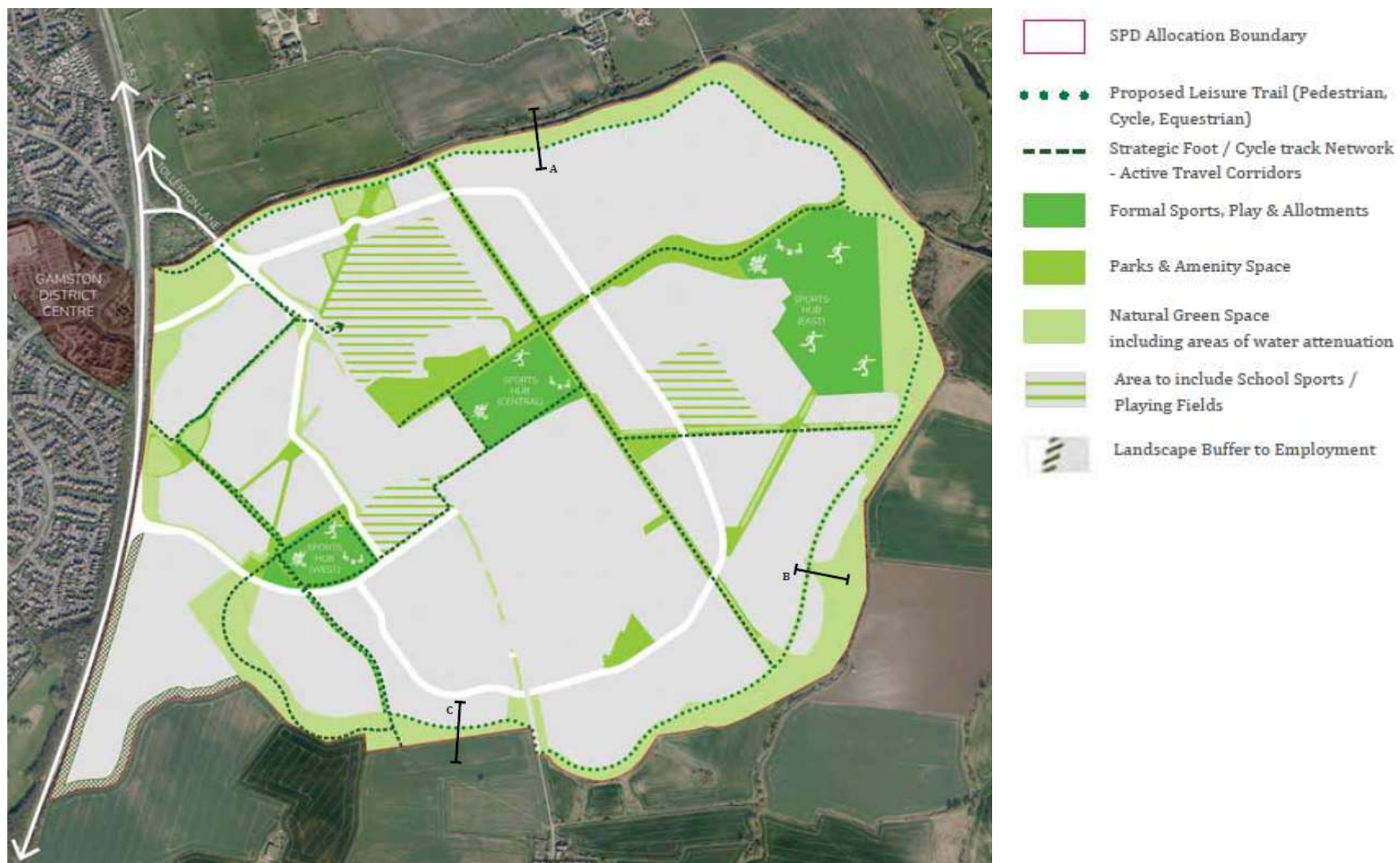


Figure 24. Open Space Strategy

Indicative Open Space Cross Sections [\(as shown on Figure 24\)](#)

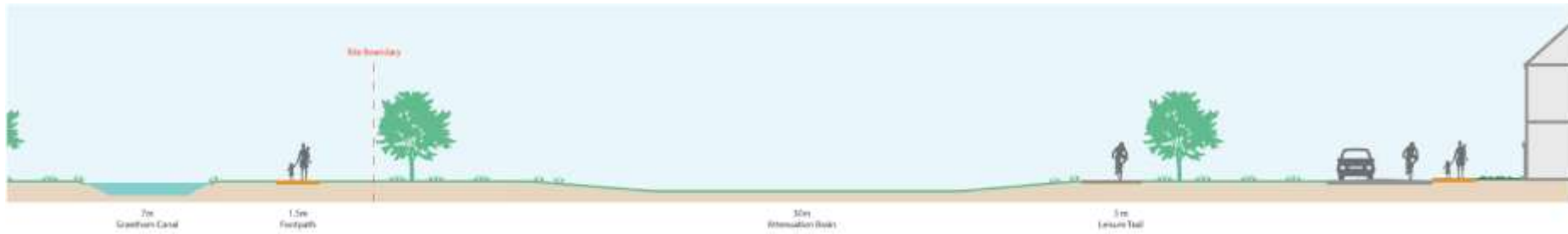


Figure 25. Section A

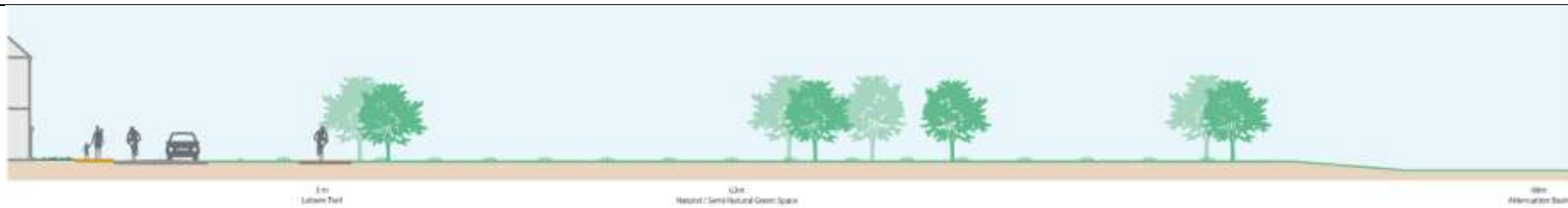


Figure 26. Section B

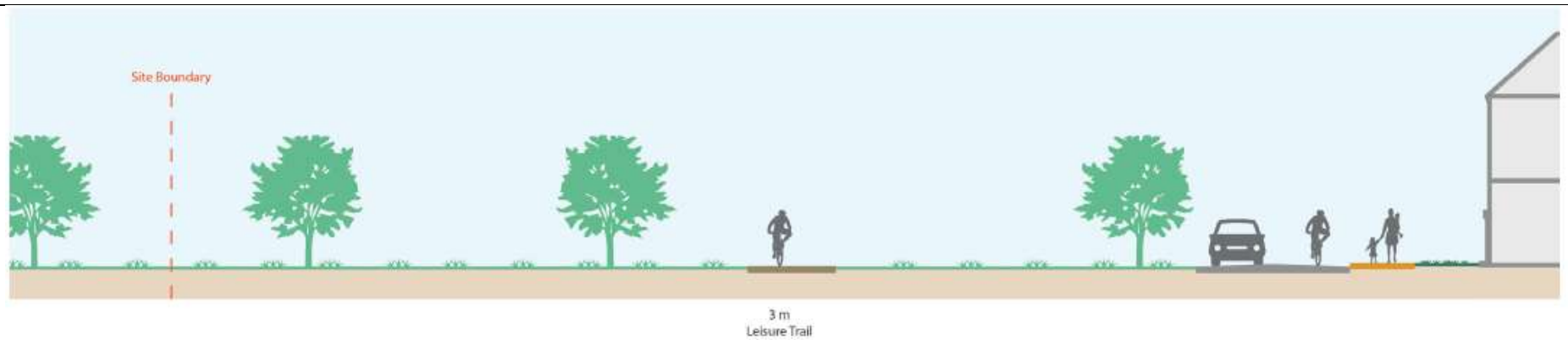


Figure 27. Section C

Heart of Development / Central Hub

- Creation of a formal sports park within the centre of the site.
- New destination play areas/formal recreation and central sports facilities.
- The centre of the site is a location where a number of green assets will converge including “The Runway” and “Pillbox Park”.



Figure 28. Central Hub Location



Neighbourhood Equipped Area of Play (NEAP)



Sports Pitches



Indicative Proposed Leisure Trail (Pedestrian, Cycle, Equestrian)

Figure 28. Central Hub Location

Green Infrastructure

- Incorporating (and supplementing where necessary) existing vegetation along the canal and A52(T) boundaries helps to soften views into the site.
- Create new blocks of woodland and other planting to help soften the impacts of development on views towards the site from Tollerton.
- New and existing vegetation forming a boundary around the site.
- Blocks of woodland help to create an additional green infrastructure and establish tree cover where this is currently lacking.
- Retain existing hedgerow planting, save for new access/connection points to existing movement corridors, to enable the proposed green infrastructure to build upon the existing landscape.
- Green Infrastructure will create a network of new and existing footpaths and routes to connect through, and into the existing networks surrounding/adjoining, the site.



Figure 29. Green Infrastructure Location



Figure 29. Green Infrastructure Location

The Edge Treatment

- The edges of the built development will have distinct characters within the sites boundaries. High level details are set out below but will be covered in more detail in the Site-Specific Design Code Section of this document.
- 'Water Meadows' will create a natural and open character with wetland habitats.
- 'Woodland Edge' will introduce a vegetated character with native woodland and scrubland blocks within the site.
- Most of the drainage attenuation will be provided within these edge areas, and around the perimeter of the allocation site.



Figure 30. Edge Strategy Plan



Figure 30. Edge Strategy Plan

Heritage

- The alignment of the former runways will be retained and enhanced, creating a linear 'Runway Park' through the centre of the site.
- The retained pillboxes will be set within a green corridor to be known as 'Pillbox Park'. The Grade II listed pillboxes will be retained across the site and set within green corridors, that will connect these features, enabling their use and location to be understood through the provision of information boards. Established trees around these pillboxes will also be incorporated into the green space where they don't conflict with the need to retain the pillboxes.
- New pocket parks/green spaces will be created at key locations with [in](#) the development.



Figure 31. Green Corridor Strategy

Connectivity

- Provide an additional network of footpaths within the site to link into the existing wider network.
- Provide connections onto the Grantham Canal towpath and existing Gamston - Cotgrave footpath.
- Recreational leisure routes provide opportunities for walking, cycling, and horse riding.

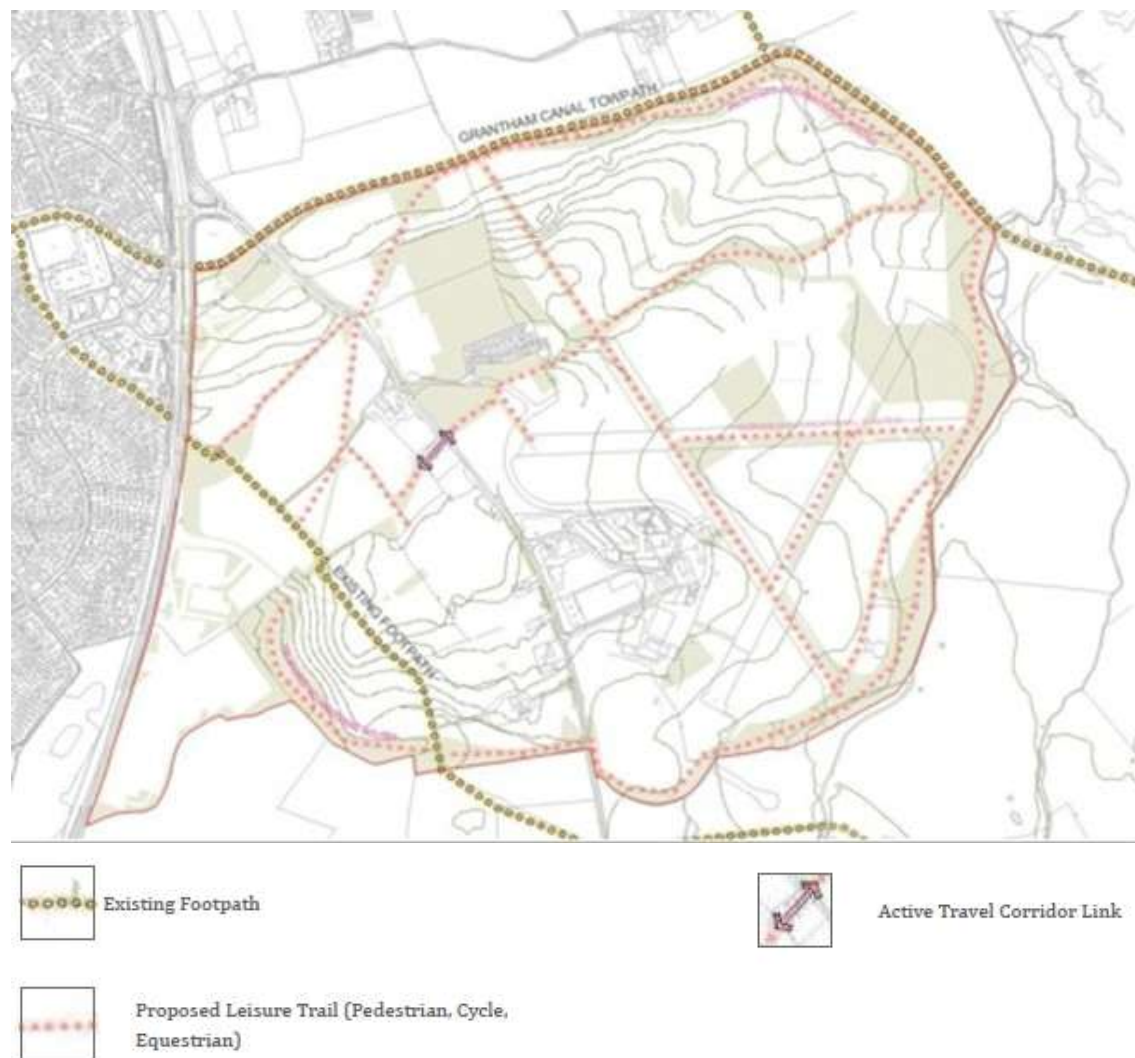


Figure 32. Connectivity Plan

Sports & Play

- A number of play and sports facilities will be created across the site, all in accordance with the Borough Council's Play Strategy (or any documents that may supersede it).
- Formal and informal play areas will be positioned to allow most residents to travel on foot within 5 minutes to the nearest play space(s).
- Style of play facility will vary across the site depending on location, all in accordance with the Borough Council's Play Strategy (and any documents that may supersede it).
- Play features located around the site's boundary should be natural and informal, becoming more structured and formal as you move towards the centre of the site.

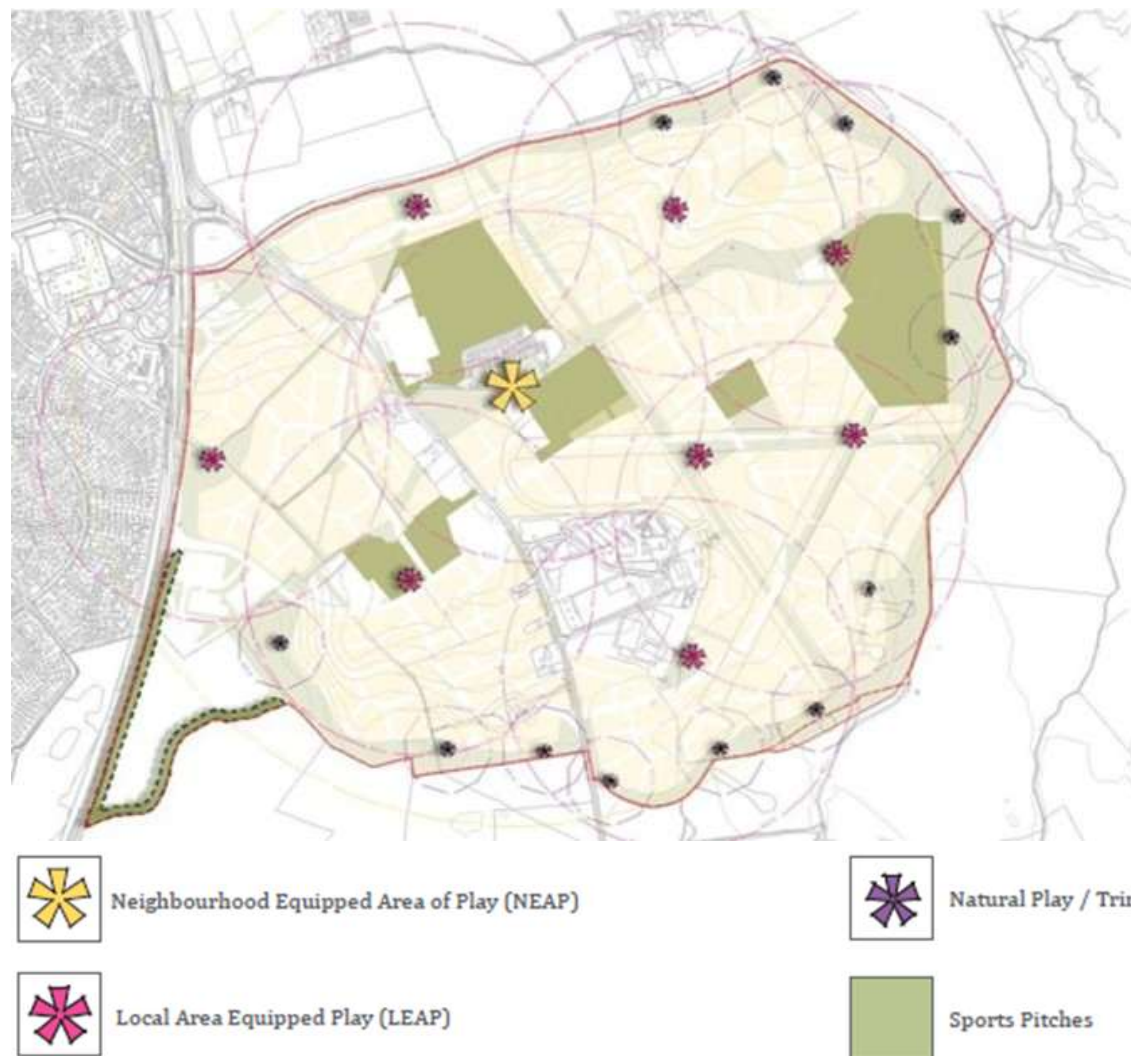


Figure 33. Play Strategy Plan

Sports and Community Hall provision

- 4.34. The population of the proposed development of around 4,000 homes is identified as 9200 residents (2.3 x 4000) in the overall allocation.
- 4.35. This increased population is of such a significant quantum that it will generate additional demand for parks, playing fields and open spaces and community hall provision which cannot be met by existing provision, thereby creating deficiencies in facility provision. In accordance with the NPPF, Rushcliffe Borough Council use localised evidence per 1,000 population to evaluate the level of provision per development.
- 4.36. A copy of the current leisure facilities strategy can be found here: [Leisure Strategy Mid-point Review 2022](#) and the current [Play Strategy - Rushcliffe Borough Council](#).
- 4.37. An indication of the demand generated for indoor sports facilities that will be generated by this development for sports halls and other sporting facilities such as swimming pools can be generated using Sport England's Sports Facilities Calculator.
- 4.38. This development would fall into the West Bridgford and Ruddington analysis area as part of the Rushcliffe Playing pitch strategy (PPS). There is currently a shortfall identified in all sports in this area with the exception of netball where demand can be met Borough wide. The Sport England Playing Pitch Demand Calculator (which uses locally derived information/evidence rather than a national standard), should be used to provide an understanding of the levels of demand from the site (and this also links back to the PPS).
- 4.39. The allocation site will provide 3 sports hubs: Sports East, Sports Central and Sports West. This will include a variety of sports facilities, including approximately 12 football pitches for all ages, an Artificial Grass Pitch (AGP), cricket pitches, 6 Multi-Use Games Areas (MUGA) and 12 tennis courts alongside sports pavilions with associated facilities. Contributions to off-site facilities such as swimming (amongst others) will also be sought through the planning process.

- 4.40. A community hall capable (incorporating an integrated community partnership library) of accommodating community groups for community engagement events, and future parish council meetings will be provided to serve a development of this size. The community hall must be sufficient in size to accommodate gatherings of at least 150 people (seated) and should be accessible throughout the day and evening. It is expected that the community hall facility to be delivered approximately half-way through the phased development to foster community engagement and allow the new community to come together, reducing the risk of social isolation and loneliness.
- 4.41. A central sports facility will be positioned at the heart of the site to create a central 'Green Hub' where sports, play and recreation come together. The sports parks should have a distinct character in both their appearance and the facilities that are located there. Green corridors are to be located between the 3 sports hubs to allow for all facilities to be accessed by pedestrians and cyclists in a safe and logical manner. Parking provision, on a shared basis with the neighbouring neighbourhood centre, should be provided to make efficient use of land. A separate Transport Assessment for the Sports Provision will be required. Details of the management and maintenance of the sports facilities and associated buildings and car parks will be required as part of the planning process for those facilities.

Play Strategy

- 4.42. The play provision policy is determined using localised evidence per 1,000 population to determine the provision required per the planning policy guidance. This would mean that 2.3 hectares of play space is needed based on a population of 9,200. The play space will need to be divided into two Neighbourhood Equipped Areas for Play (NEAP) and multiple Local Equipped Area for Play(LEAP)s and Local Area for Play (LAP)s. For unequipped play/ amenity open space 0.55 hectares per 1,000 population is required so for 9,200 residents 5.06 hectares are required.
- 4.43. A number of play areas will be provided across the site to ensure there is a facility within a 5-minute walk from most new residential dwellings, following The Fields in Trust guidance for sport and play. The central play space will provide a hub, creating a destination for play.

- 4.44. Play areas within close proximity to residential areas will have a more informal feel. These play areas need to respect the surrounding residential areas with appropriate offsets to dwellings. The play features located around the perimeter landscape should be natural and informal, encouraging imaginative play. These elements will be set out as a trail, encouraging users to explore the site in its entirety.
- 4.45. The majority of the green and blue infrastructure network will be publicly accessible, but it can include a variety of different types of open space and may include school playing pitches. Natural and semi-natural open space should be located within green/blue infrastructure corridors, around the buffers to Tollerton and Bassingfield. Further guidance to assist with the design open space and creating healthy active lifestyles can be found in Sport England's Active Design guide which can be found here: <https://www.sportengland.org/guidance-and-support/facilities-and-planning/design-and-cost-guidance/active-design> . The Active Design Checklist provides a useful tool for applying Active Design principles to a specific proposal and assessing the ability to deliver more active and healthier outcomes. The Checklist can be found here: <https://sportengland-production-files.s3.eu-west-2.amazonaws.com/s3fs-public/active-design-checklist-oct-2015.pdf?VersionId=az73PYXRmKYaXMfLu8BCxgXSByeiAQ1d>
- 4.46. New open space and sports facilities must be accessible and designed to avoid any significant loss of amenity to residents, neighbouring uses or biodiversity. The proposed eastern play area therefore will not have floodlit pitches due to the proximity of the site to neighbouring ecological areas, unless evidence is provided that suitable mitigation can be provided to address the relationship. Details for the management and maintenance of the play facilities (formal and informal) and associated buildings/structures and car parks will be required as part of the planning process for those facilities.

Allotments

- 4.47. The Rushcliffe Borough Council Leisure Facilities Strategy 2017-2027 requires 0.4 hectares of provision for allotments per 1,000 population. Onsite provision of 3.68 hectares for a population of 9,200 is required. Details for the management and maintenance of the allotment facilities and associated buildings and car parks will be required as part of the planning process for those facilities.



Blue Infrastructure

- The Grantham Canal runs parallel to the northern boundary of the site, providing an existing network of blue infrastructure.
- Attenuation basins will be provided in the lowest areas of the site, providing sustainable urban drainage and opportunities to enhance biodiversity and opportunities to enhance habitat typologies to contribute to Biodiversity Net Gain.
- Further, new attenuation basins will sit within green corridors, forming part of the wider Green Infrastructure.
- Within the development areas and where landform and levels are appropriate, linear drainage swales within green corridors and street scenes will be provided to store and convey surface water drainage.

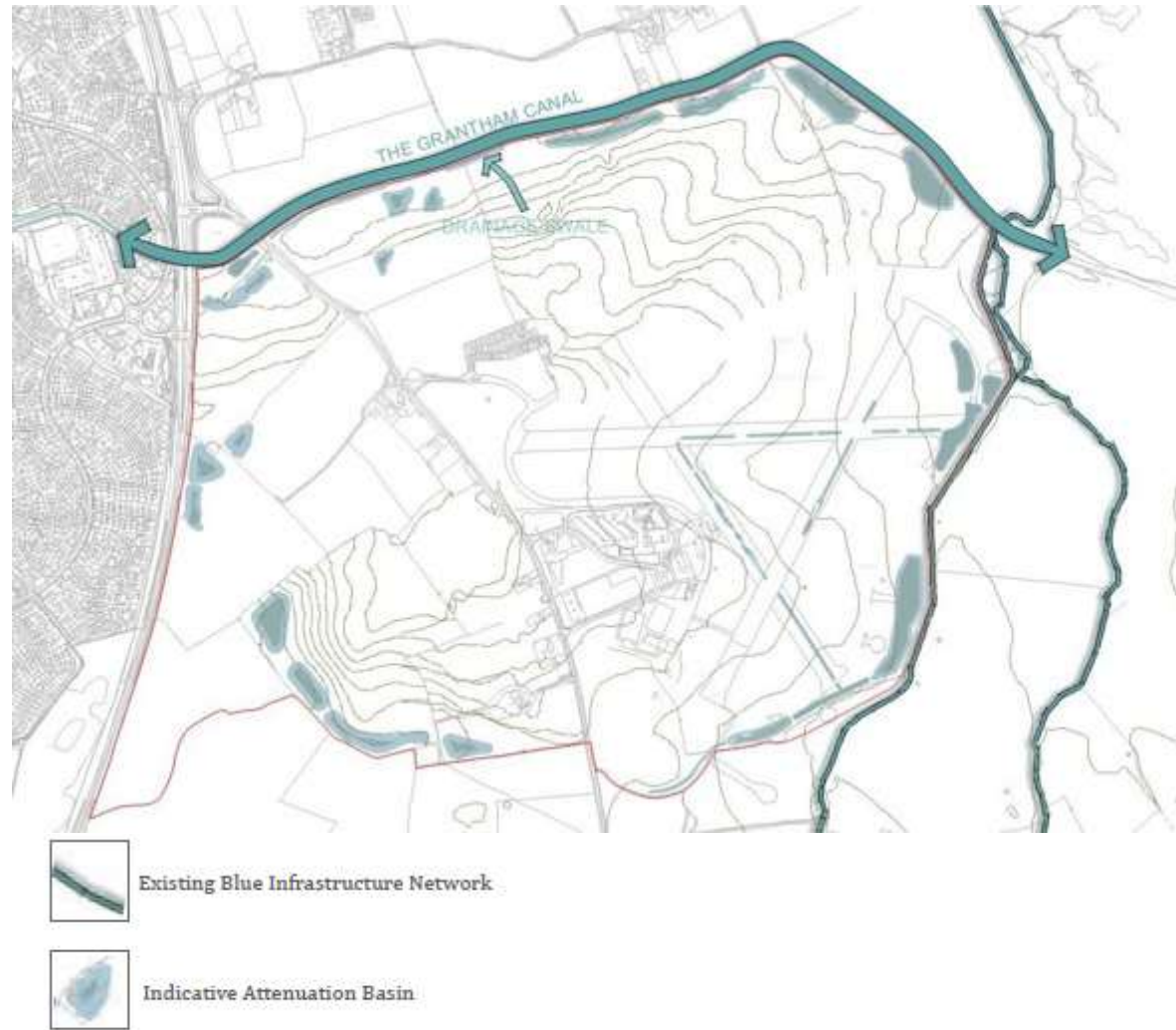


Figure 34. Blue Infrastructure Plan

Drainage Strategy

- 4.48. The drainage strategy, including highway drainage, will be designed so that the site can drain at greenfield run-off rates, with run-off being attenuated in drainage attenuation basins. Drainage attenuation swales and basins will be provided along the northern development edge as part of detailed planning applications in discussion with the appropriate consultees. [Environment Agency advice is that attenuation basins should be located outside the design flood \(1 in 100 year event plus an allowance for climate change\) and ideally outside flood zone 2.](#) Foul drainage is likely to require additional infrastructure, the exact design and location of which is to be agreed with Severn Trent Water. Any new foul drainage connections across different land ownerships within the site will be provided without ransom to ensure that the drainage solution can be provided to serve the site as whole and allow the delivery of development without delay.
- 4.49. Management and maintenance of SuDS will be dealt with by each developer in their respective planning applications and secured via legal agreements and / or conditions (as appropriate).
- 4.50. Across the allocation site, a robust drainage strategy will be required for the entire site at a high level, drainage for development parcels are to be provided by each developer within the context of the overall SPD framework plan and detail through separate planning to ensure that appropriate mitigation is secured and provided. The drainage attenuation features will make use of the existing topography and man-made features as necessary, pushing run-off into the attenuation features that are primarily located within the periphery landscape. [The potential for discharging controlled surface water to the canal could be investigated as a sustainable drainage option.](#)
- 4.51. The majority of the proposed basins will be designed as dry features and may have multiple functions as both amenity and biodiversity assets, although public access to such features is likely to need to be limited to protect the ecology/habitats, secure Biodiversity Net Gain and on grounds of public safety.
- 4.52. Permeable surfaces will be used as the default position throughout the development, with any proposed deviations / departures evidenced and justified as part of the relevant planning applications(s). Opportunities for water re-use such as

providing water butts for all households, the use of rain gardens and rain chains and other measures to restrict water usage must be incorporated into all forms of built development across the allocation.

- 4.53. The drainage strategy will be designed to be in line with the Environment Agency's 'Flood risk assessments: climate change allowances' guidance [original](#) produced in ~~Feb~~ [February](#) 2016 [subject to further updates](#) (unless superseded in which case the most up to date, relevant guidance shall be used) [and also the principles of Natural Flood Management as advocated by the Environment Agency. It should be demonstrated how the drainage strategy follows the drainage hierarchy as set out in government's national standards for sustainable drainage systems \(updated 30 July 2025 or subsequent updated version\).](#)

- [4.XX Site drainage should not increase the likelihood of flooding in areas off site, including those areas already susceptible to flooding. This includes, for instance, areas to the south in the vicinity of Cotgrave Lane and Tollerton Lane, Tollerton.](#)

Management and maintenance

- 4.54. Details of the site management and maintenance responsibilities of the site wide infrastructure (central hub(s), sports facilities/hubs, green spaces, heritage assets, green infrastructure, formal and informal play areas, blue infrastructure and drainage) will be required as part of the site specific S106 agreement provisions, and phase/plot, specific open spaces, drainage and any other infrastructure features proposed will be required to include details of the management and maintenance responsibilities as part of the relevant planning application submission.

Biodiversity Net Gain

- 4.55. Biodiversity Net Gain (BNG) will be delivered as part of the development of the site. In England, BNG is mandatory under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021). Developers must deliver a minimum BNG of 10%. This means a development will result in more or better-quality natural habitat than there was before development took place. The calculations of these provisions will consider whether the areas

are open to the public or not as this may impact on the suitability and use of the areas for BNG if humans and domestic animals can access any proposed BNG areas.



Movement Framework

- 4.56. The primary objective of the proposed Access and Movement strategy (Figure ~~33~~[35](#)) is to minimise the need to travel by car, and promote trips by modes other than the car, by providing as many key facilities and social uses (and connections to them) on site as possible. The provision of a usable, attractive walking and cycling network is central to the delivery of the scheme. Each phase of the development must be designed to allow public transport, cycle and foot access to the neighbourhoods, and connect to neighbouring phases within the development and provide a fast reliable bus service to Nottingham, from as soon as possible post the first occupations on the allocation.
- 4.57. Strategic traffic modelling and transport assessment work is being undertaken for the Strategic Allocation to assess the impact of the development and identify means by which to address these impacts on the local and strategic road network. Aspects of potential mitigation are identified in Section 5: Delivery Strategy, of this document. This includes the active involvement of local highways authorities, other transport infrastructure providers and operators, and neighbouring councils, so that the strategy for delivery will support sustainable transport and development at this site.
- 4.58. Opportunities will be taken to promote sustainable transport modes for all new residents and employees within the development. Safe and suitable access to, through, and onward to locations beyond, the site must be provided for all users. The design of streets, parking areas, other transport elements and the content of associated standards will reflect current national and local guidance, including the National Design Guide and the National Model Design Code.
- 4.59. Bus stops must be located within walking distance (400-~~m~~[metres](#)) of all residential properties and areas of employment. Bus stops will be provided to a standard (to be agreed with the highway authority) to allow regular bus services to central Nottingham and the surrounding area to operate through the site. Figure ~~33~~[35](#) outlines the key components of the Access and Movement Strategy for the site and is described in the following pages. The exact locations of the bus stops will be agreed in consultation with the Highway Authority as part of the planning application process.

Mobility Hubs

- 4.60. The site will accommodate two 'Mobility Hubs' to promote sustainable travel. The exact locations of each Mobility Hub will be determined at the detailed design stage and will be based on the prevailing policy/guidance at that time. The approximate locations of the mobility hubs are shown in Figure ~~33~~35.

Primary Hub

- 4.61. A Primary Hub will be located in the larger of the two neighbourhood centres, broadly at the centre of the development, broadly in a location along Tollerton Lane north of the existing hospital (subject to detailed design).
- 4.62. This primary hub will focus on high-volume, high-frequency destinations where all modes meet, with facilities such as (but not limited to):
- Commercial amenities
 - Secure weather-protected bike parking for private and shared micro-mobility (such as e-bikes), with electric charging points
 - Cargo bike parking
 - Bike pump and tool stations
 - E-scooter rental / parking (the infrastructure will be provided based on the prevailing policy/guidance at the time)
 - Bus stops / infrastructure / real-time information
 - EV-charging bays
 - Car club bays
 - Day use lockers and package delivery lockers
 - Loading areas for taxis / private hire vehicles.

Secondary Hub

4.63. The secondary hub will be located on, or near to the primary street located in the eastern part of the development as part of the smaller of the two neighbourhood centres, with facilities such as (but not limited to):

- Bike parking for private and shared micro-mobility (such as e-bikes), with electric charging points
- Bike pump and tool station
- E-scooter parking
- Bus shelters and real-time information
- Package delivery lockers
- Loading areas for taxis / private hire.

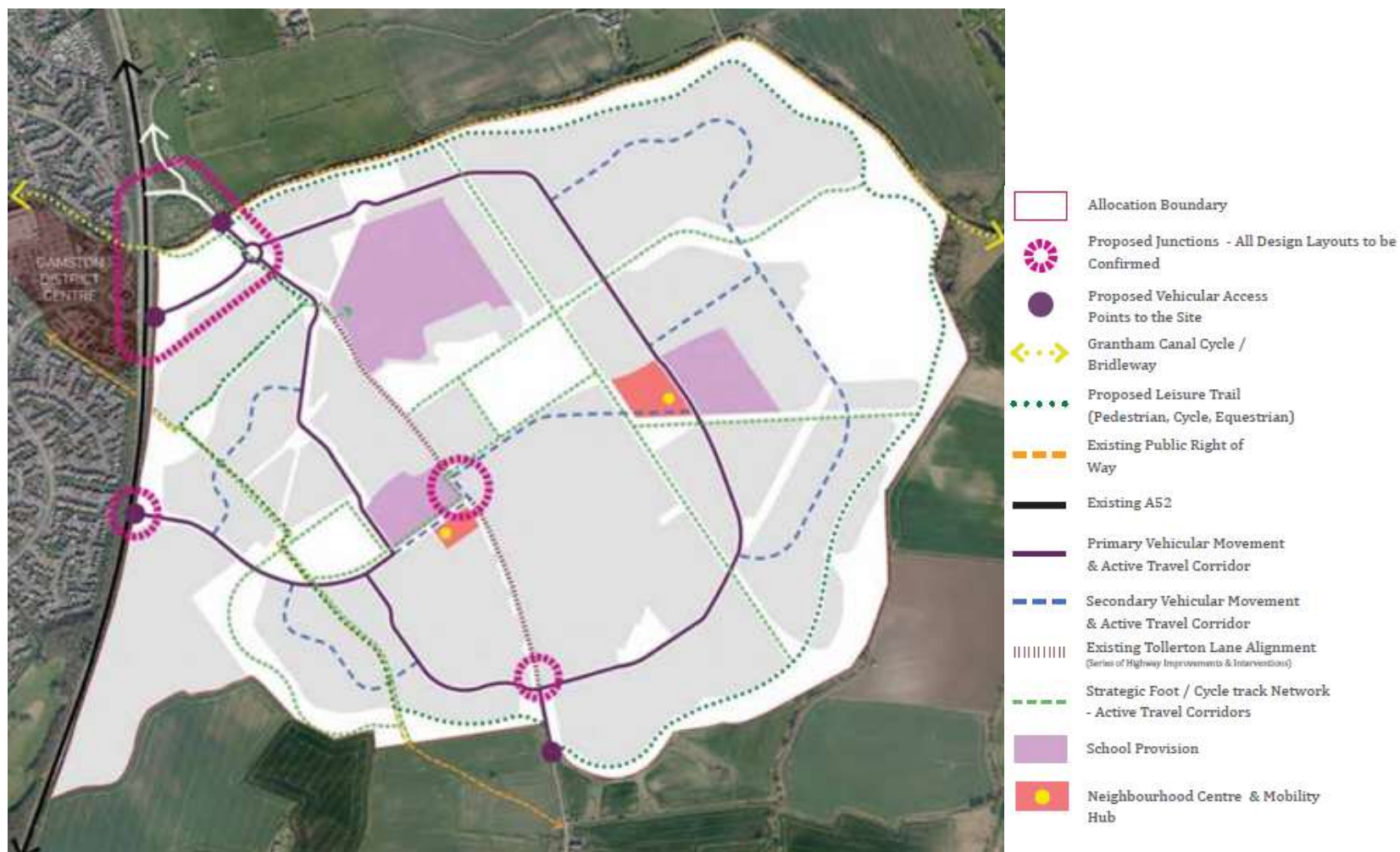


Figure 35. Access & Movement Strategy

Primary Streets

- 4.64. Primary Streets will form the main movement routes into the Site for all modes of transport including buses. These streets will include a mixture of dedicated and segregated cycle track and pedestrian footpath which will be separated from the carriageway by a continuous avenue of tree planting. Provision will be made for bus stops along the route of Primary Streets. Junctions will be designed in such a way that priority, where safe to do so, will be given to pedestrians then cyclists, not cars. To provide enclosure, buildings will range from 2 to 3 storeys in height, with 3 storey dwellings in key locations with drives set back from the pavement edge.

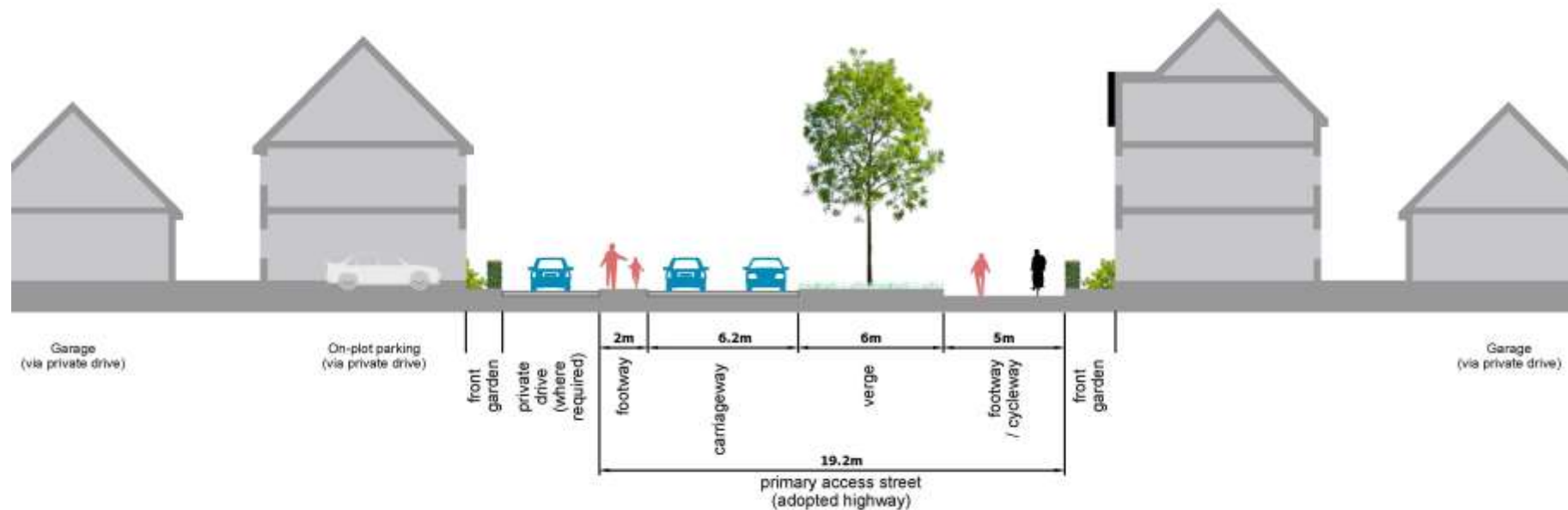


Figure 36. Indicative Primary Street Section –Section A

Summary

- Continuous tree lined streets with grass verge and planting.
- Continuous cycle route with minimised access to driveways to avoid crossovers.
- Buildings setback with drives or rear parking with limited direct access.
- Consistent building line and public realm materials.
- Demarcation within shared spaces for pedestrian traffic.



Figure 37 Tree lined street and planting



Figure 38 Consistent building line



Figure 39 Wide grass verge with tree planting

Secondary Streets

4.65. The Secondary Streets provide access to residential neighbourhoods (from the Primary Street(s)) with footpaths. These streets will be narrower than Primary Streets with trees planted regularly. Predominantly Detached/ Semi-detached houses of two to three storey dwellings with defined boundary treatments will provide street enclosure. It should be noted that any secondary routes on site that serve as bus routes will have to be designed in a similar manner to a Primary Streets in terms of carriageway widths and the requirement for segregated footway/cycleways.

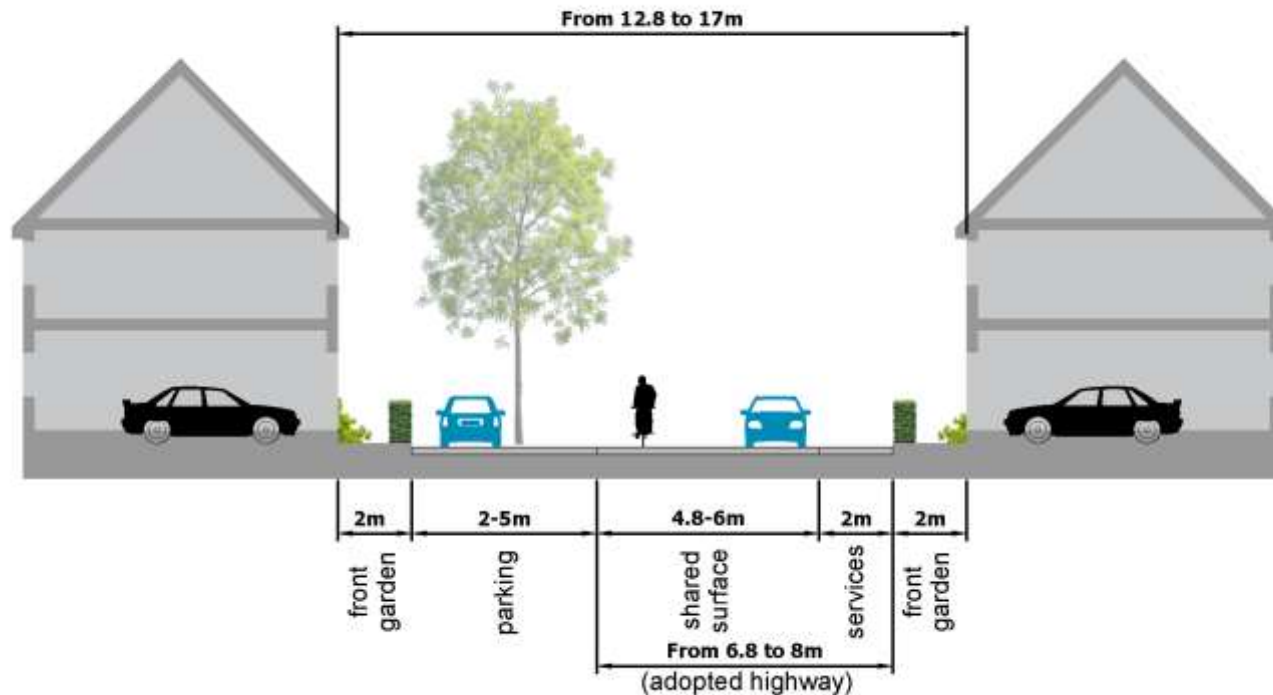


Figure 40. Indicative Secondary Street Section

Summary

- Tree planting between parking bays.
- Short terraces with front access and on-plot parking with well-defined boundaries to provide enclosure.
- Consistent building line and materials will help legibility and navigation.
- Demarcation within shared spaces for pedestrian traffic.



Figure 41 On-plot parking

Public Transport

- 4.66. The full, site wide public transport strategy (PTS) is still being developed. However, it will comprise a combination of the enhancement of existing bus services (the ~~33 and 5/7~~ [5, 6 and 11](#)) and the provision of a new direct bus service into Nottingham City Centre providing a service with an anticipated frequency of service of around every ten minutes. The strategy includes a combination of extending and enhancing existing services through the proposed development site to deliver a frequent service with bus stops located within 400 metres of every dwelling. The PTS will be provided (for the entire site) by the first applicants, working in conjunction with all the landowners prior to the determination of the first planning application and will form part of the sitewide legal agreement (Framework 106 or F106) agreement to ensure that all future / subsequent planning applications will provide a site-specific transport strategy which accords with the PTS. The PTS should also identify the need for interim arrangement for layover facilities for operators to facilitate early delivery of a bus service for the early occupiers of the Site.

Active Travel

- 4.67. New junctions into the site will incorporate a number of crossing facilities to enable residents to access the existing Gamston local centre to the west of the A52(T). [A primary route for pedestrians and cyclists to move between the site and Gamston centre will need to be provided. This could be the provision of a pedestrian and cycle bridge over the A52, or it could be at-grade controlled crossings on the A52 between the site and Ambleside. Determination of the most suitable option to achieve pedestrian and cycle connectivity and safety should be informed by a crossing options analysis as part of the transport assessment for the proposed development.](#)
- [4.XX](#) A segregated two-way cycle track will be delivered along Primary Streets through the development, with a shared footway/cycle track provided, unless departures from this requirement have been demonstrated ~~to the Highway, and Local Planning Authorities~~ [as appropriate and are agreed by the Local Planning Authority in consultation with the Local Highway Authority](#). The proposals must have been informed by Active Travel principles. All future planning applications must demonstrate compliance with the same principles.

Vehicular Movement and Access Strategy

- 4.68. The first phases of development will be accessed via the Tollerton Lane junction with the A52(T), following works to improve the junction onto the A52(T). Two new junctions will be delivered as part of the wider allocation site, directly from the A52(T). The form of these junctions will be determined through the planning application process.
- 4.69. Vehicles travelling north and southbound along Tollerton Lane will be redirected through the western parcel to join a new primary vehicular movement and active travel corridor. The existing Tollerton Lane will be subject to measures, including a bus priority (s), to be provided to discourage its continued use of Tollerton Lane as a through-route bypassing Wheatcroft Island (Roundabout) on the A52(T). The timing of the delivery of these requirements and any limitations on the number of occupations prior to new accesses being provided will be specified in the framework legal agreement.

- 4.70. A number of interventions will be provided at junctions and along the carriageways within the development site to ensure design speeds of 20mph. The Primary Roads will be limited to 30mph. The internal layout will be designed with consideration to 'Manual for Streets' (or any subsequent document should it be superseded) and the Highway Authority's "Highway Design Guide" and must include traffic calming features throughout the site.
- 4.71. The capacity of the existing local and strategic highway networks have been modelled using strategic and microsimulation modelling software, and the scope of that assessment was agreed with Highways England and in part by Nottinghamshire County Council. The development will be required to contribute to improvements at a number of off-site junctions associated with the Memorandum of Understanding for A52/A606 improvement package, Developer contribution strategy between the Local Planning Authority, the Highway Authority and National Highways (MOU) (including, but not limited to):
- A52/A453 Silverdale junction;
 - A52/A60 Nottingham Knight junction;
 - A52/A606 Wheatcroft junction;
 - A606/Tollerton Lane/Main Road junctions; and
 - A52/A6011 Gamston junction.
- 4.72. Measures will be applied on Tollerton Lane and within the village of Tollerton to reduce the level of vehicular traffic travelling through Tollerton village and vice versa, and further deter rat running. There is possible option of limiting Tollerton Lane (between the site and Tollerton village) to bus priority only. However, should access to private vehicles be maintained. ~~The~~ the approach works must identify the centre of the village alongside features and landmarks and implement ways to emphasise the essential characteristics ensuring that drivers adapt their speed accordingly. Measures include, but are not limited to, tactics to visually narrow the carriageway to reduce speeds, without the need for artificial bumps, signs and chicanes with all proposals to be agreed with the Highway Authority. The exact details will be reviewed and discussed with the Highway Authority as part of the detailed planning process and secured via section 106 agreement and/or highways agreement obligations.



Emergency and Waste Vehicles

- 4.73. All junctions into and within the development must be designed to accommodate access by service and emergency vehicles, with swept path analysis being undertaken for all the proposals as part of the planning process. Emergency access points must be provided to any parcels of development that will be accessed from a single access point.

Services and Facilities

- 4.74. The proposal includes two new neighbourhood centres to meet the day-to-day needs of the development. Appropriate uses include (but are not limited to): a small supermarket, shops, hairdressers, public house(s) and takeaways. Other community uses, such as (but not limited to) a community hall, GP/medical surgery, and sports pavilions will also be required on-site.

Vehicular Parking

- 4.75. Parking typologies will vary across the site and will include off-street parking, on-plot parking, on-plot and off-plot parking squares and could potentially include some on-street parking, which if required must be attractively landscaped and safe places which are appropriately overlooked. The scheme will be designed to accommodate current Parking Standards in accordance with discussions with the Highway Authority.
- 4.76. On-street parking is one way to accommodate parking as part of a balanced solution. Parking on the street can be an efficient use of space and people understand how it works. Similarly, on-plot parking is also a common way of accommodating parking needs generated by development. Unlike rear parking courts, on-street and to a lesser extent on-plot, parking increases activity on the street and between the street and the house. Any on-street parking must be positively designed into the street scene to ensure that it does not dominate the environment or negatively impact the character of the street. For residential development, on-plot parking, or frontage parking courts (depending on the house typology) are the preferred method of parking provision.
- 4.77. Minimum parking standards must be provided as per the full guidance in the Highway Authority's Highway Design Guide unless evidence to mitigate the need for such provision can be supplied and agreed upon with the Highway Authority. ~~(The Highway Authority's Highway Design Guide should be referred to in the first instance, although a summary relating to residential parking is provided below which should form a mandatory requirement including Parking is provided below which should form a mandatory including~~ in respect of the quantum of parking, parking geometry and parking layout (positioning) ~~Parking Quantum, Parking Geometry and Parking Layout (positioning)).~~

Sustainable Transport Strategy

- 4.78. The diagram opposite (Figure 3642) highlights the work of the 'Copenhagenize Design Company,' which advises governments and cities on creating more bicycle-friendly urban environments through thoughtful infrastructure, planning, and design.
- 4.79. Their approach focuses on designing spaces that prioritise pedestrians, cyclists, and public transport users by offering the quickest and most direct routes between destinations, while making private vehicle use less convenient with diversions, altered routes, longer travel times, and consequently higher costs. This strategy encourages people to choose sustainable and active modes of transport, ultimately fostering healthier communities and environments.

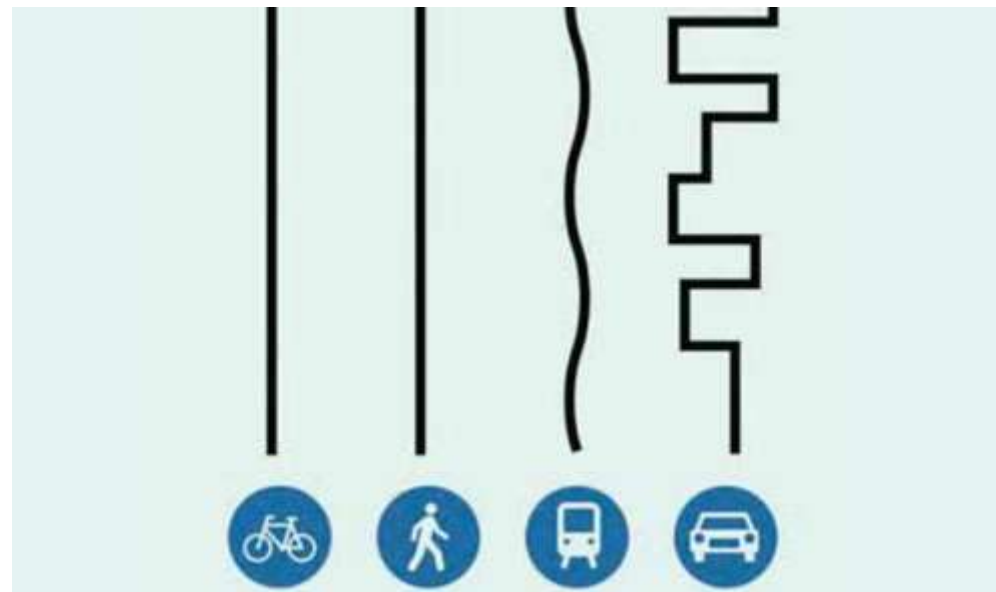


Figure 42. Sustainable Transport Concept (from Copenhagenize Design Co.)

4.80. The Land East of Gamston and North of Tollerton development must take influence from the Copenhagenize Design Co approach in its proposals and sustainable transport strategy, incorporating key elements such as:

- A masterplan that includes two primary schools; a secondary school, sports provision, neighbourhood centres and walkable neighbourhoods;
- Legible (and clearly signed), direct, safe, lit, segregated and surveilled 'quiet street' pedestrian and cycle routes that connect in all directions through the site, starting at the centre of the site and link to local services within the site and link into existing networks beyond the development's boundary including, but not limited to: the existing Gamston Local Centre, the third River Trent River crossing (from The Hook in Lady Bay to the City) and West Bridgford Town Centre.
- Legible (and clearly signed), direct, safe, lit and surveilled cycling routes through and around the development which allow access to local facilities [ideally](#) within 10 minutes [walking distance](#), and link into existing networks beyond the development's boundary;
- Direct and safe junctions for all road users, minimising conflicts between vulnerable road users and motor vehicles.
- Gamston Park & Ride – the transport assessment work for the proposed development will need to consider the need for and feasibility of a Park and Ride site. If it is determined that there should be a Park & Ride facility, then a financial contribution shall be required for a detailed design study for the facility and, further to that study, a further reasonable and proportionate financial contribution will be required towards the delivery of that facility and connections to it.
- Direct, safe, lit pedestrian and cycle routes to the County Council's aspiration for a new 'Park and Ride' facility to the North of Gamston Lock.
- A local bus service (as a minimum during peak demand periods) between the SUE and County Council's aspiration for a new 'Park and Ride' facility to the North of Gamston Lock.
- Enhanced bus services providing efficient and attractive travel choice for local connections, that will serve the site, connecting to Gamston and Tollerton and provision of a new bus service direct into Nottingham City, and onward journeys.
- Measures to alleviate traffic routing through adjacent villages to alleviate highway street created and road safety implications.

- Upgrades to, amalgamation of, and formation of new connections into, Public Rights of Way ensuring safe routes are available for all ~~highway~~-users.
- Provision of EV charging points for all developments to allow for the rapid transfer from fossil fuels to electric vehicles over the next 10 years.
- Provision of Mobility Hubs that will include:
 - Secure weather-protected, secure bike parking for private and shared micro-mobility (such as e-bikes), with electric charging points.
 - Cargo bike parking.
 - Bike pump and tool stations.
 - E-scooter rental / parking (the infrastructure will be provided based on the prevailing policy/guidance at the time).
 - Bus stops / infrastructure / real-time information.
 - Ev-charging bays.
 - Car club /hire/ share bays.
 - Day use lockers and package delivery lockers.
 - Loading areas for taxis / private hire vehicles.
- Provision of a detailed Travel Plan with incentives to use sustainable modes of transport.

Character

- 4.81. The proposals will be designed in accordance with best practice urban design principles, including National and local policy requirements set out in the Rushcliffe Local Plan (Part 1 and 2), Rushcliffe Design Code (2025), the National Design Guide (2019) and the National Design Code (and all National and local policy documents that supersede them). A strong character for development is an important placemaking principle as it helps residents feel a sense of belonging, identity and pride in where they live. This can be achieved through layout, massing, landscaping and building appearance along with other details and factors.
- 4.82. A Site Wide Design Code has been developed as part of this document that sets out high level design code (requirements) for the development as a whole. It must be adhered to for all outline, hybrid and full planning application submissions (and all applications that seek to amend or vary them). Phase specific design codes must be provided as part of the detailed planning applications for the delivery of the site as part of the planning process.

Distinctive Neighbourhoods and Edges

- 4.83. To deliver variety and character within the development areas, three distinctive neighbourhoods have been identified through an understanding of the Site's wider landscape context and the relationship to existing urban form. This will require a variation of layout, form and appearance, inspired by a Local Built & Landscape Character analysis, which will be provided to secure a distinctive, high quality design development that responds and integrates with its context.
- 4.84. A character analysis from the local area will provide an understanding of the context and inform future proposals and must be submitted as part of all Reserved Matters, Hybrid and Full planning applications (and any subsequent applications that seek to vary or amend their approved content).
- 4.85. Furthermore, special edge conditions within each of the three neighbourhoods will add differentiation to frontages adjacent to areas such as the canal, attenuation areas, Primary streets and woodland areas. These are illustrated in Figure [37-43](#) and listed below and will consist of the following:

- Character Area 01 Canal Side - This includes the central and internal part of the development within proximity of schools and part of the main spine length.
- Character Area 02: Water Meadows- These areas are located to the east, within proximity of water attenuation features within a landscape setting.
- Character Area 03: Woodland View - These areas are enclosed by existing and proposed woodlands and include the western and southern parts of the site.
- The Primary Street Corridor includes all building frontage adjacent to Primary Street(s).

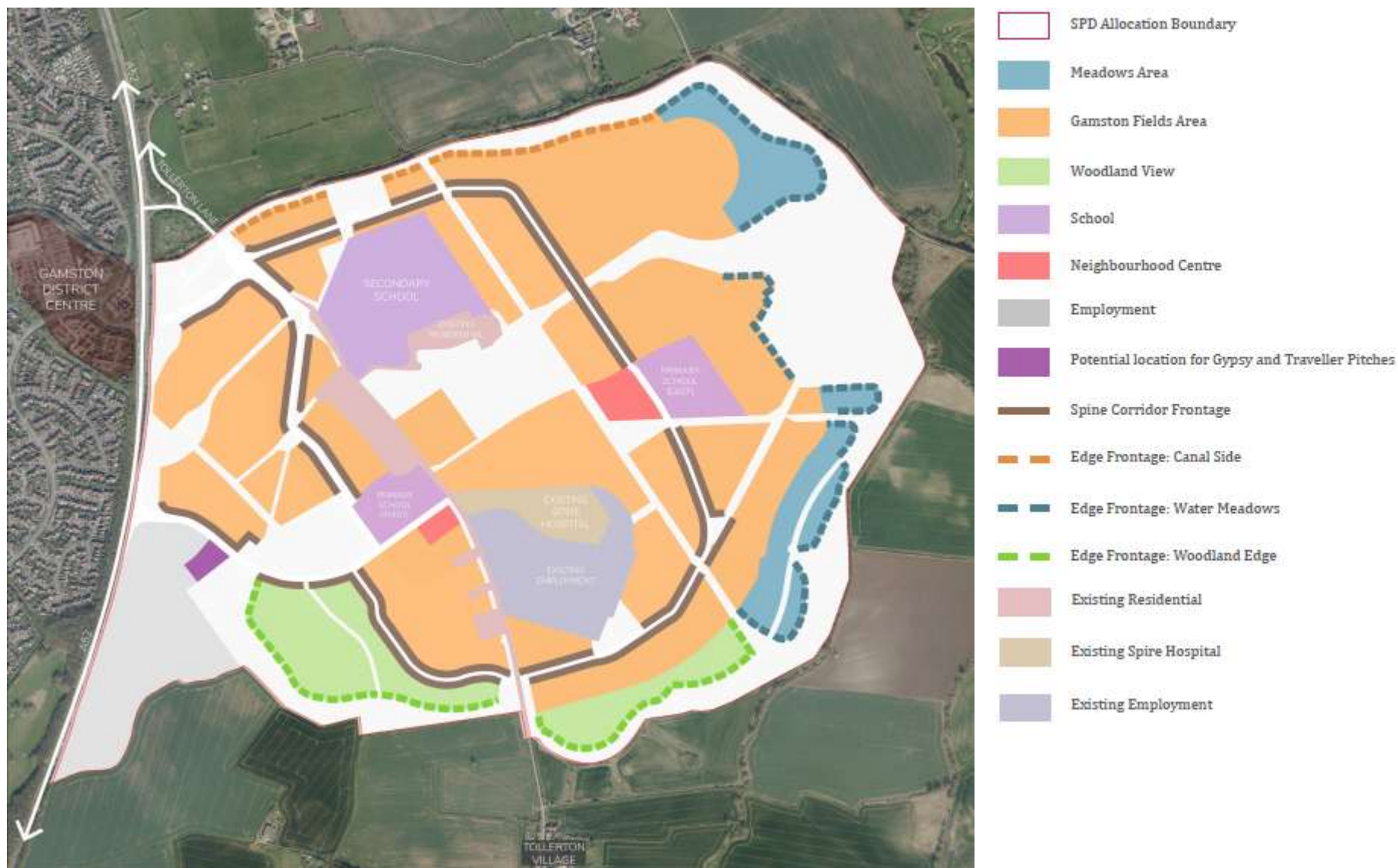


Figure 43. Character Areas Plan

Sustainability

- 4.86. The proposed development will provide social and economic benefits whilst protecting (and enhancing) the environment and mitigating and adapting to the effects of climate change.

Environmental Protection and Enhancement

- 4.87. Through a range of design measures the development will protect and enhance the local environment, including:
- Homes designed to make use of sustainable materials, prioritising the use of local materials, as well as utilising construction methods which reduce resource use.
 - Biodiversity Management Plans which include measures to mitigate and enhance the biodiversity of the site, having due regard to biodiversity measures which may have been approved in previous applications.
 - Measures to enhance sustainable travel including the provision of electric vehicle charge points at key points and cycle storage in all homes, provision of an extensive network of pedestrian and cycle routes linking to existing off site routes and Public Right of Ways to promote active modes of transport and reduce reliance on the car, as well as a programme of development to improve access to the local bus services and provision of a new direct service to the City.
 - Provision of measures through construction and future operation of the site to reduce pollution, minimise waste, and encourage recycling.

Mitigating and Adapting to Climate Change

- 4.88. The development will incorporate a range of measures to reduce carbon emissions, mitigating the effects of climate change, and adaptation measures to ensure the long-term resilience of the development to the effects of climate change. Measures include:

- Homes designed to reduce carbon emissions in accordance with the energy hierarchy, using a fabric first approach to design to reduce energy demand before making use of low carbon renewable energy, helping mitigate the effects of climate change. The use of green technologies such as solar pv on roofs, grey water recycling and heat-pumps will be used.
- Water consumption of no more than 110 litres per person per day is a required standard of the Rushcliffe Local Plan Part 2.
- Development of new homes in an area of low risk of flooding and provision of a surface water management system and infiltration basins designed to manage a 1 in 100 annual probability plus 40% climate change rainfall event.
- Achieving a net gain in biodiversity (for a minimum of 10%) through the enhancement of existing habitats, creation of new habitats and specification of appropriate climate tolerant species.
- Homes shall be built to the Future Homes Standard (or any such standard that supersedes that standard), so they will not need to be retrofitted with any additional measures or technology to become net zero.
- The Future Homes Standard would see homes fitted with low carbon heating. The expectation is that heat pumps will become the main source of heating systems for all new homes.
- Proposals should be future proofed to embrace up-to-date, new commitments to sustainability. All buildings will be designed to be resilient to climate change and to remain at a comfortable temperature throughout the year. All buildings to have a connection to a smart electric grid which can automatically adjust electricity flows to balance the supply from renewable sources and the grid with demand.
- Carbon reductions will be incorporated into the design of development phases for all forms of development with due regard to the latest legislation and guidance, for example, the fabric first approach and no-carbon heating solutions.
- The proposals will deliver water efficient buildings achieving a residential water efficiency level of 110 litres per person per day. Rainwater storage butts, water meters and low flow water appliances will be provided in all homes and businesses to help future residents and businesses minimise water use.
- Delivery of high-speed broadband and charging points for electric vehicles will be provided for all new dwellings and businesses in the development.

Summary of Sustainability proposals:

- Energy-efficient, low-carbon buildings that are for a community use and for dwellings that front onto Primary Streets;
- All-electric energy; residual emissions will fall over time;
- Enable switch to electric vehicles;
- Walkable / cyclable layout;
- Local facilities that are connected and accessible to reduce the need to travel;
- Space ~~+~~ [plus](#) telecoms for remote working;
- Retain and enhance natural features for wildlife;
- Streets and parks that invite active travel and active recreation;
- Outdoor sports;
- Allotments;
- Ready for climate change (rainfall, drought, heat);
- Natural flood management;
- Trees for shade;
- Planting for drought;
- Water-efficient buildings.



Allocation Masterplan Framework

- 4.89. A thorough understanding of the site allocation and its wider context provides the baseline upon which to deliver a comprehensive framework masterplan that demonstrates a holistic approach to design when different parties come forward to submit planning applications in the future.
- 4.90. The proposals must be focused around a new community heart, including primary education and central sports park set within a liner heritage park which helps promote healthy lifestyles and reacts to (and incorporates) the heritage constraints, including (but not limited to) the listed pillboxes. A strong hierarchy of development blocks, streets and places structured around a network of green infrastructure must be delivered.
- 4.91. The Allocation Framework Masterplan provides the following:
- Around 4,000 homes, designed and delivered by best practice guidance with energy-efficient, low-carbon dwellings fronting Primary Streets.
 - Two Primary Schools and a Secondary School.
 - Energy-efficient, low-carbon buildings within the Neighbourhood Centre's, providing retail, office, medical and community facilities.
 - Primary access via the A52(T).
 - Safer access to and from Gamston, with suitable pedestrian and cycle crossings.
 - Tollerton Lane, to the south of the main access into the site, to be downgraded utilising traffic calming features with improvements to walking and cycling routes, through the site, connecting into existing mobility routes that adjoin the site's boundaries.
 - A new bus service with appropriate infrastructure to serve it, along with improvements to the existing bus infrastructure, will be provided.
 - A fully integrated green infrastructure strategy to allow for the provision of significant areas of public open space, play areas, sports pitches, multiuse games areas, and Sustainable Drainage features will be provided.

- Grantham Canal (which bounds the site) must be enhanced to facilitate access to and from a new fitness trail to be provided within the site to encourage outdoor activity and mobility whilst also allowing for the enhancement of wildlife habitats and the screening along the boundary to the site.
- Creation of a new linear parkland utilising the existing runway alignment(s) to help promote healthy lifestyles and form an appropriate setting for the historic pillboxes must be provided.

4.92. The Allocation Framework Plan shown in Figure ~~38~~44 shows how the site can be developed with a holistic view of the overall development. It provides a framework for the planning applications and structure for the subsequent phased development of the Site. The plan sets out broad land uses and movement strategy but allows for some flexibility with the appropriate justification and evidence for doing so through the appropriate planning process.

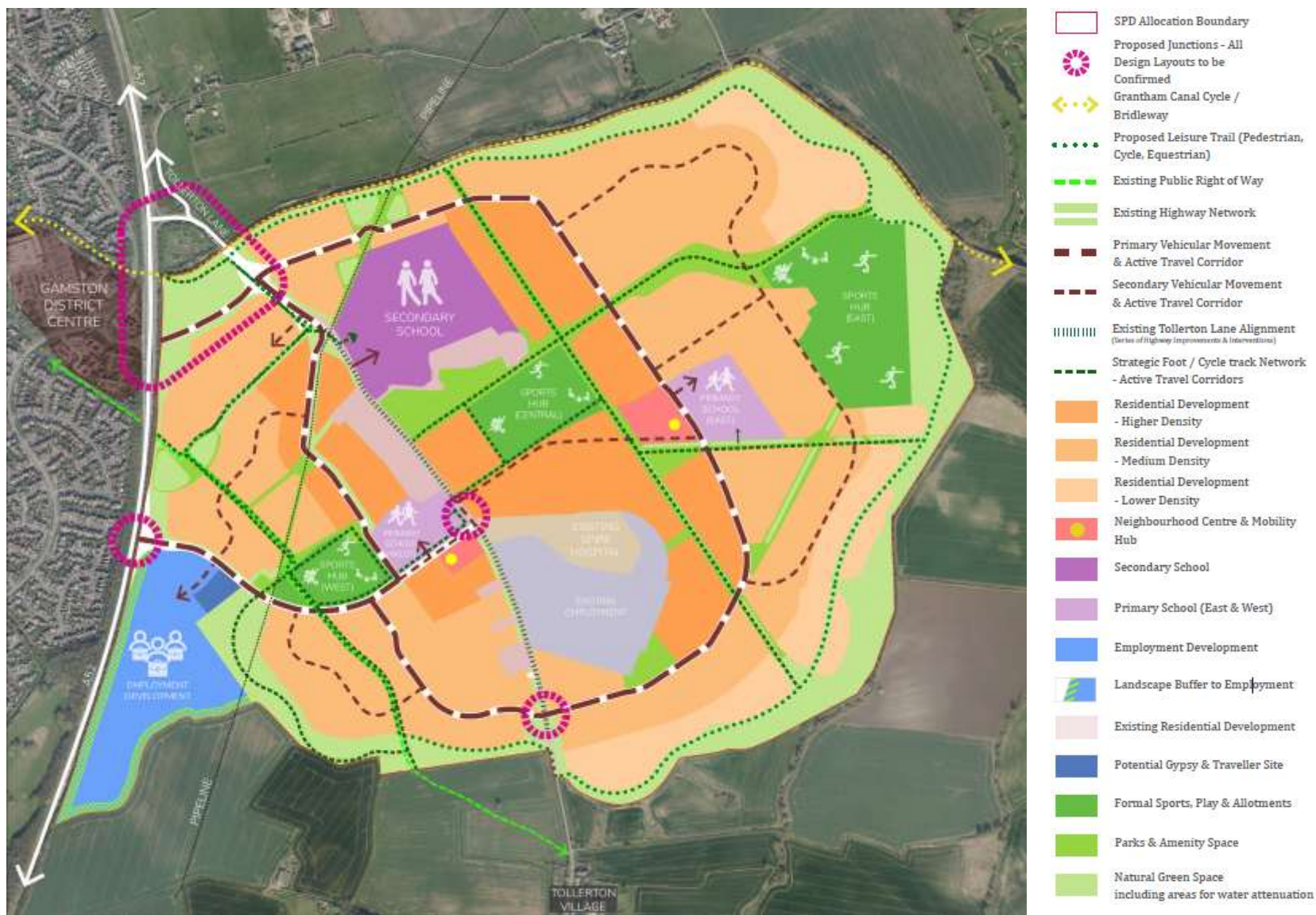


Figure 44. Allocation Masterplan Framework

Stewardship

- 4.93. Policy 25 of the Local Plan provides that the development will be subject to requirements which include a neighbourhood centre, community facilities and retail development, improvements to road infrastructure, improvements to walking, cycling and public transport links through and beyond the site, sewage and off-site drainage improvements, an appropriate sustainable drainage system, the creation and enhancement of open space and green infrastructure, the creation of significant green infrastructure areas and buffers and an enhanced green corridor along Grantham Canal and new or expanded educational, outdoor sports and leisure, Gypsy and Traveller provision, health, community, faith, cultural and youth facilities as required by the scale of development. These features must be delivered across the Site.
- 4.94. These development requirements all relate to the types of spaces, infrastructure and community facilities and assets that are vital elements of the development, and which require long term stewardship and governance to ensure that the components of the development are properly looked after for years to come; this is known as stewardship. Stewardship vehicles help build community place-making reciprocally to help manage and maintain public and private realm, provide and run a range of community facilities and help manage utility services where appropriate.
- 4.95. A well-thought through active, local, stewardship model will help foster a shared sense of ownership and identity in relation to the development and engender inclusivity and buy-in from residents and businesses. The stewardship model needs to be well-funded (including being set up to deliver regular income streams), self-financing and provide an exceptional quality environment to realise best place-making and a legacy.
- 4.96. The Town and Country Planning Association recognises the importance of 'Community ownership of land and long term stewardship of assets' and their Stewardship Toolkit contains useful information on stewardship approaches for new communities and has also been used to inform the approach in this SPD bringing knowhow and learning from existing communities such as supplementing service charges with other income streams to sustain the viability of the community; different charges for discrete areas in addition to a wider estate charge; being flexible on structure; and engaging with the community.

4.97. The stewardship strategy for the development will need to be of evolving nature as the development progresses.

Stewardship Strategy – requirements for planning applications

4.98. A high quality, comprehensive stewardship strategy for the development is required encompassing a single site-wide strategy rather than separate piecemeal strategies for each individual site that may come forward by sub-developers within the overall site.

4.99. Long term stewardship needs to be considered from the outset of the planning process and planning applications are required to be submitted with a draft stewardship strategy which can further be developed and secured through planning conditions and Section 106 agreement(s). The Section 106 agreement(s) will set out the broad mechanisms and the terms under which community facilities, or land for these facilities, will be funded, managed, leased and/or transferred to the future operators/custodians.

4.100. A phased approach will need to be enshrined in the Section 106 Agreement as regards stewardship of assets in order to identify land and/or assets and facilities in a phase (or relevant plot) that will require ownership and long-term stewardship; the most appropriate governance model to apply to each asset (which, as applicable, may be a stewardship management organisation or a local authority or undertaker); the timing of implementation of transfer of those assets to the chosen governance entity; and any linkages between different assets.

4.101. This approach will, by necessity, develop over time given the long-term nature of the development and as such the S106 agreement obligations will reflect the need for detailed plans for assets to be developed as each phase is brought forward.

Content of the draft stewardship strategy to be submitted with all planning applications

4.102. The draft stewardship strategy will need to focus on delivering the following “Overarching Stewardship Outcomes” (including with regard to stakeholder consultation and engagement and the long-term financial resilience and viability of the stewardship body):

Exemplar Community Spirit	The development of strong community spirit in the development for residents and businesses where community members have a strong voice and active involvement and participation.
A Strong nature Based Approach	Provision and enhancement of biodiversity, the natural environment and green and blue infrastructure bringing associated well-being benefits to the community.
Consolidated and Reasonable Service Charge	A single consolidated service charge bill for customers rather than multiple bills for multiple services, with the service charge being reasonable and not excessive level as compared to market norms given the quality and levels of services being provided.
A Sustainable, Resilient and Well Communicated Stewardship Business Plan	A high level of understanding of what to expect and when from the stewardship body. A well communicated business plan which includes the planned income streams for capital expenditure and operational expenditure costs. This supports high quality and successful management, maintenance and development of community facilities and data gathering to enhance efficiency and use of resources and active travel with associated efficient running costs.
Exemplar Community Facilities	The early delivery of high quality community facilities and amenities to help engender a strong sense of community spirit.
Strong <u>Environment, Social and Governance</u> ESG targets and Monitoring	A strong set of environmental, social and governance targets with monitoring of performance.
Collaboration and Inclusiveness	A collaborative, inclusive and diverse approach to exemplar stewardship for residents businesses in the development. This will have a representative and accountable governance structure to develop, deliver and manage stewardship.

Planning for long term stewardship within the draft stewardship strategy

- 4.103. The stewardship strategy must include details as to the proposed stewardship body or bodies that will be set up to manage and develop the community assets in perpetuity. All opportunities for asset management by a stewardship body will need to be considered and a stewardship working group established. The role and constitutional structure of the stewardship body, together with anticipated income streams to fund the management and maintenance of assets it is responsible for will need to be developed to ensure good governance.
- 4.104. The stewardship strategy to be provided by the consortium of land owners working together prior to the determination of the first planning application, and must cover details concerning:
- Master estate-managed serviced areas – these areas will be stewarded by a master estate stewardship organisation which will have a board of directors and voting structure including community participation and engagement and local authority involvement;
 - Sub-developer managed and serviced areas; and
 - Any third-party provider estate management serviced areas (including specialist SUDS, BNG, energy, open space etc.)
- 4.105. The stewardship strategy will need to include a staged approach to evolve stewardship requirements as the community develops as the development is built out. This will be reviewed at key stages to make the most of new opportunities whilst ensuring that any review is not used as an opportunity to reduce commitments made at the application stage.
- 4.106. A long term commitment to management and maintenance is required, with a stewardship delivery programme setting out when the more detailed proposals for the stewardship of the phases of the development will come forward.

Paying for long term stewardship

- 4.107. The stewardship body must be a viable business model and capable of generating a sustainable income and revenue streams from community assets that can be reinvested for the benefit of the community to ensure successful stewardship.

Stewardship bodies should be entrepreneurial with money saved through good design and developed as the community grows. Energy-efficient buildings are cheaper to run. Community buildings should be designed to be flexible in terms of their usage and be built to a high quality.

- 4.108. The stewardship strategy must set out funding arrangements for income generating assets, including those which may only generate an income in the longer term, including commercial floorspace, potentially any surplus biodiversity net gain units, and profit share from an on-site renewable energy micro-grid. Any service and estate charges should be levied at and maintained at a reasonable level that is commensurate with the level of cost that is incurred in maintaining or servicing the relevant assets. Charges must clearly identify the purposes and services for which they are levied to ensure clarity in relation to other charges that occupiers may be responsible for.
- 4.109. The cost of management and maintenance of the wider development's places, services, assets, facilities and amenities will need to be covered by a combination of the service and estate management charges that may be levied and other sources of income that may include a range of sources such as community facilities revenues including community hub buildings and space hire revenue, community café income, events income from sports and community facilities and other potential sources.

5. Delivery Strategy

Delivery Strategy

Strategic Infrastructure

Access and Active Travel

Framework Section 106 Agreement

Viability

Strategic Infrastructure

- 5.1. The plan at Figure ~~41~~⁴⁵ identifies the strategic infrastructure (including the potential access arrangements described above) which is required to be delivered on-site to support the allocation of the site as a whole. This plan (Figure ~~41~~⁴⁵) also shows the current broad land ownership in 'zones', which illustrates how certain strategic infrastructure crosses multiple ownerships.
- 5.2. At this stage, the strategic infrastructure requires both on and off-site works in order to support the site as a whole (the 'Strategic Infrastructure'). The Strategic Infrastructure comprises the following, although it is acknowledged that this list is indicative only and will be superseded by the Gamston Strategic Urban Extension Infrastructure Delivery Plan (Gamston SUE IDP) ~~when prepared and adopted (see para 5.11, below);~~ which shall be prepared and published for the allocated site and shall be supplemental to this SPD and existing and other emerging Local Plan IDPs.

A. On-site infrastructure

- Tollerton Lane works (excluding A52(T) junctions).
- On-site primary infrastructure; including strategic site roads, strategic storm drainage and attenuation ponds and swales and strategic foul drainage including pumping stations and an appropriate sustainable drainage system.
- Noise attenuation measures, potentially including an ~~Acoustic~~-acoustic fence, along the A52(T) Gamston Lings Bar.
- 2 x 2 Form Entry (FE) primary school both with appropriately sized nurseries and the possibility of on-site. Special Educational Needs (SEN) provision too.
- Sports hubs (including pitches and pavilions) x3 – east, west and central. For future maintenance and management there is a benefit of having fewer buildings, with larger multi-functional sports hubs on the central and east hubs. On the west sports hub, a pavilion building containing toilet, shower and changing facilities will be required.
- The amount of changing rooms and toilet accommodation is directly linked to the number of sports pitches and the sports they serve. However, as a general principle for 5 football pitches, at least 10 changing rooms, one for each team

(home and away) and potentially one for officials, depending on the level of play needed. The Football Association (FA) suggests that it's not always necessary to have a changing room for each pitch, and staggered kick-off times can allow for shared facilities.

- Public Open Space areas; including Strategic Cycle Links / multi-user routes.
- Open space and green infrastructure which links to the wider green infrastructure network, and which has regard to the Greater Nottingham Landscape Character Assessment, and provides for biodiversity enhancements.
- Green Infrastructure areas and buffers particularly on the southern and northern boundaries to contribute to the creation of permanent defensible Green Belt boundaries between the development and the settlements of Tollerton and Bassingfield.
- Creation of an enhanced Green corridor along the Grantham Canal.
- Allotments.
- Neighbourhood Park and Trim Trail.
- Outdoor Tennis Courts.
- Artificial grass pitches (even if this means a reduction in the natural turf pitches available, with a preference for these to be on the central and / or east sports areas), and hockey provision (to be delivered on-site).
- Play areas: Locally Equipped Areas of Play (LEAPs), Neighbourhood Equipped Areas of Play (NEAPs), Multi-Use Games Areas (MUGAs)
- Sustainable Transport Measures (internal Infrastructure)
- Community Library and contributions towards the expansion of existing off- site facilities)
- Upgraded footway/cycleway provision on the entire length of Tollerton Lane through the site, connecting to the village of Tollerton to the south of the Sustainable Urban Extension.
- Improvements to walking, cycling and public transport links through the site.
- Signalised pedestrian/cycle crossings within the allocation site.

- Neighbourhood ~~center~~centre(s) - No more than 3,000sqm of (Class E a, b, c, e, g,; Class F1 b, c, d, f; and Class F2 a) (cumulative total) shall be provided on site and no individual unit shall exceed 499sqm in floor space and there shall be no amalgamation of the units defined for the above uses within each of the neighbourhood ~~center~~centre(s).
- Community facilities including a Community Hall with a stage, the ability to seat 150 people and other ancillary facilities e.g. toilets, kitchen.
- Pillbox restoration and ongoing management/maintenance. (To ensure that pillboxes are repaired, as well as discussions on illustrative layouts to ensure that the pillboxes are presented within the public open spaces. At least 2x examples of each type of pillbox to be fully restored (NB 1x of the type 22 pillboxes already has been – the one at Spire Hospital) and the rest of the pillboxes stabilised to ensure they ~~don't~~ do not deteriorate. One of the type 22 pillboxes and one of the repaired square types should be near each other so that they can be presented as examples with interpretation boards. Whilst there are a couple of closely positioned pairs, it is acknowledged that until the survey work is done the developer(s) (and the Local Planning Authority) won't know which pair is the most appropriate to receive the appropriate repair treatment(s)).
- Gypsy and traveller pitches x8 (delivery of a flat, levelled and clean (remediated if necessary) site, with all utilities provided to each pitch)
- Public transport.
- Healthcare provision (including a GP surgery) on-site. A site appropriately sized (4,000 dwellings would generate 9,200 new patients based on 2.3 people per dwelling. Based on the British Medical Association (BMA) guidance of 1,700 patients per full time GP; this would equate to 5.4 whole time equivalent (WTE) GPs. Associated clinical staff 4 whole time equivalent (WTE) and 10.6 non-clinical staff, equalling ~~=~~20 full-time practice staff; and 2 WTE ~~Additional~~ additional ~~Roles~~ roles staff (physiotherapist, social prescriber, mental health, etc). This does not include a commercial pharmacy – this would require an additional 100-150m² square metres if located within this building. The total gross internal floor area (GIFA) required would be 954 square metres over two floors (~~+~~ plus pharmacy) to be split circa 2/3 Ground Floor and 1/3 First Floor (636m² square metres and 318m² square metres respectively) built to all NHS standards in particular Health Building Note 11-01: Facilities for primary and community care services HBN11-01 and BREEAM

Excellent. A total of 40 car parking spaces would be needed, and the total land requirement would be 0.28 hectares (plus the land required for the pharmacy) with a level surface and with services to the site provided.

- Sports Hall provision. ~~—~~(new or expanded educational, outdoor sports and leisure, health, community, faith, cultural and youth facilities as required by the scale of the development, which is planned in such a way to integrate existing and new communities as required by Policy 25 of the Core Strategy)
- Biodiversity net gain for Strategic Infrastructure

Owing to the high levels of car demand that will be created by the Sustainable Urban Extension, strategic site wide sustainable transport measures to offset / mitigate such impacts will be required which may include (but not be limited to) the following and will be informed by the transport assessment(s) carried out as part of the proposed development:

- Mobility hubs, including shared bike / e-bike / e-scooter / mobility schemes, including trunk infrastructure and docking points etc.
- Last Mile Deliveries and Emerging Technologies, drop-off points and pickup points for example.
- Hub Electric Vehicle (EV) charging facilities.
- Gamston SUE specific EV car hire/sharing scheme.
- ~~—~~ Gamston SUE specific car barn(s) - These are privately managed covered parking areas, located close to other public transport hubs, where cars or the spaces can be short and long terms leased. ~~—, they~~ They include EV charging.
- ~~Facilities~~ facilities and reduce the need for roads fronting houses / parking required on plot, ~~—~~ and they can also cater for some visitor parking.
- Framework Travel Plan and Framework Travel Plan Co-ordinator (for residential and employment).
- Minimum corridor widths for all active travel routes (Pedestrian / Cycle) within the site to encourage and promote their use (i.e. open, wide overlooked routes with no secluded areas).
- ~~Retain~~ Retention of the location and alignment of footpath “Tollerton FP6” running through the site and provide connections into it from the surrounding development.

- ~~Provide~~Provision of unrestricted connections to footpaths “Tollerton FP1” and “Tollerton BW9” and the “Grantham Canal Tow Path” that all run along boundaries of the SUE.
- ~~Provide~~Provision of unrestricted connection opportunities to footpaths “Gamston (R) FP13” and “West Bridgford FP15” which are located on the edge of the site, albeit separated from the SUE by the ~~A5-2~~A52(T).

B. Off-site infrastructure

- Highway works including A52(T) junctions and active travel improvements.
- Other off-site highway works, including (but not limited to) works within Tollerton village and works to Bassingfield Lane – all off-site works to be identified and refined further through the planning process and in discussion with the highway's authorities. The development of the site shall mitigate direct impacts on the local road network as determined by the outcome of the transport assessment(s).
- Appropriate measures for, and improvements to, walking, cycling, public transport, Public Rights of Ways, and Junction Improvements/ alterations (off-site,) including off-site junctions and highway links with known safety records in near vicinity to the SUE (which could be numerous dependent on the details proposed by the planning applications / transport assessments) will be provided in agreement with the highway authorities.
- Improvement measures to capacity and safety of pedestrian / cycle / bus infrastructure will be provided in agreement with the highway authorities.
- A package of improvements for A52(T) between the A6005 (QMC) and A46 (Bingham) junctions works identified in the A52(T) / A606 Infrastructure Package covered by the Memorandum of Understanding (MoU) between Highways England (now National Highways), the County Council (The Highways Authority) and the Borough Council dated May 2019, with such adjustments to the works identified in the MoU and the costings set out in the MoU as the highways authorities shall advise.
- Biodiversity net gain for off-site highway works as needed.
- Other community facilities as needed including, but not limited to, swimming pools and household waste recycling.

- Special Educational Needs School Expansion (off-site).
- Gamston Park & Ride – the transport assessment work for the proposed development will need to consider the need for and feasibility of a Park and Ride site. Previous work has been undertaken in relation to a Park and Ride site which should be examined and brought up to date in liaison with the highways authorities. If it is determined that there should be a Park & Ride facility, then a financial contribution shall be required for a detailed design study for the facility and, further to that study, a further reasonable and proportionate financial contribution will be required towards the delivery of that facility and connections to it.
- A52 crossing options analysis for pedestrians and cyclists – the transport assessment work for the proposed development will need to include a crossing options analysis to determine the most suitable primary route for pedestrians and cyclists between the site and Gamston centre, which shall include analysis of:
 - a pedestrian and cycle bridge over the A52; and
 - at-grade controlled crossings on the A52 between the site and Ambleside.The costs and benefits of each option shall be set out, including the contribution towards pedestrian and cycle connectivity and safety.
- Sewage and off-site drainage improvements.

5.3. Each planning application for any part of the allocation will be required to:

- Accord with the SPD for that area of land;
- Provide the infrastructure relevant to that area of land (i.e. all site specific, non-Strategic Infrastructure), including an appropriate provision of affordable housing in accordance with Policy and open spaces relevant for that area; and
- Contribute, in proportion to the scale and impact of the development applied for, to the provision of Strategic Infrastructure and/or provide Works in Kind where appropriate (see paragraph 5.44-12 below).

Access and Active Travel

- 5.4. Access arrangements both to the site (from the A52(T)) and within the site are critical to the delivery of the site. As far as access from the A52(T) is concerned, different access solutions at junctions A, B and C (shown on Figure 41-45) are currently being discussed with the highways authorities but a decision has not yet been made as to which solution is to be delivered. The broad development approach following construction of the upgraded site access from the A52(T) junction with Tollerton Lane is for parcels to come forward concurrently from several different phases, all accessed from Tollerton Lane. A primary road corridor looping around the eastern and western sides of Tollerton Lane will be delivered phase by phase to serve parcels. The phasing of this will be determined through the planning applications. Access arrangements within the site are also still being discussed with the highways authority but are envisaged to include two loops of a primary road corridor shown as 'Primary Vehicular Movement & Active Travel Corridor' on Figure 41-45 (above), one east of Tollerton Lane and one west of Tollerton Lane. Active travel provision from the site must connect properly to existing active travel infrastructure in the surrounding area. Development proposals will be expected to deliver improvements to the existing active travel provision in the area where necessary to bring such provision in line with current standards.
- 5.5. At the point that one complete loop of the primary road corridor onto the A52(T) is delivered (either to the east of Tollerton Lane or the west of Tollerton Lane), Tollerton Lane will be downgraded (through measures to first be agreed in conjunction with the highway authorities as part of detailed planning application(s)) and the primary road corridor will become the main route for all vehicles, including buses.
- 5.6. Works to the A52(T)/Tollerton Lane junction (point A on Figure 45 below) will be delivered early, alongside other highway works which are indicatively identified in the [table](#) below at Figure 46 but will be refined further through the planning process and discussion with the highway's authorities and will be set out in an ~~updated Infrastructure Delivery Plan (IDP) for the allocated site which shall be supplemental to the existing and emerging Local Plan IDPs~~ (the 'Gamston SUE IDP'). These works include off-site highway works and the costings referred to in the 2019 Memorandum of Understanding for A52(T) highway improvements, which may need to be updated.
- 5.7. All development proposals for parcels of land within the site are expected to be designed to facilitate:

- a. vehicular and pedestrian/bridleway access to adjacent parcels of land within the site to ensure appropriate site-wide connectivity; and
- b. access to existing and new footpaths, bridleway and cycleways within and adjacent to the site.

5.8. This is to ensure appropriate site-wide connectivity and provide connection opportunities to the wider area on an unrestricted and un-ransomed basis. This will ensure that the allocation can move forward on a viable comprehensive basis. The safeguarding of suitable land for access to adjacent parcels of land will be protected through the framework Section 106 Agreement. The framework Section 106 Agreement will contain similar provisions relating to access to schools – safe and appropriate vehicular, pedestrian and cycle access must be provided to schools from the day they are open, with temporary access arrangements being required if necessary.

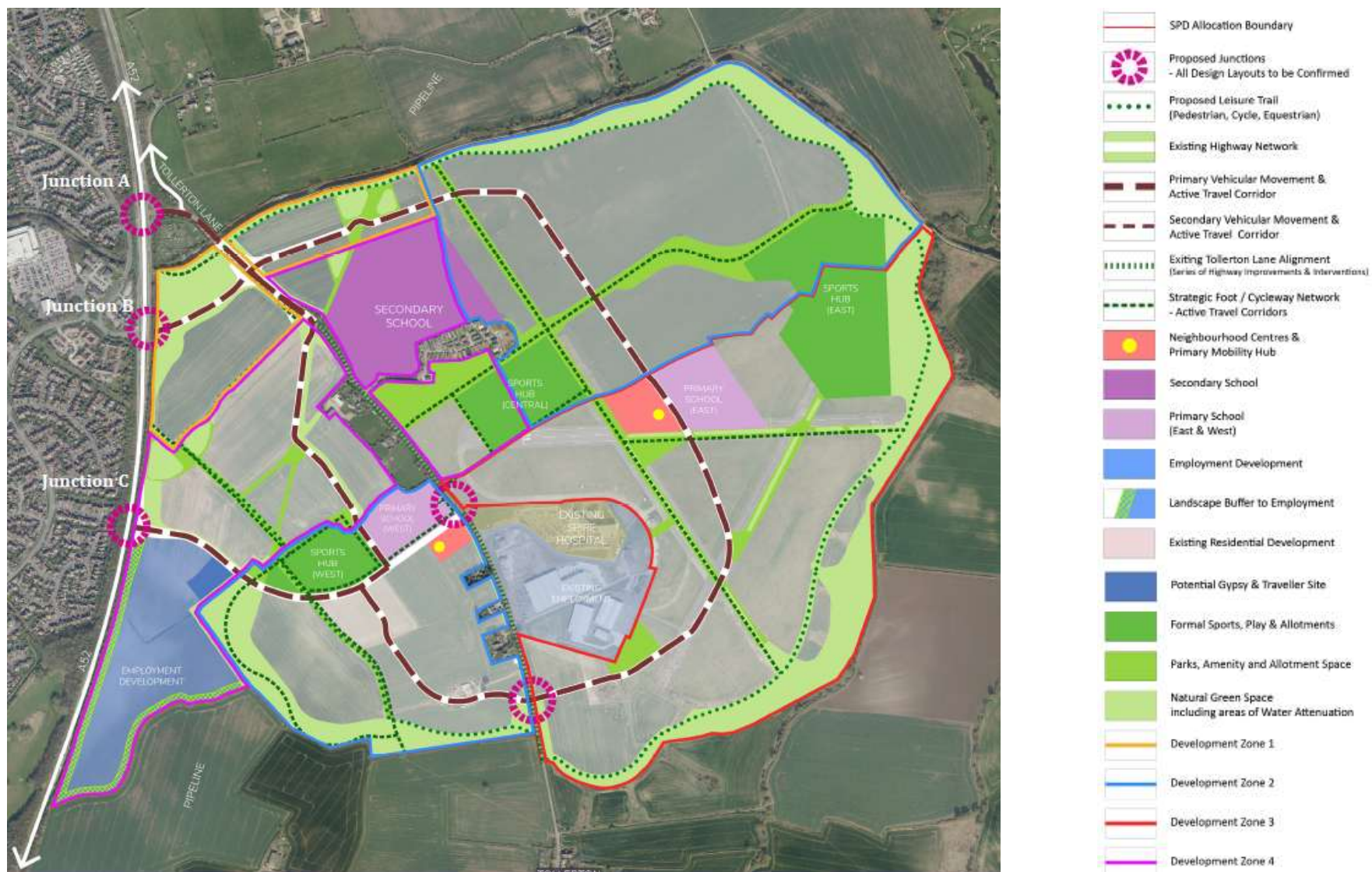


Figure 45. Whole Site Infrastructure Plan

Framework Section 106 Agreement

- 5.9. Whilst the wider site will be delivered via separate applications, it is essential that the Strategic Infrastructure which is required by the site as a whole in order for the allocation to come forward is delivered in a coordinated manner and that each development parcel contributes towards that Strategic Infrastructure on an equitable and proportionate basis regardless of when those development parcels come forward. This will also provide clarity and certainty for landowners and developers over the planning obligations that they will be expected to enter into.

5.XX. The Council considers that there are a number of ways of ensuring that this objective is achieved. One way would be a set of “linked” Section 106 Agreements reflecting terms agreed between the relevant landowners and developers, the local planning authority and the County Council in relation to defined requirements and obligations for necessary infrastructure, amenities and facilities (‘Option A’). Another way would be a “framework Section 106 agreement approach” (‘Option B’.) A combination of Option A and Option B is also possible. Key principles in relation to these Options A and B are set out below.

5.XX Option A would reflect, as appropriate, the terms of a collaboration agreement between the relevant landowners and developers of land within the allocated site, which may, for example, include obligations on those landowners and developers to deliver some of the Strategic Infrastructure on their respective development parcels as works in kind (Works in Kind). The specification, timing and delivery of such Works in Kind would need to be approved by the Council and the County Council, warranties and (if required) bonds and/or step in rights in favour of the Council and/or County Council would need to be provided and there would need to be a Section 106 mechanism or agreement to secure the Works in Kind and ensure that successor landowners of the development parcel were also bound to deliver those Works in Kind. The obligations, amounts of any contributions and triggers for delivery of infrastructure, facilities and amenities would need to all be agreed. Please see paragraph 5.12(b) for further detail regarding Works in Kind.

- 5.10. Option B would involve ~~The Council considers that the best mechanism for ensuring this objective is achieved will be via a~~ framework Section 106 agreement, together with equalisation agreements which landowners ~~Landowners~~ and developers of land within the allocated site ~~will~~ would also be expected to enter into ~~equalisation agreements~~ in relation to ~~works~~ Works

in ~~kind~~ Kind (where necessary) and in relation to land on which Strategic Infrastructure is being delivered, so that land values across the site are equalised and the cost of providing land on which Strategic Infrastructure is located (and such land therefore not being available for residential or employment development as a result) is shared fairly and proportionately amongst all landowners and developers regardless of where that Strategic Infrastructure is located within the allocated site. This ~~will~~ would be the assumed basis for framework Section 106 agreement requirements.

5.XX Elements of Option A and Option B could both be used on a ‘mix and match’ basis – for example, an Option B framework Section 106 agreement approach could be necessary to supplement an Option A Section 106 approach in certain instances, for example:

- in relation to specific infrastructure which cannot be delivered on site, such as off-site highway works, or
- to cater for scenarios where Works in Kind agreed in a collaboration agreement need to be changed to a financial contribution, or
- where collaboration agreements between landowners/developers have been entered into but are re-negotiated over time, or
- where not all the landowners and developers of land within the allocated site have entered into a collaboration agreement.

5.XX Where Option A and Option B approaches are used on a ‘mix and match’ basis it may be possible for the Option B framework Section 106 agreement to be simplified in some respects – for example it may not be necessary to include provisions relating to Works in Kind, equalisation and/or access to adjacent parcels of land if these have been secured in a collaboration agreement and the Council is satisfied that they will endure and can be enforced by the Council against successor landowners of the development land via the relevant S106 agreement(s).

5.11. The framework Section 106 agreement (Section B) will be developed by the Council and (in cases where Option B is being followed, including a ‘mix and match; basis as explained above) used as a base template document for all Section 106 agreements relating to the development of any land parcel within the allocated site (save exempt development referred to in paragraph ~~5.11~~ 5.12 (J)) below). The framework Section 106 agreement will contain a “Part 1” relating to Strategic Infrastructure and a “Part 2” relating to site specific infrastructure and obligations, including affordable housing.

Item	Infrastructure Type	Infrastructure Description	Trigger
1	Vehicular Access	Upgraded A52 / Tollerton Lane junction to signals.	Early delivery
2	Vehicular Access	Temporary upgrade to A52 / Ambleside junction to signals. Note, the future format of this junction is subject to which Access Scenario is delivered - see below above .	Early delivery
3	Vehicular Access	New access junctions via Tollerton Lane into development parcels.	Early delivery
4	Active Travel	At grade controlled crossings A52 / Tollerton Lane signals, and shared use provision on the western side of the A52 between the A52 / Tollerton Lane signals and Ambleside	Early delivery
XX	Active Travel	Implementation of primary route for pedestrians and cyclists between the site and Gamton centre, to be achieved either by: – a pedestrian and cycle bridge over the A52; or – at-grade controlled crossings on the A52 between the site and Ambleside.	Delivery trigger to be agreed, but likely to be early delivery
5	Active Travel	At grade controlled crossings A52 / Ambleside	Early delivery
6	Active Travel	Upgrade to the existing toucan crossing over the A52 between Tollerton Lane and Gamston roundabout	Early delivery

Item	Infrastructure Type	Infrastructure Description	Trigger
7	Active Travel	Upgraded footway / cycleway provision on Tollerton Lane from A52 / Tollerton Lane junction to the entrance to Tollerton village	Early delivery
8	Active Travel	Improvement to Bassingfield Lane active travel connection to the existing toucan crossing over the A52	500 dwellings
9	Public Transport Services	Agreement of service provision	Delivery trigger TBC to be confirmed ; but likely requirement for early approval of Public Transport Delivery, setting out a timetable for bus service to become operational. There will be a need for interim arrangements for layover facilities for operators to facilitate delivery of a bus service from first occupation.
10	Public Transport Infrastructure	Bus stops and turning facilities within development parcels as necessary	As above item 9
11	Public Transport Infrastructure	Improvements to Tollerton Lane bus infrastructure (carriage widening and bus stop shelters)	As above item 9

Item	Infrastructure Type	Infrastructure Description	Trigger
12	Off-site Highways	20% indexed indexed linked contribution towards Memorandum of Understanding strategic network improvements (see below) at the following junctions: <ul style="list-style-type: none"> • A52 / A453 Silverdale junction • A52 / A60 Nottingham Knight junction • A52 / Wheatcroft junction • A606 / Tollerton Lane and main Road junctions, and • A52 / A6011 Gamston junction 	Early delivery
13	Off-site Highways	Implementation of traffic calming in villages approach to Tollerton Village, which could include measure to deter 'rat running' and measures to encourage drivers to adapt their speed accordingly	500 dwellings

Figure 46: Whole Site [Transport](#) Infrastructure

5.12. The framework Section 106 agreement will state that “Part 1” provisions are expected to be included as standard across all development sites with adjustments limited to those set out in the framework Section 106 agreement. “Part 1” will include the following provisions:

- a. Payment of Strategic Infrastructure contributions: Developers will be expected to make Section 106 contributions towards Strategic Infrastructure, [save in relation to Works in Kind as referred to in paragraph 5.12\(b\) below](#). This Strategic Infrastructure will be identified in the Gamston SUE IDP. The Gamston SUE IDP may be updated by the Council from time to time – see paragraph ~~5.11~~[5.12](#) (e) below). Some contributions towards Strategic Infrastructure will be payable only in relation to residential development (such as education and healthcare); others will be payable whatever the form of development (such as highways [– where they are not delivered as Works in Kind; please note](#)

[paragraph 5.12\(b\) below](#).) The Gamston SUE IDP will set out which type of development is expected to contribute towards each item of Strategic Infrastructure. The amount of contributions payable will be determined by the Council on a consistent and proportionate basis in accordance with regulation 122 of the Community Infrastructure Levy Regulations 2010 (as the same may be amended or replaced) and will be informed by the Gamston SUE IDP [and](#) an allocation wide assessment of Strategic Infrastructure costs and viability carried out in preparing the Gamston SUE IDP. It is anticipated that contributions will be calculated on a per dwelling basis in relation to residential development and a per square metre basis in relation to employment development. The contributions may be paid in instalments to be agreed in the relevant Section 106 agreement and the payment date(s) for payment contributions will also be agreed in the relevant Section 106 agreement. The contributions may be paid to 'pots' which may fund either a single item of Strategic Infrastructure or multiple items of Strategic Infrastructure, at the Council's discretion. Such contributions shall be payable, where relevant, where the Strategic Infrastructure has been built or provided as at the date the relevant Section 106 agreement is entered into, in order to ensure a proportionate contribution is made by all benefitting development within the allocation [\(or benefitting development in the vicinity – see paragraph 5.13 below\)](#). Early delivery of certain items of Strategic Infrastructure may be beneficial or necessary in order to enable or encourage development. Where a third party (including an early developer within the allocation site) has forward funded any such item the Section 106 agreement will acknowledge that the Council (or County Council) may pay any Section 106 contributions collected relating to that item of Strategic Infrastructure to the third party delivering that item.

- b. Works in ~~kind~~[Kind](#): [The County Council's expectation as local highways authority is that highway works will be delivered as Works in Kind where possible](#). In relation to some [non-highways](#) items of Strategic Infrastructure, the Council will be open to discussing the possibility of the developer constructing all or part of those items [as Works in Kind](#) and paying a reduced Section 106 contribution towards those items (~~Works in Kind~~) or an adjustment to other Section 106 contributions, where appropriate. Any developer proposing to carry out ~~works~~[Works](#) in ~~kind~~[Kind](#) is encouraged to discuss their proposals with the Council, County Council (in relation to County matters) and other landowners in the allocation area at the earliest possible opportunity - the Council will expect such discussions to have taken place prior to the submission and determination of any planning application. The applicant will be expected to include with the planning application prior to determination an allocation-wide deliverability appraisal which shall reflect any equalisation agreements entered into by landowners and include the proposed delivery arrangements for the Strategic Infrastructure

including the nature, scale and timing of delivery, the estimated costs of delivery and a proposal as to how the landowner will be appropriately compensated by other landowners in the allocation area in respect of the proposed ~~works in kind~~ Works in Kind (such compensation may be monetary, through the provision of land or through agreement to meet or offset any Section 106 obligations otherwise falling to be met by the relevant landowner/developer or a combination thereof). If such agreements have not been made, the Section 106 agreement may restrict development until such agreements have been entered into and/or set out an expert determination provision to resolve any dispute between landowners. Any ~~works in kind~~ Works in Kind proposals which are agreed by the Council (and County Council, in relation to County matters) will be subject to the developer agreeing appropriate fallback provisions, including step-in rights for the Council or County Council (in relation to County matters), to ensure the delivery of infrastructure when it is needed. The decision on whether to accept infrastructure ~~works in kind~~ Works in Kind shall be at the Council's discretion, bearing in mind all relevant circumstances. Where the Council does permit ~~works in kind~~ Works in Kind the developer will be expected to obtain the approval of the Council (and where appropriate to its functions the County Council) to the detailed design of those works, obtain all necessary consents and enter into all statutory agreements required, provide the Council (and where appropriate to its functions the County Council) with suitable collateral warranties in relation to the design and construction of those works and provide appropriate security, including bonds, where reasonably required to help guarantee the performance of those works. The developer will also be expected to transfer the ownership of such works (including the freehold ownership of the land on which the works are built) to the Council (or the County Council in relation to County infrastructure or another relevant body as the Council may direct) when required by the Council.

- c. Provision of land: In relation to land on which it is proposed by this SPD that an item of Strategic Infrastructure shall be built, there shall be a presumption in favour of that item of Strategic Infrastructure being provided on that land. In relation to land on which a landowner or developer proposes that an item of Strategic Infrastructure will be built (where it is not identified as such by this SPD), the Council will expect the developer to have discussed and agreed such proposal with the Council (and County Council in relation to County matters) prior to the submission and determination of any planning application. In both cases, the applicant will be expected to include with the planning application an allocation-wide deliverability appraisal which shall reflect any equalisation agreements entered into by landowners and include the proposed delivery arrangements for the Strategic Infrastructure including the nature, scale and timing of

delivery and a proposal as to how the landowner will be appropriately compensated by other landowners in the allocation area for the loss of that Strategic Infrastructure land as development land (such compensation may be monetary, through the provision of land or through agreement to meet or offset any Section 106 obligations otherwise falling to be met by the relevant landowner/developer or a combination thereof). If such agreements have not been made, the Section 106 agreement may restrict development until such agreements have been entered into and/or set out an expert determination provision to resolve any dispute between landowners. This is on the basis that the Council (and County Council) will not expect to pay the relevant landowner/ developer for the cost of that Strategic Infrastructure land and where such land is to be transferred to the Council, County Council or National Highways (or another relevant body as the Council may direct) it is expected that it shall be transferred at nil cost.

- d. Equalisation: Where the Council (or County Council in the case of County matters infrastructure) confirms that there is a need for a landowner/developer ('Developer A') entering into the Section 106 agreement to enter into an equalisation agreement with another allocation area landowner/developer ('Developer B') because Developer B is delivering Works in Kind or providing Strategic Infrastructure land then the framework Section 106 Agreement may provide that Developer A shall use reasonable endeavours to enter into that equalisation agreement and if it is not entered into within a reasonable period of time (which the Council shall specify) Developer A shall agree on written request from Developer B to submit to dispute resolution (arbitration or expert determination, as the Council shall decide) and the arbitrator or expert shall determine how equalisation may be achieved following which Developer A shall enter into an equalisation agreement with Developer B in accordance with the arbitrator or expert's determination.
- e. Review and indexation: The Strategic Infrastructure [set out in the Gamston SUE IDP](#) (including the scope, specification, description and costs of that Strategic Infrastructure) ~~shall:~~
 - [may](#) be reviewed by the Council [where circumstances indicate it is necessary \(but](#) no more than annually ~~(unless circumstances indicate an interim review is necessary)~~ with such revisions being consulted on by the Council as appropriate and then published (though this will not affect agreed Strategic Infrastructure contributions provided development is commenced within a certain period after such Strategic Infrastructure contributions have been agreed or agreed ~~works in kind~~ [Works in Kind](#)); and

- [shall](#) be subject to price indexation between the date of the last review and publication by the Council and the date of payment.
- f. Conditions: In appropriate cases the Council may use pre-commencement and/or pre- occupation conditions on planning permissions to prevent development and/or occupation of relevant phases of the development in advance of the necessary Strategic Infrastructure being in place.
- g. Access provisions: All landowners/developers will be expected to provide access to the Council (or County Council as appropriate) and their contractors for the purpose of enabling the Council (or County Council) to construct the Strategic Infrastructure works at nil cost.
- h. Statutory agreements: In appropriate cases the Council and County Council may require conditions to form part of any planning permission or obligations in a Section 106 agreement requiring the landowners/developers to enter into highways agreements to secure adoption of any roads or other public rights of way forming part of the Strategic Infrastructure and/or any other planning or infrastructure agreements that may be required at the relevant time. All primary roads, secondary roads and other roads serving five or more dwellings within the site will be required to be built to adoptable standards and offered for adoption to the County Council and (if it is agreed they will be adopted) dedicated as public highway.
- i. Reimbursement of contributions: In relation to provisions regarding the repayment of unspent and uncommitted Strategic Infrastructure Section 106 contributions once all funding requirements and obligations have been met, the Council will act consistently in deciding whether or not to include such provisions. Any reimbursement will be proportionate and subject to the development to which it relates being policy-compliant and all other infrastructure needs of that development having been met; if not then any reimbursement monies due in respect of that development may first be applied by the Council towards making that development policy-compliant.
- j. Exempt development: Development of any part of the allocation consisting of:

- less than 10 dwellings and less than 1,000 square metres of non-residential development (save where a larger parcel of land has been sub- divided into proposed developments consisting of less than 10 dwellings and less than 1,000 square metres of non-residential development); or
- development consisting of a replacement dwelling or dwellings shall not be expected to enter into a Section 106 agreement in accordance with the framework Section 106 agreement.

k. Stewardship: There will be provisions setting out the arrangements for the long term stewardship of site assets, discussed in Chapter 4 of this SPD.

- 5.13. Land in the vicinity of the allocation: Where landowners/ developers of parcels of land lying in the vicinity of the allocation make planning applications for development not being exempt development (as described above) which development will benefit from the Strategic Infrastructure provided or funded by development within the allocation, those landowners/developers may also be required by the Council to contribute towards the cost of such Strategic Infrastructure via a Section 106 agreement - the Council shall determine on a case by case basis, in line with the statutory tests for planning obligations, whether such contributions or a proportion thereof, should be payable.
- 5.14. Community infrastructure levy: As the allocation is exempt from CIL (zero rated) Community Infrastructure Levy (CIL) will not apply to the allocation area or any development within it. Should this change in the future it is envisaged that the framework Section 106 agreement would be adjusted so that there would be no increased financial burden on landowners or developers of land within the allocation site as a result.
- 5.15. Future planning law: The Section 106 agreements would deal with the principle of there being no increased financial burden on landowners/ developers in the event that new planning legislation is brought into force which introduces a new levy in full or partial replacement of agreements made under Section 106 of the Town and Country Planning Act 1990 which means that it would no longer be lawful and/or appropriate for the Council and any landowners or developers to enter into a Section 106 agreement as proposed by the framework Section 106 agreement and/or that any such Section 106 agreement ought to be scaled back and/or drafted differently from the drafting proposed by the framework Section 106 agreement, or that any Section 106 agreement ought to be amended.

- 5.16. Section 106 monitoring fees: Local planning authorities are entitled to charge a fee to cover the cost of the monitoring and reporting on the delivery of Section 106 agreements. The Council will charge a proportionate and reasonable monitoring fee for the monitoring and reporting on the delivery of Section 106 agreements made in relation to planning applications for development within the site allocation. The County Council may also charge a proportionate and reasonable monitoring fee.

Viability

- 5.17. Proposals should be designed in a way that accords with Local Plan policies, including the requirement to contribute towards Strategic Infrastructure costs in accordance with this SPD, the Gamston SUE IDP and other items that may be secured through Section 106 agreements, including affordable housing.
- 5.18. Where, in the opinion of a developer of land within the allocation site, their proposed development cannot meet Local Plan policy requirements and the requirements of this SPD [and the Gamston SUE IDP](#), the developer is required to robustly demonstrate that the development is clearly unviable by submitting a financial viability assessment (FVA) to the local planning authority.
- 5.19. All FVAs submitted by developers should contain the following information with supporting evidence:
- a summary of the main assessment assumptions (evidenced from an independent expert or source);
 - site or building acquisition cost (paid or anticipated on contracted to be paid) and existing use value (adopting relevant RICS Valuation Standards);
 - detailed construction costs and programme;
 - fees and other on costs;
 - projected sale prices of dwellings/non-residential floorspace with evidence of the same;
 - details of discussions with registered providers of affordable housing (if relevant) to inform the value of affordable housing assumed within the FVA;
 - gross and net margin;
 - other costs and receipts;

- other relevant information dependent on the nature of the obligation(s) under discussion;
 - a summary clearly setting out the reasons that make a development proposal unviable; and
 - if applicable, any request to vary Section 106 agreements and/or affordable housing requirements from those set out in the Local Plan and this SPD, and the Gamston SUE IDP such a request to state the proposed level of obligations and demonstrate why they are the maximum that can be provided, provided that such a request may only be made if all of the following have already been completed and a justificatory statement in respect of the same has been provided to the local planning authority:
 - a review of all assumptions within the viability model with a view to improving viability, including land value, build and development costs, sales prices, dwelling types, phasing, funding (including borrowing costs) and legal, professional and marketing costs;
 - consideration of a reduction in the minimum anticipated developer profit for the scheme to offset any degree of non-compliance with Local Plan or SPD or Gamston SUE IDP requirements;
 - consideration of how growth assumptions (value increases over time) have been factored into the viability model;
 - active exploration of available options for public sector funding which would enable the proposed development to be compliant with Local Plan or SPD or and Gamston SUE IDP requirements; and
 - consideration of how adjustments to the tenure mix and/or phasing of affordable housing affect the viability model, as well as adjustments in percentage terms.
- 5.20. The FVA will be scrutinised by the Council with advice from a suitably qualified external consultant and the reasonable cost of this external consultant is to be met by the developer who has submitted the FVA. If material changes are made to an application after submission that could affect scheme viability, a revised FVA will be required.
- 5.21. Where the Council is satisfied that Section 106 contributions or works required by the Local Plan policies and this SPD and the Gamston SUE IDP cannot be met in full on a particular development proposal due to financial viability, the Council may choose to:
- a. reduce the Section 106 contributions towards Strategic Infrastructure payable pursuant to this SPD [and the Gamston SUE IDP](#); and/or

- b. adjust the timetable for delivery of Strategic Infrastructure to be funded by those Section 106 contributions or provided in kind; and/or
- c. reduce or amend other planning obligations for that development proposal, provided that the Council will continue to pay due regard to the objective of ensuring an equitable and proportionate apportionment of the costs of delivering Strategic Infrastructure for the allocation across the whole allocation.

5.22. The financial viability of development proposals may change over time due to the prevailing economic climate, including changing property values and construction costs. In all cases, therefore, where the Council have agreed to any of the reduction or adjustment items set out in paragraph 5.21 such that the resultant planning obligations are below the level needed to fully fund or provide the Strategic Infrastructure and local infrastructure requirements for the allocation area or to comply with Local Plan policy requirements, the Council will require a viability review of the relevant development with an updated FVA to be provided at appropriate intervals to determine whether greater or full compliance with this SPD, the Gamston SUE IDP and the Local Plan policy requirements can be achieved throughout the carrying out of the relevant development proposal.

6. Appendices

Site Wide Design Code

~~August 2025~~January 2026

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- 1.2 Purpose and Structure of this Site Wide Design Code

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1.0 Introduction

This Site Wide Design Code for the East of Gamston / North of Tollerton Sustainable Urban Extension (SUE) has been prepared in collaboration with main landowners and developers of the Site.

1.1 Introduction

This Site Wide Design Code has been produced to inform the development of land east of Gamston and north of Tollerton, which is allocated as ~~an~~a sustainable urban extension in the Rushcliffe Local Plan Part 1, adopted 2014.

The purpose of the Site Wide Design Code to implement a staged approach to design control, which will provide Rushcliffe Borough Council with a holistic framework to the coordination of high quality design and continuity of the treatment of the public realm throughout the development in accordance with the relevant policies. The Site Wide Design Code forms part of the SPD.

1.2 Purpose & Structure of this Site Wide Design Code

This Site Wide Design Code will provide a set of 'high-level' design instructions that will be used to guide Area Design Codes and the delivery of the Site through further planning applications. It will be used by each of the developers to provide consistency and quality across the Site.

It provides a responsive mechanism for controlling the character, quality and appearance of the development as it evolves over time and will set broad guidelines for the Site which will form the key components and preconditions to achieve the overall vision. It can be adapted and adjusted as each phase is built and as new technologies and building regulations evolve without compromising quality.

It aims to fulfil the objectives of the NPPF in helping to deliver high quality inclusive design without unnecessary prescription or detail. The document will therefore focus on high-level instructing principles and strategies that are of relevance to the entire application site.

The Site Wide Design Code has been structured to reflect the way in which designers are likely to approach the design of individual parcels. As such, the code is split into two main sections under a 2-tier document structure as indicated in the adjacent Figure 1.

Tier 1 - Site Wide Design Instructions

- These present a set of instructions that are relevant to the Site as a whole such as Street Typologies, Block Principles, Parking Provision, Landscape Structure, Building Form, Sustainability, and Services and Security. These instructions aim to encapsulate a wide range of design components that are essential in creating high-quality development. In the absence of specific, detailed instructions the Site Wide Design Code should apply.

Tier 2 - Area Design Instructions

- In addition to the Site Wide Design Instructions, another layer of area-specific design instructions will apply to three character areas. Residential areas reflect the proposed character areas of the masterplan and help to establish a number of coding instructions relating to layout, urban form, built form and public realm.

Status of Coding Instructions

In addition to this tiered approach to the document structure, mandatory design code requirements will be set out within the document to provide the essential key components and preconditions to achieve the vision for the Site. Mandatory items will be highlighted with a tick, as illustrated below. 1.0



Area Design Codes

It is expected that Area Design Codes are prepared and agreed for all parts of the Site, unless an exception is justified. The stage at which Area Design Codes are expected in the planning process is set out below in Section 7.0. Area Design Codes should be informed by the high-level instructions and requirements of the Site Wide Design Code. In addition, Area Design Codes should incorporate relevant design codes and guidance included within the Rushcliffe Design Code Supplementary Planning Document (adopted September 2025), unless an alternative approach is demonstrated to be justified.

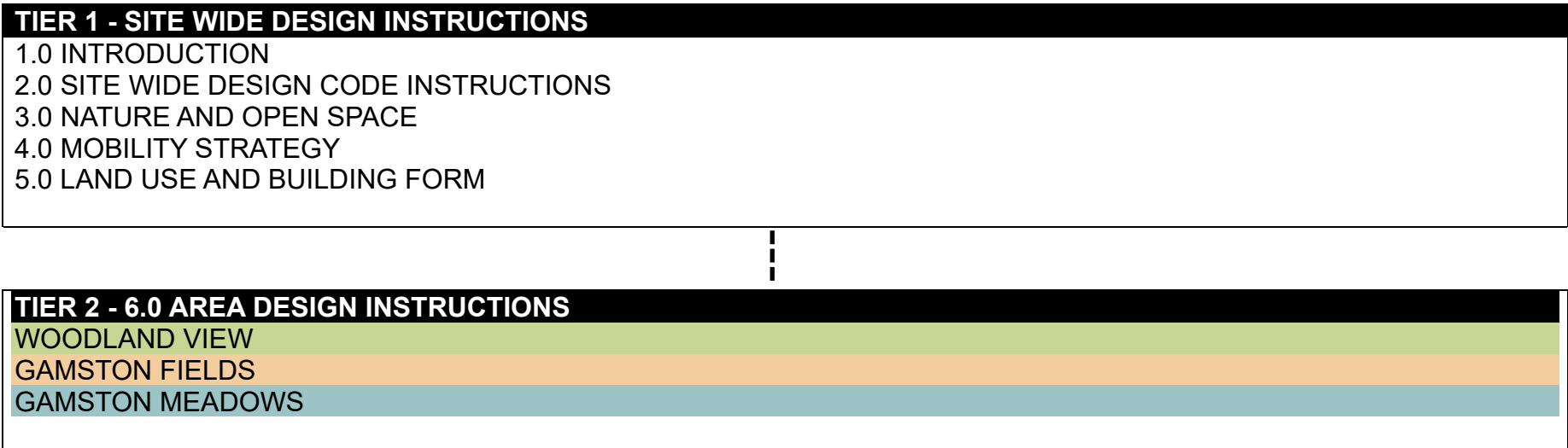


Figure 1: Document Structure

2.0 Site Wide Design Code Instructions

2.1 Site Wide Design Code

Instructions Prior to the approval of any Full or Hybrid Planning Application, or Reserved Matters Application, this Site Wide Design Code will inform each planning application, assisting them in demonstrating how the proposed development shall accord with the approved Site Wide Design Code.

2.2 Site Wide Coding Plan

~~2.3~~ The Site Wide Design Coding Plan provides a spatial framework for the future development of the whole site and each individual Character Area, as well as the design of strategic infrastructure to be delivered on site in advance of development; this is to ensure consistency of approach and design quality across the Site.

~~2.4~~ It develops the vision, design concept, principles and frameworks that were described in the SPD and identifies the location and distribution of the different elements that are defined in the Site Wide Design Code.

~~2.5~~ Each element will be described in detail in the following sections, identifying the site wide design code instructions that apply to the whole site, and the ones to be defined at the character area level.

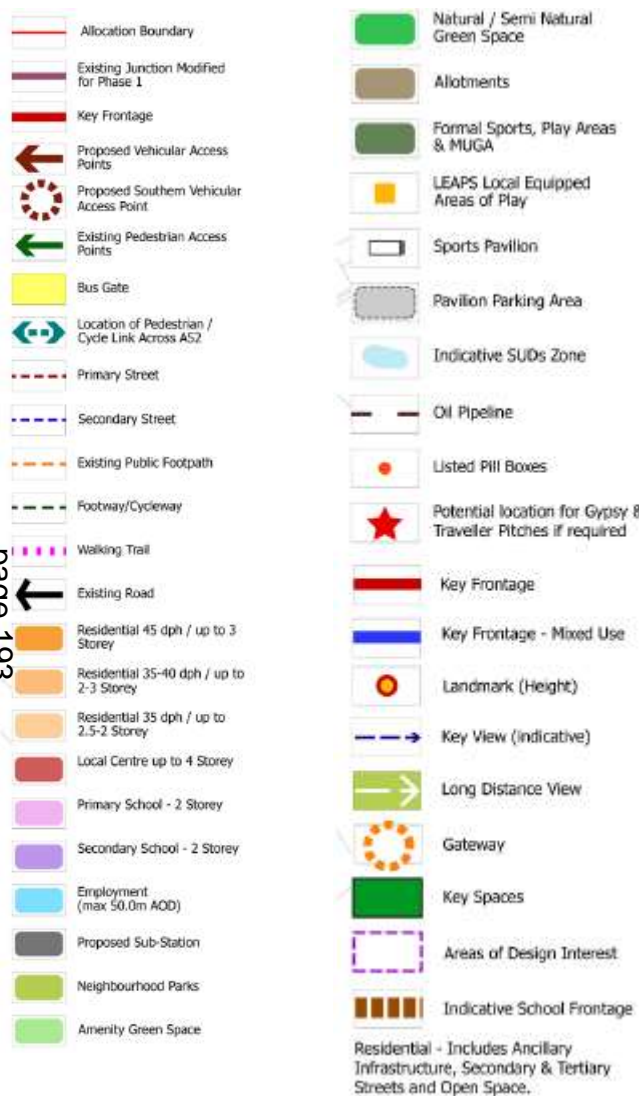


Figure 2: Site Wide Design Coding Plan **[DELETE THIS PLAN]**

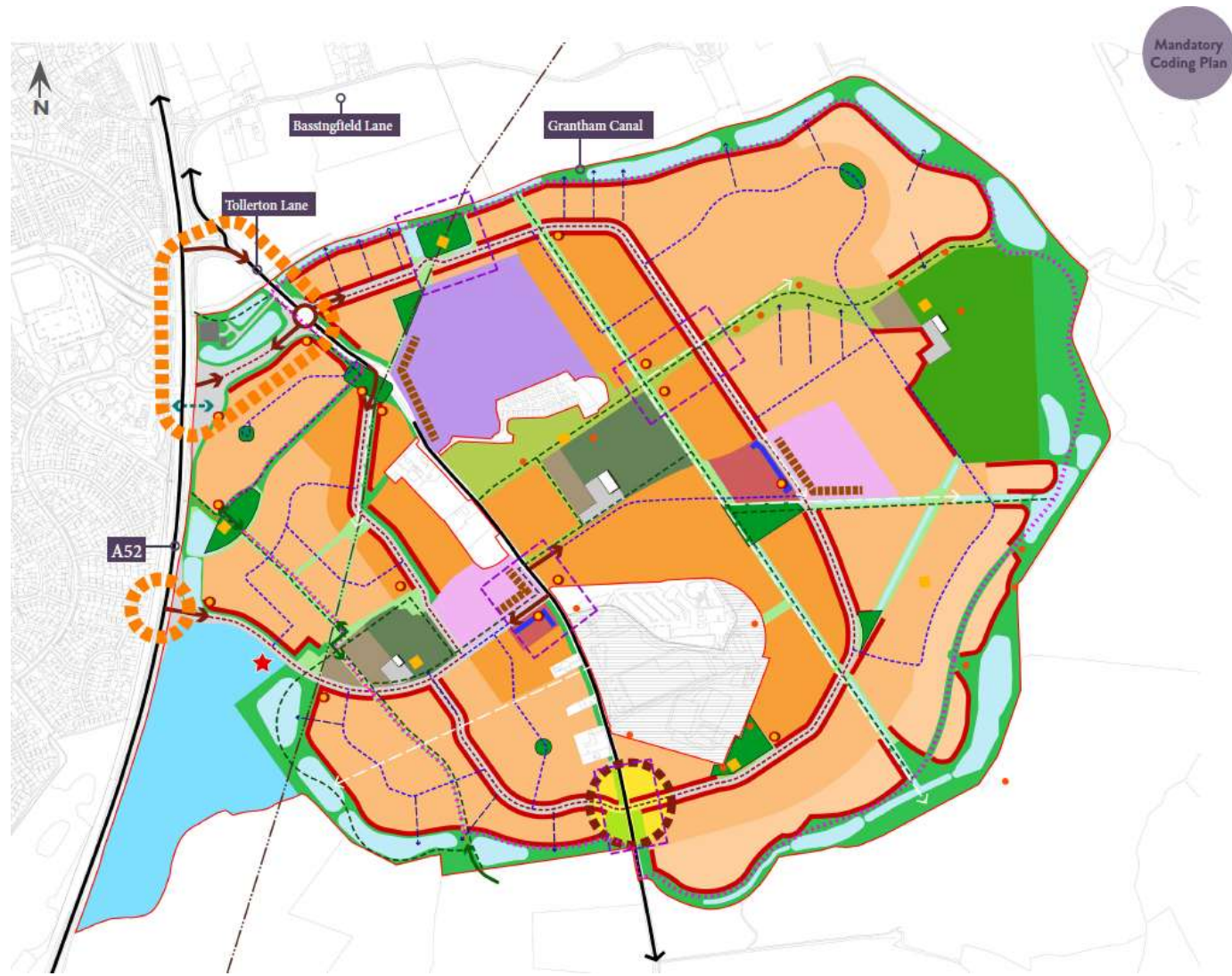
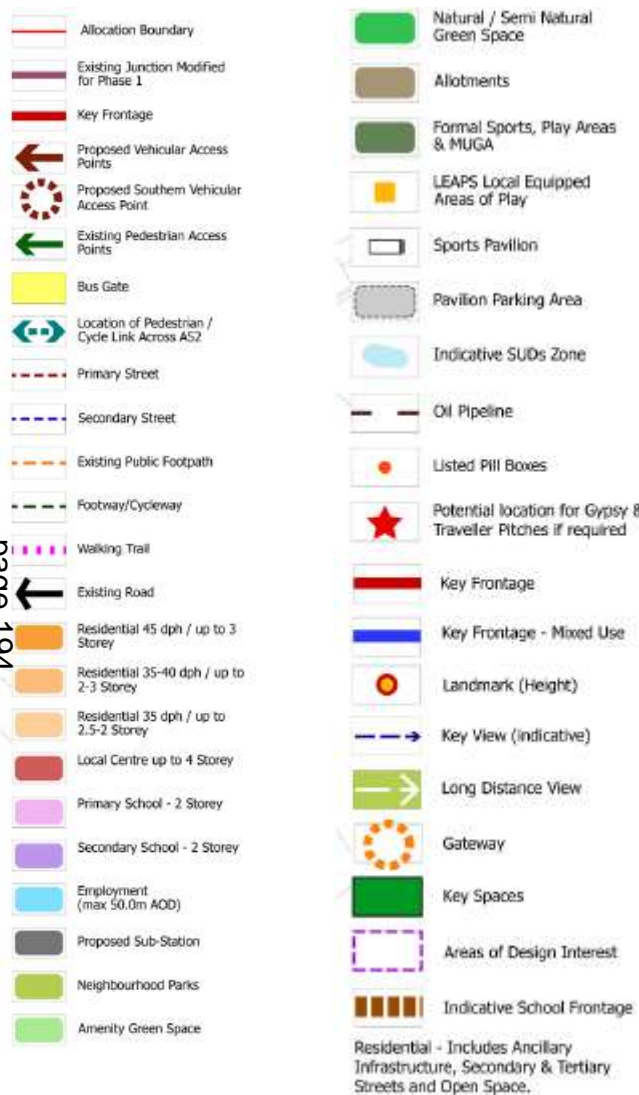


Figure 2: Site Wide Design Coding Plan [INSERT THIS PLAN]

3.0 Nature and Open Space

3.1 Introduction

A generous landscape and open space framework is an integral part of the proposals for Land East of Gamston and North of Tollerton. The framework is structured around key landscape features and has been designed to ensure convenient accessibility for existing and future residents. The following mandatory requirements will help to protect and enhance the natural environment.

The extensive strategy has been developed in response to the wider context and the overall connectivity of the Site. It will encompass over 65 hectares of green space, meeting the government's latest aspirations for multi-functional open space set out in Appendix D (Green Infrastructure) of Local Plan Part 2 which links specifically to Policy 35 of this plan and identifies the strategic corridors and the connecting local corridors and ecological networks within the Borough.

A large proportion of the site is set aside for multi-functional green infrastructure. The intention is that a safe and enduring landscape is established that will provide a rich and diverse setting for buildings; encourage activity animation and play;

provide identity within the built form; maximise biodiversity and encourage sustainability benefits such as Sustainable Drainage (SuDS).

A Green Infrastructure and Character Area Coding Plan has been produced identifying the strategic open space components character and their spatial distribution.



Figure 3: Precedent images of open space typologies



Mandatory requirements:

1. Retain, protect, and enhance existing landscape features such as existing woodland, trees, shrub planting vegetation along Grantham Canal and field boundaries to create a native network of biodiverse wildlife corridors within the site boundary, save for where new connections to existing movement corridors are formed;
2. Creation or conservation of landscape biodiversity corridors, creating a series of green links. These green links may vary in their character and design. Development parcels must be orientated to directly address the public spaces;
3. Blocks of woodland must be created in accordance with areas outlined in Figure 4 and enhanced by thicket, tree, and hedgerow planting, along the southern edge of the site screen and filter wider views into the development from the south;
4. Wildlife areas must, as a minimum, include areas of species-rich grassland, woodland copses, scrub, wet grassland, new ponds, dry ditches and native species hedgerows;
5. The new Amenity Green Space, Natural, and Semi-Natural Green Space areas to be formed (as shown on Figure 7) must include areas of species-rich grassland, woodland copse, scrub, wet grassland, new ponds, dry ditches, and native species hedgerows;
6. Links to the open countryside and areas of community woodland should be established and reinforced, where consistent with the overall design;
7. Areas of accessible green space for sport, natural play, walking and cycling, equipped play areas and trim trails must be provided throughout the development and must comply with Sports England's 10 principles of active design and the Borough Council's Play Strategy (or any document(s) that supersede them);
8. Areas of natural play, equipped play areas and trim trails must be overlooked by active frontages;
9. Pedestrian and cycle connectivity for new and existing residents through delivery of streets, green corridors, and connecting links into the adjoining open countryside networks will be delivered as shown in Figure 5;
10. Pedestrian and cycle connectivity through secondary and tertiary streets will also be delivered to allow unimpeded movement through the site. Details must be included in either Full or Reserved Matters submissions for the 'layout' of the site/phase(s);

11. A continuous green buffer along the A52(T) Gamston Lings Bar Road and along the Grantham Canal (where these features adjoin the SUE) must be provided in accordance with Figure 4 and must make provision for pedestrian and cycle links through it, in accordance with Figure 5;
12. A green buffer along the southern edge of the allocation site, making provision for pedestrian and cycle links through it in accordance with Figure 5 must be provided;
13. The existing landscape features and heritage assets within the SUE must be retained and enhanced including the alignment of the runways, the former taxiways, and the incorporation of pillboxes into green corridors within the design evolution of these open space character areas;
14. A network of drainage attenuation basins will be designed and installed to provide drainage solutions that address the landscape within which they sit in accordance with Figure 12;
15. The new drainage attenuation basins must be designed to support habitats to increase Biodiversity Net Gain.

3.2 Open Space Character Areas

The proposed green infrastructure has been organised into eight areas of distinct character, highlighted ~~opposite~~[below](#). This variety in landscape character will help to promote health and wellbeing amongst residents.

A strategic 'walking trail' will create opportunities and encourage people to experience all of the landscape character areas within the Site, which are varied and unique.



Mandatory requirements:

1. Where appropriate, the heritage and former use of the Site should be considered in the design evolution of these open space character areas; and
2. Existing landscape features should be retained and enhanced, where possible.

1. **The Gamston Link:** The key arrival space to the site from the north. It will be closely associated with the A52 junction and is formal in nature. Additional footways/cycle ways will connect this area to various parts of the development as well as the wider countryside.
2. **Grantham Canal:** Involves landscape treatment along the southern edge of the canal. The area will tie in with and enhance the existing setting and features of the canal and be of naturalistic value. A series of attenuation basins with associated vegetation is proposed as part of this.
3. **The Runways:** A linear park that follows the alignment of the former runway, acting as a key pedestrian and cycle corridor within the Site. It will be formal in style with avenue planting.
4. **Pillbox Park:** A linear park that includes the historically listed pillboxes. This area consists of a series of informal green spaces with planting and meandering paths.

5. **The Green Hub:** Focuses on play and sports facilities. This space is closely connected with The Runway and will include tree planting and fencing to create a formal parkland.
6. **Water Meadows:** Borders the Polser Brook and will be focussed upon several detention basins and ponds comprising a combination of permanently and seasonally wet features, and wildlife ponds.
7. **Woodland-View:** Creates a robust edge to the development to the south and incorporates the existing Public Right of Way. This area will feature attenuation basins and native woodland planting to create an informal and naturalistic space.
8. **The Greenways:** A series of linear avenues that meet at a central point. This area will feature structured tree planting alongside footways/cycle ways that will knit into the neighbouring development.



Figure 4: Green Infrastructure, Character Area and Play Coding Plan

4.0 Mobility Strategy

4.1 Introduction

The mobility strategy for the site aims to create a permeable, legible and well connected network of routes linking the new development to existing development.

The strategy will create attractive routes to promote walking, wheeling and cycling as the main modes of travel within the site and connect to its surroundings, maximising opportunities for sustainable mobility. Strategic cycle and pedestrian links will be established alongside first occupations, to influence early-on travel habits.

The role of the Site Wide Design Code is to inform the location and design principles for all the strategic movement infrastructure to enable the development of connected individual parcels, to be delivered when required by the phasing strategy for the Site.

The Access and Movement Strategy Plan will define coding principles for:

- Strategic cycle ways and pedestrian links;
- Footways and cycle ways;
- Other recreational routes and Public Rights of Way (PRoW);
- Public transport routes;
- Primary Streets; and
- Secondary Streets.

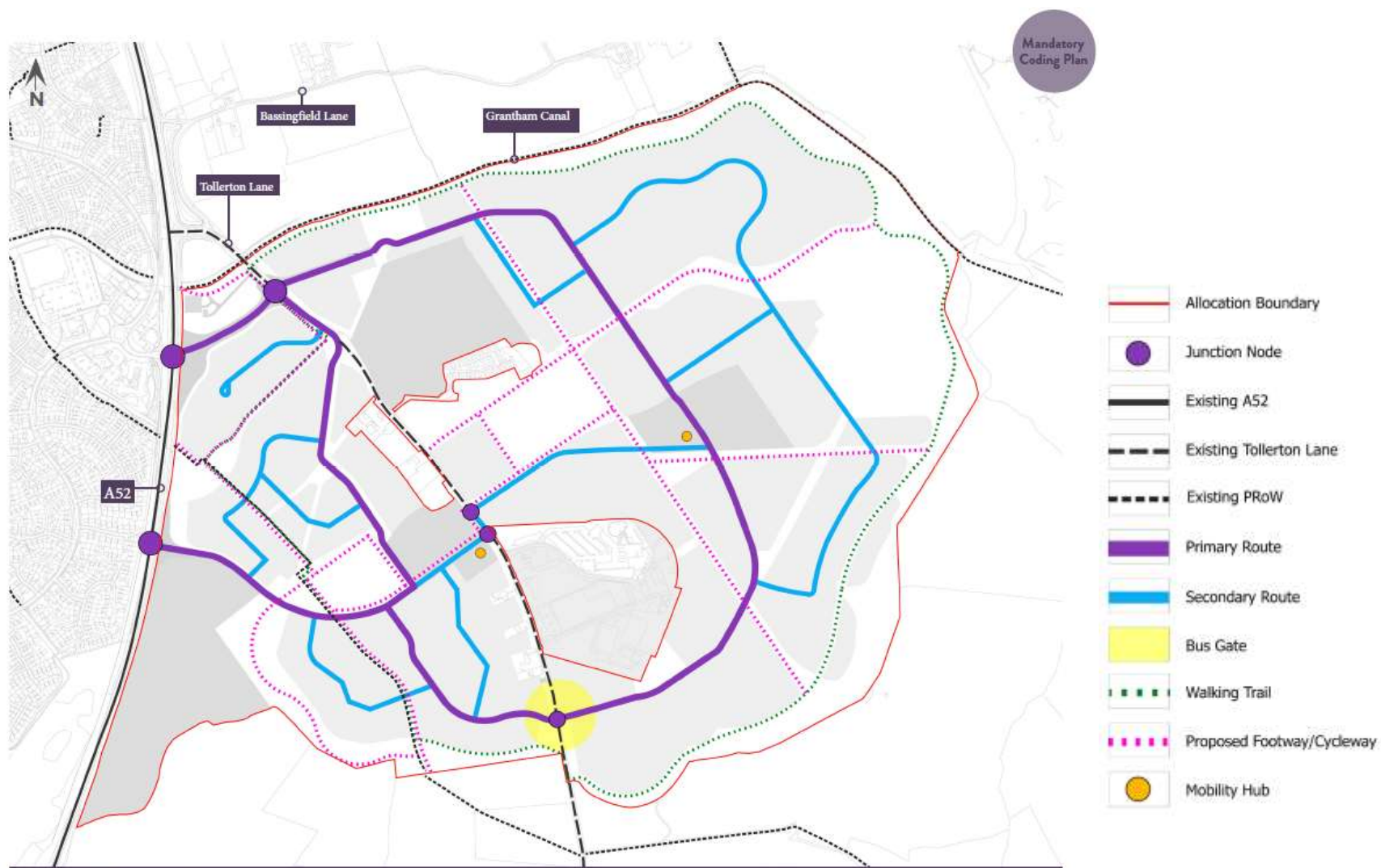


Figure 5: Mobility Strategy Plan

4.2 Access and Movement

4.3 Strategic Cycle Ways

Strategic cycle ways will provide safe, attractive and convenient connections between development parcels and key destinations within and around the Site. These cycle ways will be designed in accordance with LTN 1/20.

4.4 Footways and Cycle Ways

Pedestrian routes will promote people's active movement and will link to existing recreational routes and destinations in and around the Site. Existing Public Rights of Way (PRoW) will be retained. Desire lines between key residential areas and destinations will underpin where routes are.

4.5 Public Transport Routes

~~4.6~~ Bus routes through the site will provide access to key destinations within and around the site, including local centres and education.

- A carriageway width of ~~6.8m~~ 6.2 metres, increasing to ~~6.5m~~ metres passing schools, shops and other areas of increased activity, allows for buses to travel next to each other in both directions;
- Occasional narrowing of the carriageway to ~~6.2m~~ metres can be considered on short sections (~~10-15m~~ metres) subject to Swept Path to encourage slower speeds and facilitate safe crossings;
- Bus stops to be conveniently located adjacent to key destinations along the Primary Street, and to be within a ~~400m~~ metres catchment from most homes.
- Exact location of bus stops and alignment of route will be agreed at the Reserved Matters stage, as part of detailed design.



Mandatory requirements:

1. All primary streets (streets where vehicle volumes exceed 2,000 movements per day or where speeds are greater than 20mph) must be tree lined with a tree planted every 20m in a grass verge of a minimum width of 1.5m in accordance with the County Council's Highway Design Guide (or any document(s) that supersede it);
2. All primary streets (where vehicle volumes exceed 2,000 movements per day and where speeds are greater than 20mph) must have a 3m metres wide dedicated cycle way and 2m metres wide dedicated footway (5m metres wide when combined, and minimum 6.5m metres when incorporating the verge) separating them from the vehicular carriageway in accordance with the County Council's Highway Design Guide (or any document(s) that supersede it);
3. There must be a minimum 3m metres wide shared cycle way and footpath along all leisure routes within the open space areas;
4. Paved in tarmac or equivalent smooth surfaces;
5. Appropriate lighting in respect to route location, lighting will either be absent or be designed to limit light spill i.e. avoiding light pollution when crossing ecologically sensitive areas and adequate provision along key footways and cycle ways, such as from schools to residential areas. This will be determined by a Lighting Assessment;
6. Safe crossing points must be provided at key junctions between roads and footways and cycle ways (as identified by, but not limited to, the purple dots labelled "junction nodes" on Figure 5 and must consider the requirement for priority to be given to non-motorised traffic in accordance with LTN 1/20 (or any document(s) that supersede it);
7. Lit, secured, and covered bicycle and scooter parking facilities alongside seating and bins must be provided within local/neighbourhood centres, at community facilities, within open space areas and outside of schools; and
8. Signage to be included to facilitate wayfinding and legibility.
9. Secondary footways and cycle ways within the open space must be formed from a bound material, edged with solid edging kerbs that are consistent in terms of their materials, design, width and finish across all phases of the development (as a whole); and
10. New tertiary, and any existing, footways and cycle ways through the site must be greater in width than 1.5m..

4.7.4.6 Primary Street

The primary street will form the main movement route into and around the Site for all transport modes, including buses. The street will provide a dedicated cycle way and pedestrian footways which will be separated from the carriageway by tree planting. Provision will be made for bus stops along the route of the street and the street will be designed to accommodate bus routes, in accordance to specifications defined within Manual for Streets. Junctions will be designed in such a way that priority will be given to cyclists and pedestrians, not cars. To enclose the space around this primary route at human scale buildings will predominantly be 2 storeys, with the exception of some 2.5- 3 storeys in key locations, with private drives set back from the pavement edge.

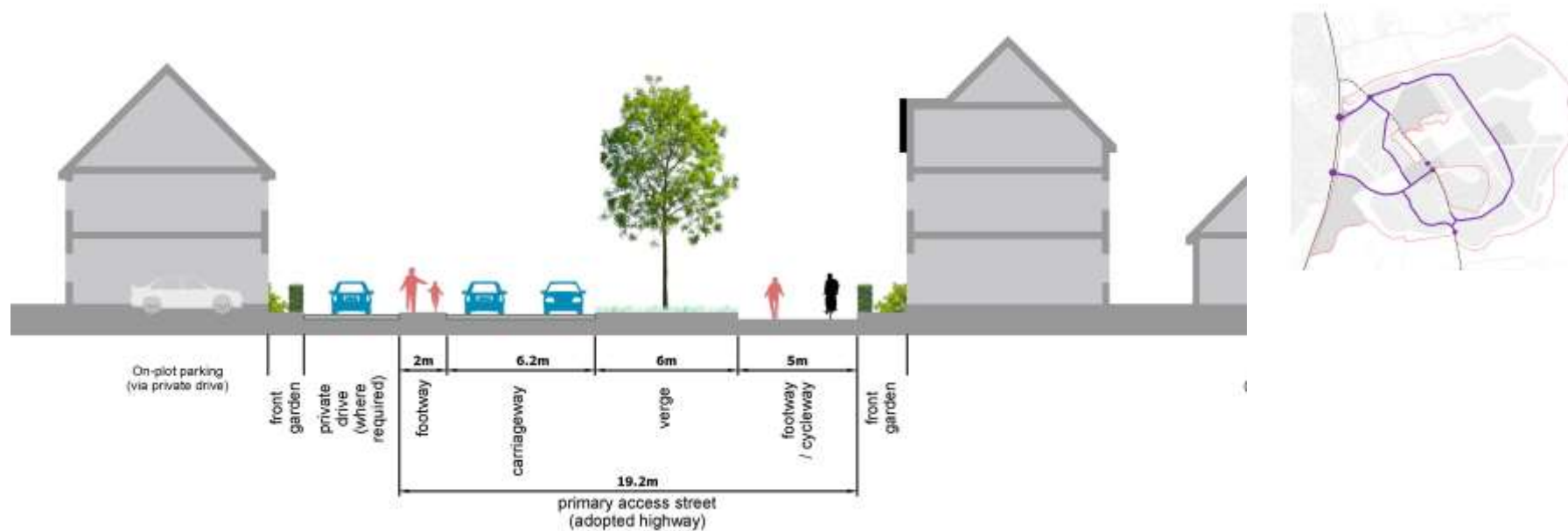


Figure 6: Indicative Primary Street Section



Mandatory requirements

1. Tree lined street with grass verge and planting;
2. Vehicular carriageway widths shall not exceed 6.2m [metres](#) to encourage slower speeds and facilitate safe crossings;
3. Where demonstrated through Swept Path Analysis (and any other necessary evidence) vehicular carriageway widths of no more than 6.8m will only be considered with appropriate justification and should be the exception, not the norm;
4. Vehicular carriageway widths outside of schools, shops and other demonstrated areas of increased activity will not exceed 6.5m [metres](#);
5. In accordance with the NCC Highway Design Guide, the carriageway width of 6.5m [metres](#) will be encouraged where it passes schools, shops and other areas of increased activity.
6. Continuous cycle route with minimised access to driveways to avoid crossovers;
7. Buildings setback distance must be consistent along road and plot frontages;
8. Vehicular access must be provided so that crossovers are avoided to allow for a continuous cycle route



5.0 Land Use and Built Form

5.1 Introduction

The Land Use and Built Form Strategy for the Site aims to create a vibrant neighbourhood, where different uses are conveniently located and at walking and cycling distance from most homes.

Role of the Site Wide Design Code is to inform the location and overarching coding principles for the different uses, the detailed design of which will be further informed within the relevant Character Area Code.

The Indicative Land Use and Building Heights Plan will define coding principles for:

- Residential areas;
- Mixed use areas;
- Local centre; and
- Education (primary and secondary schools).

Building Heights

There will be a wide variety of building heights set out across the Site ranging from 2 storeys to 4 storeys in key locations.

Density

A range of densities will feature across the site. These will respond to the proposed locations of key facilities and will relate to the site-wide movement strategy. Primary streets will have a higher density than the outer edges of the Site. This principle will also ensure a sensitive response to the site's surrounding landscape.



Figure 7: Indicative Land Use and Building Heights Plan **[DELETE THIS PLAN]**



Figure 7: Indicative Land Use and Building Heights Plan [INSERT THIS PLAN]

5.2 Residential Areas

This section sets out the design coding principles, illustrated in Figure 9-8, relating to the overall layout, and built form across the Site. The development will have a distinct urban form and structure strongly influenced by the site's existing features and best design practice.

- **Gateway Creation** - To provide a sense of arrival a new gateway will be created at the development entrance. The buildings enclosing this space are to display a distinct architectural style and will be up to 3 storey in height and ideally taller than the adjacent buildings to create a focal point entrance.
- **Key Spaces** - A sequence of spaces along the main route and throughout the development will provide a variation in character and development treatment, aiding legibility for pedestrians and cyclists and offering traffic calming.
- **Key Buildings** - Buildings will be used to emphasise site access, key spaces, and the hierarchy of routes throughout the Site, aiding legibility. They can be achieved through scale, massing, use, architectural style and/or detailing. They will need to fulfil at least one of the following functions:
 - i. terminating and/or completing vistas and key views;
 - ii. creating a gateway and pinch points;
 - iii. creating landmark buildings to support wayfinding; and / or
 - iv. creating a sense of scale at key spaces.
- **Development Set Back and Front Boundaries** - Development setbacks and front boundary treatment will follow the street coding principles set out in Section 4.2.
- **Building Formality** - Building formality across the site will vary depending on the character area it is within, for example Woodland View and Gamston Fields will feature more formal street frontage and formal response to green space than that of Gamston Meadows.

- **Block Structure** - Perimeter blocks will be the most common typology across the Site, with blocks located along the Primary Street generally access from the back or via small parking courts.



Mandatory requirements:

1. All apartment and mixed-use blocks must have a clear distinction between public and private space (both internally and externally);
2. All dwellings must have front doors and windows to habitable rooms addressing active frontages to provide natural surveillance to the public realm;
3. The location, form and design of parking must be a key consideration in the character of the public realm;
4. A selection of quality surface materials, street trees and furniture is essential in creating pleasant environment for residents and visitor;
5. A mixture of on-plot and on-street parking solutions that benefit from natural surveillance from habitable rooms within dwellings must be designed as an integrated part of the design response;
6. Quality surfacing materials, street trees street furniture and landscaping must be pro within residential areas to create a pleasant environment for residents and visitor;
7. On-street parking must be limited to a maximum of 6 perpendicular or 4 parallel spaces without interruption;
8. Courtyard parking must accommodate no more than 6 car parking spaces and must be overlooked by habitable rooms in the properties that the parking serves and must incorporate green infrastructure in the form of trees, planting areas and green space(s);
9. Apartments and mixed-use blocks parking areas must be overlooked by occupied are within the properties they serve and must incorporate green infrastructure in the for trees, planting areas and green space;
10. Minimum privacy distances of 21m [metres](#) must be maintained between the rear elevations of properties backing onto one another to achieve acceptable privacy levels for properties;

11. Minimum privacy distances of 12 ~~m~~ [metres](#) must be maintained between the rear elevations and side elevations of any neighbouring properties to achieve acceptable privacy levels for properties;
12. Buildings should face the public realm with front doors and/or windows to habitable rooms to provide natural surveillance to streets;
13. Space for the storage of minimum of 3x 180 ~~L~~ [litre](#) wheeled bins (for refuse and recycling) to the rear of each dwelling, as well as accessibility to them, must be provided for each dwelling. Where bins are to be stored to the rear of the property, gated access must be provided to rear gardens;
14. On private drives and unadopted highways, bin collection points must be provided ensuring that the distance householders are required to carry refuse does not exceed 30 metres. Surfaces that bins need to be moved over must be of a smooth continuous finish and free from steps or other obstacles, this includes traffic calming measures;
15. For apartments and multi-use blocks the provision of storage areas for the appropriate number of bins to serve that block must be provided. The number of 1,100 ~~L~~ [litre](#) bins needed is based on the number of properties, multiplied by 240, divided by 1,100 i.e. $15 \times 240 = 3600 / 1,100 = 3.2$ containers. The Council will round up where appropriate;
16. Storage areas for 1,100 ~~L~~ [litre](#) bins must allow a clear space of at least 150mm between and around each waste container and must be a minimum of 2 metres high. The storage area must also be permanently ventilated and should have a paved impervious floor;
17. Each property must have space for secure, enclosed, storage for at least one cycle for apartments and secure, enclosed, storage for at least two cycles for houses. Cycle parking provision must, in all instances, be secure, easily accessible, and convenient to use;
18. Each dwelling house with a rear/side gate in their garden, shall have the rear/side garden gate(s) fitted with two-way locks to enable them to be opened and locked from either side;
19. All streets must be designed to give priority to the disabled, pedestrians, and cyclists. All surfacing materials must be agreed with the Local Planning Authority in advance of their usage;
20. All streets must incorporate street lighting, level footways across driveway access points, and the alignment of pedestrian crossovers located across side street junctions must maintain the trajectory of the footpath (i.e. the desire line);
21. Corner elevations must have windows serving habitable rooms and avoid long sections of blank walls (either in the property or gardens);

22. The front entrance must face onto an active street and there must be no blank elevations (i.e. they cannot be devoid of any openings serving habitable rooms) onto the public realm; and
23. All buildings that front onto primary streets (streets where vehicle volumes exceed 2,000 movements per day or where speeds are greater than 20mph) and all public/community buildings shall be built/erected using sustainable construction methods and from natural materials i.e. no concrete roof tiles, or artificial slates shall be used.



Figure 8: Urban Form Plan

5.3 Mixed Use Areas

Non-residential uses will be co-located to maximise opportunities for social interaction and increase footfall, creating a vibrant hub for the new community and enhancing sense of place. The mixed use areas will have direct access to the strategic cycle ways and pedestrian links, and will be connected to the overall open space network.

5.4 Local Centres

The site makes provision for a mixed-use local centre located at the heart of the development, as seen in Figure 409. The local centre will provide a vibrant focus with a mix of retail, community, and residential uses. The design and uses provided within the local centre will be subject to a Reserved Matters detailed Planning Applications.

Visual dominance of parking within the public realm is to be limited by design;

- Including trees and planting to filter views;
- Locating large parking areas at convenient locations but away from key public spaces; and/or
- Maximise opportunities to share parking with different uses to reduce overall requirement.



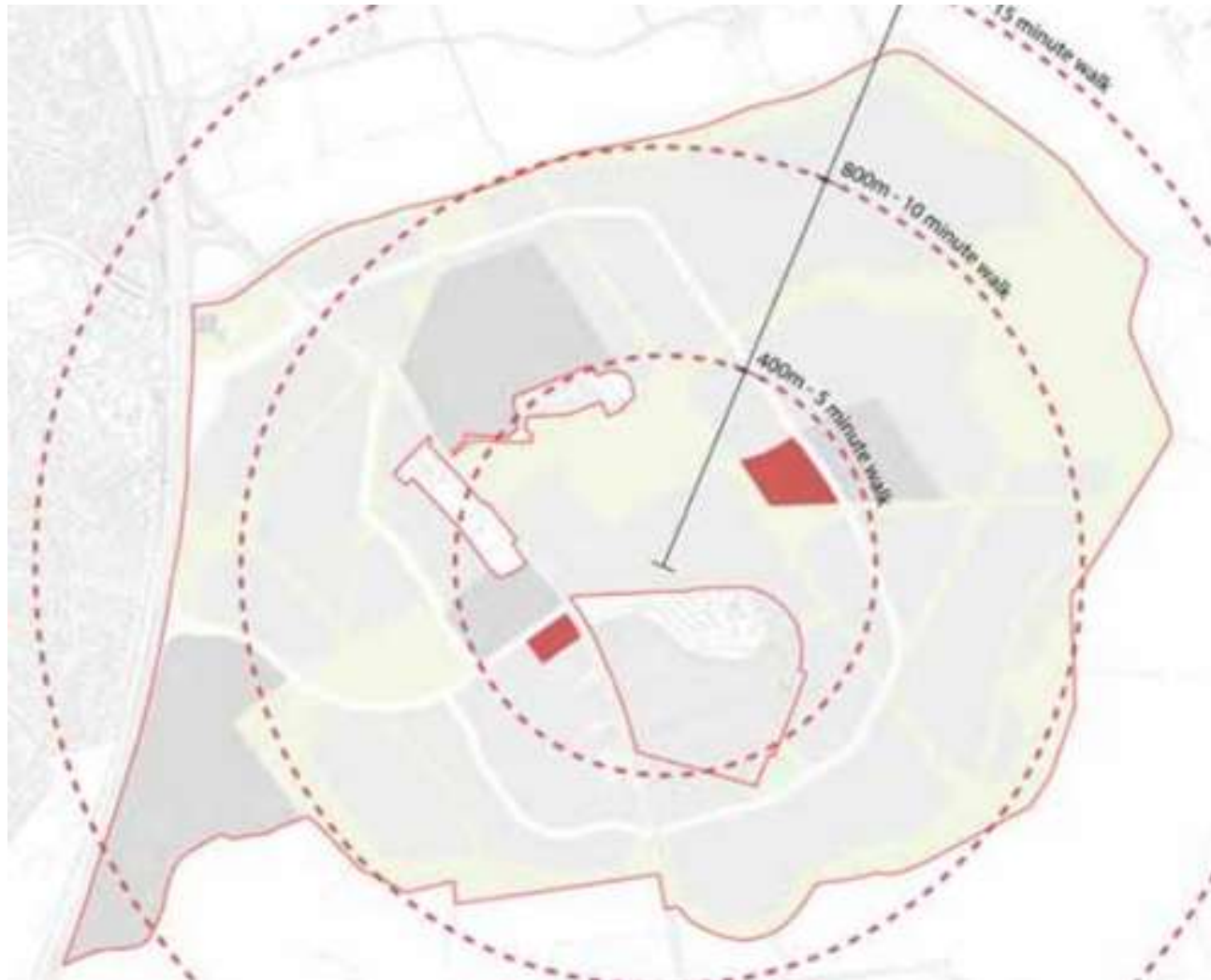


Figure 9: Mixed Use Areas Plan

5.5 Primary and Secondary Education

The site provides land for new primary schools and a secondary school which will create new learning centres of excellence.

5.6 Primary Schools

The primary schools are an important placemaking element defining the identity of the new community, reflected in their location and built form appearance.

5.7 Secondary School

The development is likely to require the provision of a circa 640 secondary places [and 120 sixth form places](#) using the 16/100 [dw pupils to dwellings](#) and 3/100 [pupils to dwellings](#) yields adopted by Nottinghamshire County Council. The secondary school will require the following:

- Core facilities;
- Classrooms;
- Sports hall;
- Drop off / pick up point;
- Staff car parking;
- Sports pitches; and
- MUGA (Multi-Use Games Area).

The secondary school access, shown in Figure 11, will be located on the east side of Tollerton Lane to the north of the

existing Tollerton Park caravan park and within close walking distance of all new residents. The secondary school is also located close to the main primary movement corridors and accessible by public transport. It is linked to a series of pedestrian and cycle routes which are well connected to open space and residential neighbourhoods. A grounds maintenance access has also been included to the east of the school site to more easily access the playing pitches.



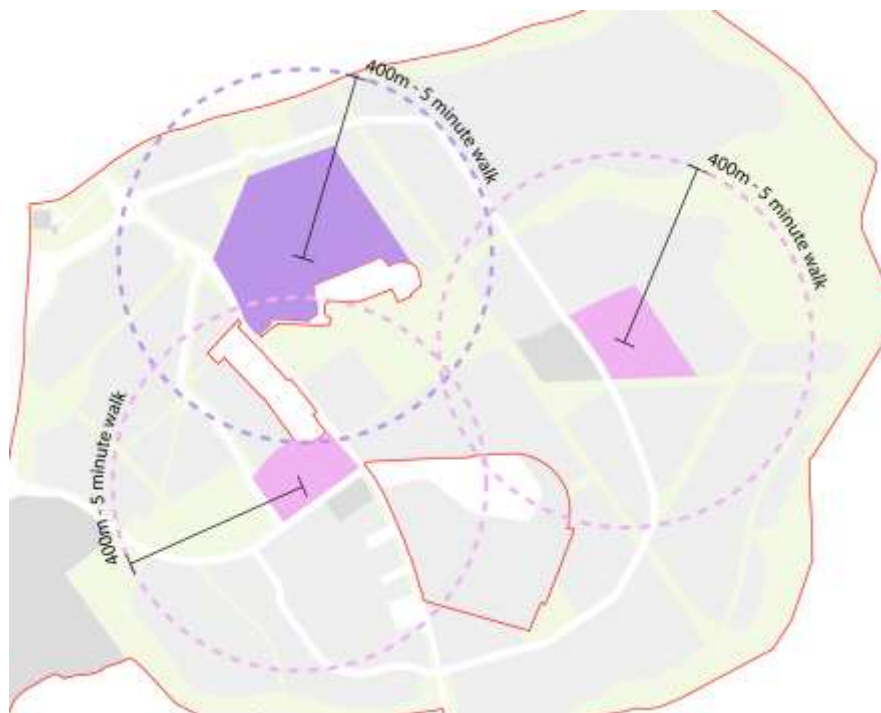


Figure 10: Proposed school locations

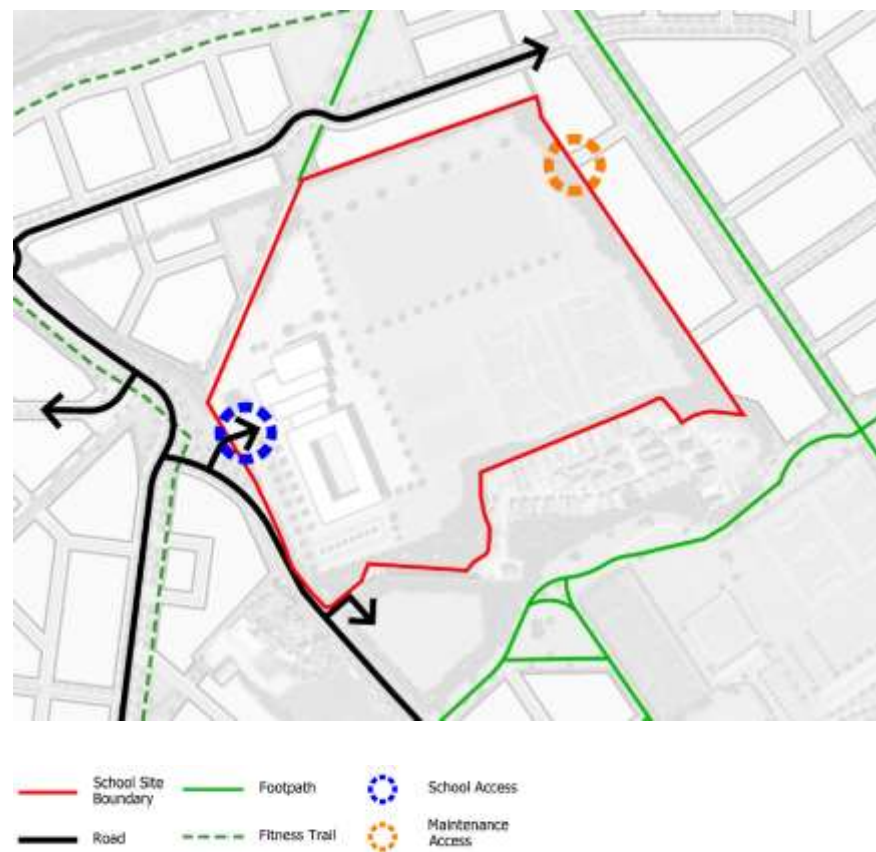


Figure 11: Secondary school access

6.0 Area Design Instructions

6.1 Key Character Areas and Distinctive Edge Frontage

A strong character within a development is an important placemaking principle as it helps residents feel a sense of belonging, identity and pride in where they live. This can be achieved through layout, massing, landscaping and building appearance, all which add further layer of richness to the place.

Three character areas have been identified for consideration in the more detailed design stage. These respond to the wider influences of the Site which include land form, topography, landscape framework, and the relationship to the existing urban edge of Nottingham. Edge frontages have also been identified to ensure that the built form provides a suitable transition to the wider landscape and responds positively to the heritage sensitivities of the Grade II listed pillboxes and the airfield.

Names used in this document to identify character areas and other new places to be created are illustrative and may change in the future, subject to branding exercises in liaison with the local community. The design components of suggested character areas are described and illustrated in the following pages. The appropriate design responses will be reviewed, developed and refined in subsequent design stages.

The character areas comprise:

Woodland View - this neighbourhood includes the western and southern parts of the Site. These areas are enclosed by existing and proposed woodlands, with two distinctive edges of Primary Street Corridor and Wooded Edge.

Gamston Fields - the central and internal part of the development within proximity of schools and part of the main Primary Street length. With two distinctive edges of Primary Street Corridor and Canal Side.

Gamston Meadows - areas located to the east, within proximity of water attenuation features within a landscape setting. With a distinctive edge of the Water Meadows.

The following pages provide a better understanding of the character areas to inform future stages of the planning application. Detailed design instructions in this Site Wide Design Code have been created to ensure a distinctive, high quality design development that responds to and integrates with its context. For each area, a set of design coding instructions have been produced to guide future proposals.

Primary Street Frontage

The primary street, seen in Figure 12, spans both the Woodland View and Gamston Fields character areas. As such, the scale and massing of built form will vary accordingly and will be generally formal with the use of symmetry and vertical elements to emphasise height. Modern and traditional interpretations of the principles are appropriate.



Figure 12: Proposed Character Areas and Development Edges Plan

6.2 Woodland View

Overview

A residential neighbourhood heavily influenced by the creation of a new woodland edge. Building styles to be inspired by the local vernacular.

Character

This neighbourhood will have a more suburban feel with a semi-formal character inspired by the Garden City design principles found in parts of Edwalton. It will have a verdant character with trees within verges and/or front gardens where appropriate, and hedgerows and climbing plants on façades. Houses are to be set out around pockets of soft landscaped areas where appropriate.

Density

Density will range from 15 dwellings per hectare up to 45 dwellings per hectare (low to high).

Distinct Frontages

This area has two distinct frontages, the Woodland Edge and Primary Street, which are described opposite.

Built Form

Street scenes will have a variation of roof lines and ridge heights with mainly 2 and some 3 storeys and a mix of small terraces, semidetached and detached dwellings.

Landscape

The wooded landscape character to the south, beyond the Site, will give the edge here a strong character whilst formal spaces throughout the development parcels will allow for opportunities for play and green infrastructure benefits.

The table adjacent (figure [1413](#)) details further design coding for the character of Woodland View.

Layout

Architectural Style:	Mainly a traditional approach to architectural style and detailing inspired by the Arts and Crafts movement.
Block Structure	Predominantly back-to-back blocks along the Primary Street to accommodate parking.
Setback	Generally consistent within same building grouping
Front Boundary	Trimmed hedgerows as a common feature.
Frontage / Corners	A more fragmented frontage with irregular spacing between buildings.
Parking	On parking plot, visitor parking allowed along the street, with the exception of the primary street corridor.

Building Form

Building Types	Small terraces, semis and detached.
Building Height:	A variation of 2 and 2.5 storeys, with 3 storeys in key locations. Building heights to have a larger proportion of 2 and 2.5 storey units.

Details and materials

Roof	Varied roof profile
Dormers	Could be an occasional feature.
Openings	Windows and doors can have a vertical or horizontal emphasis. Bay windows can be a unifying feature.
Chimneys	Chimes or ventilation stacks to be more prominent in this location.
Walls	Wall materials to have more variation. Red / orange brick and white render to be the most common materials.

Figure 13: Woodland View Coding Summary

Woodland Edge Frontage Treatments

Further to the overall characteristics of the Primary Street Corridor which are common to the entire neighbourhood (and set out in section 4.1 and 6.1) additional design instructions for Wooded Heights Frontage and the Primary Streets Frontage within the character area are set out below.

Woodland Edge Frontage

The development edge to the south is where building frontage face open space and areas of woodland. Building frontage should respond to its edge context. This frontage will have a degree of formality with architecture influences of the arts and craft movement. Red/orange brick, and white render to be the primary walling materials. Detached and semi-detached units are the dominant typologies within this area. The images and diagram below provide an indication of suitable design response to this edge.

Primary Street Frontage

A number of incidental spaces should feature along the Primary Streets that are within the Character Area; here frontage should provide enclosure to these spaces. The use of symmetry along to the frontage should be a common feature. Building frontage to be mostly continuous (less so than along Gamston Fields) with regular gaps between buildings and consistent building line/setbacks. A variation of 2 and 2.5 storeys, with 3 storey in key locations.



Figure 14: Woodland View Key Plan

6.3 Gamston Fields

Overview

A residential neighbourhood with regular development blocks distributed to allow for long view corridors. Contemporary design and a formal streetscape will be promoted.

Character

This area will be predominantly formal with orthogonal shaped blocks set in a framework grid of mostly north-south and east-west streets. This area will favour a more contemporary approach to architecture, however, traditional designs are also appropriate providing they deliver high quality and modern technologies.

Density

Density will range from 35 dwellings per hectare up to 45 dwellings per hectare (medium to high).

Distinct Canalside and Primary Route Frontages

This area has two distinct frontages which are described opposite. The Canal Side Frontage will feature along the most northern extents of development and will create a positive interface with Grantham Canal.

Built Form

Buildings are predominantly terraced and semi-detached with occasional detached units. Building heights will vary from 2, 2.5 and 3 storeys.

Landscape

Landscape within Gamston Fields will typically be formal and structured where development area meets open space, leaving the more naturalistic landscape to the outer edges of the Site.

The table adjacent (Figure 15) details further design coding for the character of Gamston Fields.

Layout

Architectural Style:	Both contemporary or traditional architecture interpretations are appropriate. Linear development along the Canalside and more formal frontage on the Primary Street Corridor.
Block Structure	Predominantly perimeter blocks with on-street parking and on-plot. Occasional courtyard blocks are also appropriate.
Setback	Subtle variation of setback, but regular.
Front Boundary	Consistent boundary treatment on both sides of the street. Railings and low walls for the Primary Street and Canal frontages. Informal planting and hedges also possible in other areas.
Frontage / Corners	Continuous frontage, parallel to the street with regular intervals between properties. Active windows and doors on both facades. For internal parcels, frontage can be more fragmented.
Parking	On plot parking, visitor parking allowed along the street, with the exception of the Primary Street Corridor.

Building Form

Building Types	Predominantly terraced and semi-detached properties.
Building Height:	A variation of 2 and 2.5 storeys, with 3 storeys in key locations.

Details and materials

Roof	Variation in roof heights along central areas to reflect high street typologies. Elsewhere minimum variation on roof profiles.
Dormers	Can be a feature. To be used at key locations to increase building height vertically.
Openings	Windows and doors to have a vertical emphasis.
Chimneys	Chimneys and ventilation stacks to be of simple style as part of the building fabric to emphasise verticality.
Walls	Wall materials to be predominantly red brick. A limited palette of materials which responds to the local character assessment, will emphasis the formality of this area.

Figure 15: Gamston Fields Coding Summary

Gamston Fields Edge Frontage Treatments

Further to the overall characteristics of Primary Street Corridor which are common to the entire neighbourhood (and set out in section 4.1 and 6.1) additional design instructions for the Primary Street Corridor and Canal Side Frontage are set out below.

Canal Side Frontage

Canal Side will have a special edge frontage onto Grantham Canal. Buildings will maximise canal views and be influenced by 'Wharf' architectural style predominantly in orange/red brick and with timber detailing. A modern interpretation of the 'wharf' typology is encouraged where possible and large glazed windows could feature on the front elevation. Red/orange brick, indigenous to the area and white render and horizontal timber boarding should constitute the primary elevation materials.

Primary Street Frontage

The Primary Street moves through both Gamston Fields and Gamston Gardens character areas and, as such, the scale and massing of the built form will vary accordingly. The Primary Street character will be generally formal with the use of symmetry and vertical elements to emphasise height. Continuous frontage with regular gaps between buildings and consistent building line/setbacks. Dwellings are to be accessed via Streets from the back, via side streets or via access lanes located in front of the dwellings. Building height should be emphasised to respond to the road wide corridor. Building heights should also reflect the character area which the Primary Street is within. Both modern and tradition interpretations of the principles are appropriate.



Prominent corner building with windows on both front and side elevations.



Formal street scene with consistent dormer windows and chimneys.



Occasional change of roof profile and materials. Common elevation features repeated throughout same street scene.



Gable ends with windows overlooking the streets.



Building form and massing with symmetrical rhythm to create a formal and urban character.



Figure 16: Gamston Fields Key Plan



Consistent street scene with 2 storey dwellings overlooking water feature.



Formal street scene with consistent architectural features and subtle variation of materials.



Dwelling typology repeated throughout same street scene with variation of material.



Consistent street scene with 3 storey dwellings with integral parking within ground floor.

6.4 Gamston Meadows

Overview

A residential neighbourhood with an organic and informal development form heavily influenced by its natural landscape context.

Character

This area will have an informal character with variation in building line which will help the residential development here feel more organic. Verdant character with trees within plots, hedgerows and climbing plants on façades.

Density

Density will range from 15 dwellings per hectare up to 30 dwellings per hectare (low to medium).

Distinct Frontages

Water Meadows is a distinct frontage within this area. Frontages will respond to its edge context and will have a strong landscape feel.

Built Form

Buildings are predominantly 2 - 2.5 storeys, with some range of roof lines and subtle variation on ridge heights. For single sided minor routes, streets will generally adopt a more organic pattern.

Landscape

This area will tie in with the Grantham Canal landscape treatment and extend around the majority of the Site's eastern edges. It is a landscape led neighbourhood which generally fronts open space.

The table adjacent (Figure 17) details further design coding for the character of Gamston Meadows.

Layout

Architectural Style:	Both contemporary or traditional architecture interpretations are appropriate.
Block Structure	Predominantly perimeter blocks with on-street parking and on-plot. Occasional courtyard blocks are also appropriate. An organic block structure with variable building line and building orientation.
Setback	Subtle variation of setback
Front Boundary	Consistent boundary treatment on both sides of the street. Estate railings, low walls or hedges; all of which will give variation and informality to the area.
Frontage / Corners	Continuous frontage, parallel to the street with regular intervals between properties. Active windows and doors on both facades.
Parking	On plot parking, visitor parking allowed on the street.

Building Form

Building Types	Larger proportion of semi-detached and detached properties with front gardens.
Building Height:	2 and 2.5 storeys.

Details and materials

Roof	Variation on roof heights to reflect informal character.
Dormers	Can be a feature.
Openings	Windows and doors to have a horizontal emphasis and a varied range of frame colours.
Chimneys	Chimneys to be a common feature.
Walls	Wall materials to have more variety than the Gamston Fields area, it should include brick, timber and light render colours.

Figure 17: Gamston Meadows Coding Summary

Gamston Meadows Edge Frontage

Additional design instructions for the Water Meadows special frontage are illustrated on the following pages and will be further developed in the later stages of the planning application.

Water Meadows Frontage

Continuous frontage with regular gaps between buildings and stepped building line/setbacks. Dwellings are to be accessed via tertiary streets and lanes / shared drives will be the main street coding in the Meadows character area. A more varied roof line between 1.5 to 2.5 storey. Both modern and tradition interpretations of the principles are appropriate.

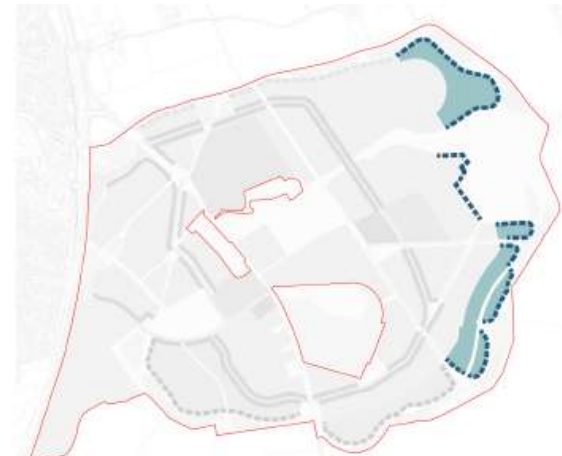


Figure 18: Gamston Meadows Key Plan



7.0 Design and Planning Matters Coverage Checklist

7.1 Introduction

The checklist on the following page identifies at which point in the planning process for the Site key design and other planning considerations will be addressed.

The submission to and agreement by the Council of Area Design Codes will usually follow after the outline application stage and ahead of applications for detailed planning consent; with Area Design Codes being required as a condition of outline planning consents. However, in those cases where detailed matters (appearance, means of access, landscaping, layout or scale) are not reserved at the outline planning application stage, then an Area Design Code would need to be submitted as part of the planning application. This would also apply to any full or hybrid planning applications where a relevant Area Design Code is not already in place.

Area Design Codes will be required for every part of the Site, unless an exception is justified. It is expected that they will generally correspond to those areas with outline planning permission, although, in certain cases, a separate Area Design Code for a smaller sub-area will be appropriate; for example, for a Local Centre area. In some cases, an Area Design Code may be needed for an area that straddles two or more outline planning permission areas. It is anticipated that this may be the case for the Sports Hub areas.

	Development Framework SPD	Site Wide Design Code	Outline Applications	Area Design Codes	Reserved Matters/ Full Applications
Context					
Character Types	✓			✓	
Site Context	✓		✓		
Site Assessment	✓				
Historic Assessment	✓		✓	✓	✓

	Development Framework SPD	Site Wide Design Code	Outline Applications	Area Design Codes	Reserved Matters/ Full Applications
Heritage Assets	✓		✓		✓
Movement					
Street Network	✓	✓	✓	✓	✓
Public Transport	✓	✓	✓	✓	✓
Street Hierarchy	✓	✓	✓	✓	✓
Walking +Cycling	✓	✓	✓	✓	✓
Junction + Crossings	✓	✓		✓	✓
Inclusive Streets	✓	✓		✓	✓
Car Parking & Cycle Parking		✓	✓	✓	✓
Services & Utilities	✓	✓	✓	✓	✓
Nature					
Network of Spaces	✓	✓		✓	✓
Design		✓	✓	✓	✓
Working with Water	✓	✓		✓	✓
SUDS	✓	✓	✓	✓	✓
Flood Risk	✓		✓		✓
Net Gain	✓				✓
Biodiversity	✓	✓	✓	✓	✓
Street Trees				✓	✓
Built Form					
Density	✓	✓	✓	✓	✓
Party Wall					✓
Types and Forms	✓	✓		✓	✓
Blocks		✓	✓	✓	✓
Building Line		✓		✓	✓

	Development Framework SPD	Site Wide Design Code	Outline Applications	Area Design Codes	Reserved Matters/ Full Applications
Height	✓	✓	✓	✓	✓
Identity					
Local Character	✓	✓	✓	✓	
Legibility		✓	✓	✓	✓
Masterplanning	✓	✓	✓	✓	
Design of buildings				✓	✓
Public Space					
Primary		✓		✓	✓
Local & Secondary		✓		✓	✓
Tertiary				✓	✓
Meeting Places		✓		✓	✓
Multi-functional		✓		✓	✓
Home Zones			✓	✓	✓
Secured by Design				✓	✓
Uses					
Efficient Land Use	✓		✓	✓	✓
Mix, Housing for All & Type	✓		✓	✓	✓
Active Frontage		✓	✓	✓	✓
Schools	✓	✓	✓	✓	✓
Community Facilities	✓	✓	✓	✓	✓
Local Services	✓	✓	✓	✓	✓
Homes and Buildings					
Space Standards					✓
Accessibility					✓
Light, Aspect, Privacy & Security				✓	✓

	Development Framework SPD	Site Wide Design Code	Outline Applications	Area Design Codes	Reserved Matters/ Full Applications
Gardens & Balconies				✓	✓
Resources					
Energy Hierarchy	✓				✓
Energy Efficiency	✓				✓
Neighbourhood Energy & Embodied Energy					✓
Construction/Modern Methods of Construction					✓
Water	✓				✓
Lifespan					
Management Plan	✓		✓		✓
Participation/Community	✓		✓		✓

Appendix 2: Draft East of Gamston/North of Tollerton Development Framework Supplementary Planning Document – summary of consultation responses

Draft East of Gamston/North of Tollerton Development Framework Supplementary Planning Document – summary of consultation responses

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
1.	Nottinghamshire County Council	General	<u>Policy & Strategic Context</u> The SPD must align with Greater Nottingham Strategic Plan (Policy 31). This new policy will form the basis for ongoing development and given its advanced state, the SPD should reflect its provisions.	An SPD must be prepared in support of adopted development plan policies. In the case of the site, the main adopted policy is policy 25 of the Rushcliffe Local Plan Part 1: Core Strategy. The draft policy 31 does, however, broadly roll forward this policy. It is therefore considered that the SPD is in general conformity with the emerging policy.
2.	Nottinghamshire Wildlife Trust	General	Requests the SPD is not adopted before the new Greater Nottingham Strategic Plan (GNSP) so as to avoid contradictions	The GNSP still requires scrutiny at examination which can be a lengthy process. The SPD is due to be adopted ahead of the GNSP. The need to maintain sufficient housing land supply means it would be inappropriate to delay the SPD until the GNSP process has been completed.
3.	Notts County Council (Property)	General	The aspirations set out in the draft SPD do not appear to have been evidenced to demonstrate compliance with the requirements of adopted local plan Policy 25 along with Emerging Policy 31 of the Greater Nottinghamshire Strategic Plan. The draft SPD fails to set out a comprehensive strategy for the delivery of the SUE in terms of infrastructure provision, phasing arrangements or design. The requirements of the draft SPD may also make the quantum of required development set out in	This is not accepted. The purpose of the SPD it to provide a high-level framework to enable the delivery of a site with a number of landowners. The SPD sets out that the determination of more detailed mitigation requirements, together with their delivery are matters for the proposed Infrastructure Delivery Plan and planning applications and their associated S106 agreements.

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
			the allocation unachievable. it The SPD appears too prescriptive and policy based which is not appropriate in SPD which sits outside of the adopted Development Plan. This could result in the document being vulnerable to a legal challenge.	
4.	Notts County Council (Property)	General	Alongside the SPD there needs to be essential site wide documents that should be an obligation on all landowners/ developers to ensure cohesive delivery of the SUE and secure land value parity between owners through gross equalisation principles	It is agreed that such documents would be of assistance but those such as collaboration or equalisation agreements are beyond the control of the Council to produce. The delivery of the site is going to need cooperation between the main landowners and developers.
5.	Notts County Council (Property)	General	A number of detailed comments are set out in various detailed aspects of the SPD.	In most cases, the points are either not accepted, they are adequately addressed already by the SPD or the details will follow as part of the Infrastructure Delivery Plan (IDP) for the site and/or as part of the planning application process.
6.	Notts County Council (Property)	General	There are fundamental conflicts between SPD and two pending planning applications	If there are conflicts between the SPD and the two pending planning applications, then this is a matter for the planning application process.
7.	Resident 139	General	Suggests development does not conform with the NPPF as it overconcentrates growth in West Bridgford	The growth strategy set out in the local plan establishes that development will primarily occur within or adjacent to the primary urban area. The SPD broadly establishes what new facilities should be provided as part of this

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
				development to ensure the amenities of surrounding neighbourhoods are not negatively impacted.
8.	Resident 2 Resident 4 Resident 5 Resident 8 Resident 9 Resident 10 Resident 11 Resident 12 Resident 13 Resident 17 Resident 20 Resident 21 Resident 26 Resident 30 Resident 33 Resident 34 Resident 37 Resident 41 Resident 42 Resident 44 Resident 47 Resident 63 Resident 64 Resident 85 Resident 109 Resident 110 Resident 115 Resident 122	General	Object to principle of development on the site	The principal of development on the site has been established through the Rushcliffe Local Plan Part 1: Core Strategy (2014)

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
	Resident 223 Resident 269 Regional and Business Airport Group Electric Aviation Maven Ltd			
9.	Resident 205	General	Concern over loss of Green Belt land	The site is not located within the Green Belt.
10.	Resident 212	General	There are sufficient Brownfield sites in our towns & cities, where the necessary housing could be built without creeping further into Green Belt and/or the rural fringes to our towns & cities. If this development has to go ahead however, then the SPD appears to be a quite good starting point - especially if the Council holds to its principles and does insist that nothing will be allowed to progress if it is not in total alignment with the SPD.	The need and suitability for development of the site have already been established through the Local Plan process. The Council acknowledges the support for the provisions made in the SPD.
11.	Resident 213 Resident 214 Resident 215 Resident 219	General	Object to closure of airport. Concern aviation and other bodies not consulted. Bodies are listed. Consider wider public debate regarding its closure and sale.	The airport was closed by the site owners as its operation is not compatible with development of housing in the vicinity. The Council had no control over this decision.
12.	Resident 245 Resident 265 Resident 271	General	Concerned applications have been progressed before SPD adoption	The Council cannot control when applications are submitted and has a responsibility to determine applications put to it in a timely manner. The applications on the site have yet to be determined and the Council has made

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
				clear its view that the SPD should be adopted prior to the determination of planning applications in order to inform any decision.
13.	Resident 25	General	Concern that building new homes is being prioritised over filling empty ones	Meeting housing needs is dependent on both new housing and minimising the extent of existing empty homes. The Council's empty homes strategy is available to read at: https://www.rushcliffe.gov.uk/about-us/about-the-Council/policies-strategies-and-other-documents/accessible-documents/empty-homes-strategy-2024-2029/#seven
14.	Resident 42	General	Suggests housing need could be met without significant road impact through development at Strategic Housing Land Availability Assessment (SHLAA) site R12.3 south of Wheatcroft island	All major housing development generates road impact. Further SHLAA sites will be considered for allocation as part of future local plan-making.
15.	Resident 43 Resident 157 Resident 162 Resident 164 Resident 167 Resident 169 Resident 175 Resident 179 Resident 183 Resident 186 Resident 187 Resident 188 Resident 189 Resident 192	General	Concern that the proposed allocation of 4,000 homes is excessive and will significantly alter the character of the area.	The scale of development has been established through the Rushcliffe Local Plan Part 1: Core Strategy (2014), which directs most growth to locations in or adjoining the Nottingham urban area. This approach reduces pressure on smaller settlements and ensures housing need is met alongside delivery of schools, healthcare, green infrastructure and transport improvements. The SPD sets out design principles and mitigation measures to manage the impact of development and create a sustainable, well-planned community.

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
	Resident 193 Resident 231 Resident 241			
16.	Resident 75	General	Suggests development scale is in conflict with local plan spatial strategy and that it should be treated as a Strategic Growth Location with associated sustainability appraisal.	The scale of development on the site is established through the 2014 Rushcliffe Local Plan Part 1: Core Strategy. The spatial strategy directs strategic development to areas adjoining the built-up area of Nottingham at sites including east of Gamston/north of Tollerton, Melton Road Edwalton and South of Clifton. It is being treated as a strategic site allocated for significant residential and employment; supported by new facilities including education and neighbourhood centres. Sustainability appraisal has been undertaken both through its initial allocation and the production of the emerging Greater Nottingham Strategic Plan.
17.	Coal Authority	General	The Coal Authority is satisfied that there are no coal mining features present on the site	The Council acknowledges the confirmation from The Coal Authority
18.	Nottinghamshire Wildlife Trust	General	Concern there is no reference to a sitewide EIA despite its scale. Request sitewide EIA or environmental statement for the site.	The EIA requirements for the site are the subject to separate legal and regulatory requirements and cannot be directed by the SPD.
19.	Resident 163	General	Supports the SPD in principle.	The support is noted.
20.	Resident 179 Resident 182 Resident 192	General	Concern over loss of airfield and businesses.	The airfield is no longer in operation, apart from currently its use by Lincolnshire and Nottinghamshire Air Ambulance helicopters.

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
page 246	Resident 195 Resident 199 Resident 205 Resident 211 Resident 221 Resident 240			<p>The SPD needs to be updated to reflect this change in circumstances and its implications. For example, there is no longer a need to refer to the requirement for the airfield to close before the first occupation of new housing on site. However, as helicopters are continuing to use a small part of the airfield site, the SPD still needs to refer to potential for restrictions on first occupation of new homes in the vicinity until this use of the site ceases.</p> <p><u>Modification</u> Update paragraph 3.54, plus paragraphs 2.7 (transport infrastructure), 3.68 and 4.6 to reflect the change in circumstances in respect of use of the airfield and the implications of this.</p>
21.	Resident 201	General	Development on higher ground will ruin the aspect of the Grantham Canal and Bassingfield	There will be mitigations in the form of strengthened green infrastructure along the canal.
22.	Resident 223	General	Concern there were no members of the Council staff present at consultation events	Rushcliffe Borough Council's Planning Policy team attended the consultation event and answered questions from those who attended.
23.	Resident 286	General	Questions how split ownership affects the SPD, specifically the portion of the site owned by the City Council which is not already purchased.	One of the roles of the SPD is to help support and encourage delivery of a large site that is in the control of multiple landowners and developers.

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
24.	Resident 43 Resident 169	General	Requests clearer timelines for development of strategic infrastructure including road improvements and pedestrian and cycle access over the A52 as well as consultation with residents over route safety concerns.	Timelines for development depend on a multitude of factors, so it is difficult to be prescriptive as to what will happen when. The SPD establishes the broad infrastructure requirements, and more details about what and when will be established subsequently at the Infrastructure Delivery Plan (IDP) and planning application stages (including within section 106 legal agreements). In respect of those planning applications already received, there is expected to be a further round of consultation on transport related details.
25.	Tollerton Parish Council Holme Pierrepont and Gamston Parish Council Resident 43 Resident 130 Resident 138 Resident 226 Resident 234 Resident 236 Resident 237 Resident 245 Resident 247 Resident 249 Resident 254 Resident 260 Resident 266	General	Concerns inaccuracies/ inconsistencies in the document make it hard to understand and leave loopholes for developers to exploit	Any errors identified have been corrected throughout the document.

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
	Resident 274 Resident 275 Resident 281 Resident 282 Resident 285 Resident 286			
26.	Tollerton Parish Council	General	SPD is uninspiring and too flexible. Leaves the door open for poor quality development	This is not accepted. The SPD will help to ensure that a high standard of development, supported by necessary infrastructure, is delivered on the site.
27.	Tollerton Parish Council	General	Lack of consideration of existing dwellings and residents within allocation.	<p>These are matters that will be considered at the planning stage once detailed design and layout are known. In accordance with Local Plan policy requirements, residential amenity will be a consideration as part of any planning application to avoid negative impacts on existing residents.</p> <p>The SPD at paragraph 3.60 identifies that existing properties (residential dwellings on Tollerton Lane, the Park Homes site) and Hospital building (amongst others) should remain and be protected at part of any development proposals.</p>
28.	Tollerton Parish Council Resident 31 Resident 43 Resident 57 Resident 70	General	Objects to the omission of the Tollerton Neighbourhood plan from the SPD document.	It is agreed that the SPD should refer to the importance of the Tollerton Neighbourhood Plan and the fact that it forms part of the development plan for the area covering the site.

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
page 249	Resident 76			<u>Modification</u> Include after paragraph 1.36 a new paragraph highlighting the importance of the Tollerton Neighbourhood Plan.
	Resident 83			
	Resident 87			
	Resident 88			
	Resident 89			
	Resident 98			
	Resident 116			
	Resident 117			
	Resident 118			
	Resident 120			
	Resident 121			
	Resident 128			
	Resident 129			
	Resident 137			
	Resident 142			
	Resident 144			
	Resident 147			
	Resident 149			
	Resident 151			
	Resident 208			
	Resident 211			
	Resident 219			
	Resident 220			
	Resident 222			
	Resident 236			
	Resident 237			
	Resident 239			
	Resident 242			
	Resident 245			
	Resident 250			
	Resident 252			

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
	Resident 262 Resident 266 Resident 268 Resident 273 Resident 275 Resident 277 Resident 283 Resident 287			
29.	Notts County Council (Property) Resident 120 Resident 143 Resident 152 Resident 207 Resident 213 Resident 215 Resident 216 Resident 222 Resident 234 Resident 239 Resident 245 Resident 254 Resident 255 Resident 257 Resident 262 Resident 282 Resident 287	General – procedure	Concern the consultation period was shorter than on other documents, included a school holiday and in person consultation was held at Gamston and not Tollerton.	The consultation took place over 5 weeks which is above the statutory minimum. In addition to making the consultation documents available online and providing the ability to talk to Council planning officers by telephone, an in-person consultation event was held to offer local residents and others the opportunity to talk to officers face-to-face about the document. Gamston Community Hall was considered appropriate for the event as it has parking, public transport connections and is also close to the development site. The consultation prompted lots of engagement from the community and the coincidence with an autumn half-term holiday is unlikely to have negatively impacted this.
30.	Resident 142	General – procedure	Concern that objections may not be given due diligence	The object of consultation is to establish what further issues need to be considered in the

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
				development and changes are made to the draft document where appropriate in response to comments made.
31.	Resident 257	General – procedure	Concerned Cotgrave residents were not notified by post as with Tollerton and Gamston	Cotgrave is not within the immediate vicinity of the site. There was significant publicity of the consultation via email and in local media.
32.	Resident 57	General – procedure	Concern consultation documents did not meet equality act requirements as there were not brail documents accessible to visually impaired individuals.	The SPD was made available online in a format specifically accessible to screen readers.
33.	Tollerton Parish Council Resident 18	General – procedure	Objects to Tollerton Parish Council not being involved in preparation of the SPD	Rushcliffe Borough Council has prepared the SPD as it considers appropriate. The Parish Council has had the opportunity to comment on the draft SPD.
34.	Cllr Richard Butler Resident 37 Resident 55 Resident 77 Resident 83 Resident 87 Resident 98 Resident 116 Resident 121 Resident 129 Resident 132 Resident 139 Resident 142 Resident 223	General – procedure	Concern that developers were involved in production of the SPD. Suggests that developer involvement and agreement on outcomes is counter to planning authority's statutory duties.	The major developers have been able to suggest content for the draft SPD, but such contributions have only been included with the agreement of Council officers. Such collaborative working between the Council and interested developers is commonplace in relation to the production of emerging SPDs in England. Council officers were clear that the development and production of a consultation draft of the SPD was to be undertaken by the Council objectively with review and evolution being undertaken independently of the developers and that public consultation and feedback would then be required to progress the SPD further; when all responses would be

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
	Resident 233 Resident 234 Resident 239 Resident 245 Resident 253 Resident 254 Resident 257 Resident 262 Resident 273 Resident 285 Resident 286			considered and taken into account. Good practice guidance published by the Local Government Association reinforces the benefits of such joint working: see https://www.local.gov.uk/publications/effective-delivery-strategic-sites-accessible-version
35.	Resident 222	General – procedure	Planning law guidance states that you are required to be impartial, consider public interest and there must be a clear separation between the applicant and decision maker.	There is nothing in planning law to prevent landowners and developers collaborating with local planning authorities on the preparation of SPDs. Good practice guidance published by the Local Government Association reinforces this (see https://www.local.gov.uk/publications/effective-delivery-strategic-sites-accessible-version)
36.	Active Travel England	General	<u>National Guidance</u> Welcome reference to <i>Building for a Healthy Life</i> ; developers should be required to submit their own BHL assessments. Add reference to Active Design (Sport England/ATE guidance). Promote aspiration for BHL Commendation (nine green lights).	To require a Building for a Healthy Life assessment as part of planning applications would require a change in local plan policy. It would not be appropriate to insist upon this through the SPD. Reference is already included in a number of places to the Active Design guidance.
37.	Cllr Steve Calvert	General	Questions what the pipeline carries	The pipeline is currently decommissioned and does not carry anything.

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
38.	East Midlands Pipeline	General	Requests the contact details of developers on the site and that EMP be notified of relevant planning applications and consulted in a timely manner.	The main site promoters have published contact details on their respective websites and details of the agents for the existing planning applications are available on the Council's online planning application system (https://planningon-line.rushcliffe.gov.uk/online-applications/). Anyone can register their interest in planning applications via this online system.
39.	Resident 102	General	Objects to application to build housing on land off Burnside Grove.	The application for development off Burnside Grove is not subject to this SPD.
40.	Resident 122	General	Suggests the development of a vertiport on the site would be more beneficial for the area.	The site is required to meet the Borough's housing need.
41.	Resident 126	General	Highlights incorrect references to figures in the document.	Any incorrect references to figures identified have been corrected.
42.	Resident 130 Resident 226 Resident 281	General	Concerns over quality of maps and keys, request these are in better resolution.	There is a trade-off to be made between the resolution of documents and their file size when viewing them online. The adopted SPD will also be made available to view online and download as separate chapters in order provide a higher resolution version of the SPD, but also to ensure file sizes are not unduly large.
43.	Resident 130	General	Requests review of figures to clarify "edge treatments" will not extend beyond the site boundary.	As potentially some mitigation measures could extend beyond the site's boundary, rather than make changes to these particular figures to

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
				<p>exclude land falling outside the site, it is more appropriate to clarify that nothing related to the development will happen on land outside or inside the site without the full consent of the landowner.</p> <p><u>Modification</u> Include after paragraph 4.33 a new paragraph which states that nothing related to the development will happen on land inside or outside the boundary of the development site without the full consent of the landowner.</p>
44.	Resident 133	General	Concern visible transmission aerials will detract from the countryside.	Applications for aerials will be assessed against their impact on visual amenity as is standard procedure.
45.	Resident 133	General	Concern there will not be sufficient space for wheelie bins on each property and that people will store these on the street	Full planning applications will be required to demonstrate there is sufficient space to store bins on the property curtilage. It will be down to property owners to manage their bins.
46.	Resident 144	General	Concerned the SPD does not mention new footpaths and infrastructure mentioned in the emerging GNSP	The GNSP is an emerging document which has not yet been tested at examination. It would therefore not be appropriate to reference its infrastructure requirements within the SPD, where these are not part of existing development plan requirements.
47.	Resident 146	General	Queries the legal implication and liabilities were the development to result in health and safety issues as a direct result of negligence during the planning process	This is not a matter for the SPD. It is understood that local authorities would generally not be liable in respect of such matters. However, issues in respect of

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
				particular cases might be a matter for the courts to resolve.
48.	Resident 149 Resident 206 Resident 207 Resident 211	General	The submitted SPD and plans contain multiple inconsistencies and internal contradictions, including conflicts with the adopted neighbourhood plan. These discrepancies must be addressed and resolved prior to any further progression of the application to ensure the integrity and reliability of the documentation.	The draft SPD is not considered to contradict the Tollerton Neighbourhood Plan.
49.	Resident 168 Resident 193	General	Concern that policing and community safety for a large new community will be insufficient, with an inherent risk of increased crime.	Although policing arrangements are not directly within the scope of the SPD, the document requires proposals to be assessed against “Secured by Design” principles to promote community safety. This includes measures such as natural surveillance, active frontages, and well-designed public spaces.
50.	Resident 201	General	Document is too detailed to provide a simple guide for comments for residents	The document is as detailed as it needs to be in order to appropriately guide development and provide the right planning tool for use in the determination of planning applications. Summary information in respect of the draft SPD was made available to members of the public and others as part of its consultation.
51.	Resident 203 Resident 226	General	Concern over tall buildings impacting on the light of existing residents, privacy from overlooking existing dwellings and gardens	These are matters that will be considered at the detailed planning stage once detailed designs and layouts are known. In accordance with Local Plan policy requirements, residential amenity will be a consideration as part of any

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
				full planning applications to avoid negative impact on existing residents.
52.	Resident 219	General	Some of the Public Rights of Way (PRoW) are missing from the plans	Those relevant to the SPD are shown.
53.	Resident 226	General	Concern over the developers' abilities to project manage the development as a whole.	The developers have significant experience project managing and will assume those responsibilities for their own applications within the site. The Council will continue to engage with the developers on a regular basis to monitor delivery.
54.	Resident 226	General	Requests acronyms are written in full when they are first used.	This has been done where possible.
55.	Resident 226	General	Questions why figure 4 shows two areas of employment development.	Figure 4 is taken from the 2014 Local Plan Part 1: Core Strategy. It was the indicative layout for the site at that time but, following the more detailed master planning process undertaken in the period since then, the overall site layout has legitimately changed.
56.	Resident 246	General	Concerned there is no mention of energy efficient housing.	Requirements for high energy efficiency and domestic energy production in new homes are set out in Policy 2: 'Climate Change' of the Rushcliffe Local Plan Part 1: Core Strategy. This applies to all development in the borough.
57.	Resident 37	General	Figures are out of date as they do not show recent developments in Cotgrave	The figures specified are location plans to demonstrate where the site is and are effective in doing this.

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
58.	Resident 41	General	Suggests the site should provide industrial sites leisure activities and re-naturalisation as with Rushcliffe Country Park	Such uses are in principle appropriate on site, alongside the overriding need for housing development.
59.	Resident 62 Resident 65	General	Concern that there is lack of joined up working from different bodies and levels of government and that there is not a coherent masterplan.	<p>Production of the SPD document has engaged with various actors and stakeholders to create guidance on what the masterplan should achieve. Specifically, the masterplan framework establishes:</p> <ul style="list-style-type: none"> - General location of homes and employment land - Location of schools, neighbourhood centres and healthcare facilities - Phasing requirements will be established in more detail in the IDP - Shared contributions to essential infrastructure (generally what costs will be shared across all developers and what will be covered individually) <p>It helps sets expectations as to what will be acceptable when development phases are delivered.</p>
60.	Resident 7 Resident 162 Resident 166	General	Concerns over the proportion of the site to be built over, suggests development be focused on one side of Tollerton Lane.	Development on both sides of Tollerton Lane will be necessary to accommodate the scale of residential development required.
61.	Resident 75	General	Requests consideration of a steering group for the development comprising developers, local authority and residents to ensue adherence to the design objectives. Suggests forum could	The Council as local planning authority is responsible for judging planning applications against local and national policies and (once adopted) the SPD, including its design

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			naturally lead into the referenced stewardship working group	objectives; adherence will be monitored by the Council and its planning enforcement team.
62.	Resident 75	General	Request developers prove success in delivering similar high-quality mixed-use schemes and be held to standards of other specified schemes across the country. Requests clear control mechanisms to hold developers to design standards. Concern over inclusion of three-story properties.	The Council has no control over who develops the site. The purpose of the SPD's production is to help set out a standard for development to be held to. Once adopted the SPD will become a material consideration when assessing all planning applications on the site. The site includes development of education, employment and community uses, therefore warranting denser housing than generally seen in the rural part of the borough to ensure the best possible access to these new facilities.
63.	Resident 84 Resident 198	General	Concern that the scale of development is too large and the proposed infrastructure will not be able to support it. Suggests allocation of a smaller development with more robust infrastructure	The location and scale of development have been established by the adopted Rushcliffe Local Plan. The SPD's preparation will help ensure that development is adequately supported by new or improved infrastructure. The infrastructure planned and contributions to off-site infrastructure will be brought forward in cooperation with relevant highways and transport, education and utility bodies.
64.	Tollerton Parish Council	General	Request green buffer depth is specified along with the landscape structure and management arrangements	Rather than applying an arbitrary minimum width, the depth of the green buffer will be informed by ecological assessment of the site, the need to provide biodiversity net gain (BNG) and the need to landscape development.
65.	Resident 19 Resident 52	General – air ambulance	Concerns over provision for air ambulance which currently uses the site	An alternative location will ultimately need to be found for use by the air ambulance. The

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	Resident 114 Resident 121 Resident 127 Resident 132 Resident 133 Resident 142 Resident 222 Resident 244 Resident 246 Resident 253 Resident 262 Resident 265 Resident 271 Resident 277 Resident 282			Lincolnshire and Nottinghamshire Air Ambulance is aware that this is the case, due to the site's allocation for development, and it is taking steps to find an alternative site.
66.	Resident 179	General - Canal	Concern that the Canal Trust's intention to reopen the canal to boats and install new bridges will create additional challenges for the Trust and potentially conflict with the development.	The SPD recognises the importance of the Grantham Canal as a heritage and ecological asset and supports enhancements to its corridor. Proposals for canal restoration, including navigation and new bridges, fall outside the direct scope of the SPD. The SPD requires that development adjacent to the canal respect its setting, its heritage importance and enhances its role as a green corridor, thereby ensuring that development does not prejudice the Trust's long-term objectives.
67.	Resident 75	General – canal	Suggests the document is unclear as to what will be delivered by way of enhancement at the Grantham Canal.	Specific interventions including tree and hedgerow planting as well as maintenance of the existing greenery along the canal will come

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			Requests there be an enforceable minimum set back distance from the canal to new houses.	forward through planning applications. Most of the water attenuation basins planned for the site are also along this northern edge and therefore being prescriptive about the dimensions of landscaping at this stage of development may impact how effectively these can be delivered.
68.	Holme Pierrepont and Gamston Parish Council	General - healthcare	Request reference to the new NHS 10 Year Plan	This is a more strategic level document and arguably of more limited use in informing healthcare or wellbeing requirements for the site. Healthcare requirements are appropriately guided by advice from NHS Nottingham and Nottinghamshire Integrated Care Board.
69.	Resident 276	General - healthcare	The text on healthcare provision also needs updating for the NHS '10 Year Health Plan for England: fit for the future' and the move to a neighbourhood health service. Will the currently stated healthcare building requirements be adequate?	This is a more strategic level document and arguably of more limited use in informing healthcare or wellbeing requirements for the site. Healthcare requirements are appropriately guided by advice from NHS Nottingham and Nottinghamshire Integrated Care Board.
70.	Resident 245	General – healthcare	Concerned there is no engagement with the NHS on delivery of new healthcare	The NHS (specifically the NHS Nottingham and Nottinghamshire Integrated Care Board) is a statutory planning consultee and has therefore been made aware of the plans to deliver significant new housing on the site several times since its allocation in 2014. The NHS facilities outlined in the SPD are calculated using the NHS's metric and as such are in line with what they would anticipate providing for at this level of growth.

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71.	Cllr Steve Calvert	1.9 Purpose and Role of This SPD	Concern over suggestion there will be a “Degree of flexibility” in the design of detailed proposals.	Supplementary Planning documents are made to inform and supplement how policy is implemented not to create new policy. Due to this, and given the scale, complexity and longevity of development, it is necessary to have a degree of flexibility in how the development is delivered.
72.	Holme Pierrepont and Gamston Parish Council Resident 130	1.17 Allocation and Context	There is a need to correct the south-eastern boundary. The site follows the Polser Brook yet para 1.17 talks about Thurlbeck Dyke. This should be changed to Polser Brook. As Greenbelt policy requires defensible boundaries to ensure no coalescence any development in this area needs to be set well back from the boundary to achieve this goal.	<p>The reference to Thurlbeck Dyke is an error and needs correcting. Also, the text at paragraph 1.17 needs amending to make clear that the Green Belt boundary changes have already happened (in 2014). The proposals within the SPD identify some set back of development from the boundary.</p> <p><u>Modification</u> At paragraph 1.17, change text as follows: “Based on the work to review the Green Belt when the site was allocated in the Rushcliffe Local Plan, there is <u>was</u> justification for the new boundary to be formed using elements of the Grantham Canal, Thurlbeck Dyke <u>local watercourses</u> and field and other boundaries to the north of Tollerton. This will achieve <u>achieves</u> a suitable degree of separation between the development and the existing settlement.’</p>
73.	Cllr Steve Calvert	Introduction 1.24	Request realistic dates for home completions.	The text at 1.24 simply describes the requirements of Local Plan Part 1: Core Strategy policy 25. The trajectory for housing

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				completions year by year on site is updated annually as part of the Council's housing land monitoring process.
74.	Resident 13 Resident 145	1.41 Secured By Design	Concerns about potential for anti-social behaviour	The SPD highlights that applications will be assessed against the design guides produced in conjunction with the police that aim to provide safe places to live, work, shop and visit.
75.	Cllr Steve Calvert	2.12 Phasing and delivery	Questions whether the Strategic Infrastructure Plan is the same as the Infrastructure Delivery Plan. Asks for clearer indication as to which planning applications are "significant" and will necessitate S106.	<p>The text included at paragraph 2.12, including reference to the Strategic Infrastructure Plan, has been included in error and should be deleted. Paragraphs 2.14 and 2-15 also needs updating to provide clarity that the completion and publication of the IDP will follow adoption of the SPD.</p> <p>What is deemed significant (referring to the text at paragraph 2.16) is a matter of judgement but for residential schemes it will be those of 10 dwellings or more, for which national policy allows planning obligation to be sought where necessary.</p> <p><u>Modification</u> Delete paragraph 2.12 and amend paragraphs 2.14 and 2.15 to clarify that the completion and publication of the IDP will follow adoption of the SPD.</p>
76.	Resident 85 Resident 118	3.13 Landscape	Concerned the document suggests bunds may be allowed instead of green	What is established in the SPD is that along the southern edge of the site, planting of new

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
page 263	Resident 211 Resident 220 Resident 236 Resident 237 Resident 239 Resident 246 Resident 250 Resident 275 Resident 283	and Visual Context	infrastructure improvements along southern edge of development.	<p>hedgerow and trees like those already seen in the area will strengthen the visual and landscape separation between the two settlements. It is also established that land use within the buffers should have the aim of maintaining the character of the landscape. It is stated that bunds and other manmade earthworks that would raise the land would not meet that objective and will only be permitted where these are necessary to mitigate impacts from development such as run off. It could be made more explicit that this would be by exception.</p> <p><u>Modification</u> At paragraph 3.13 change 'Such features will only be considered by the Council...' to 'Such features will only be considered by the Council by exception...'</p>
77.	Resident 121 Resident 126	3.14 Local Built Character	Concerned none of the pictures of built heritage are houses in Tollerton village. Other images of built heritage depict properties in Lady Bay, West Bridgford and Gamston.	The top left image on page 26 is a house on Tollerton Lane.
78.	Cllr Steve Calvert	3.23 Contamination	Requests community approval on the scope of any contamination assessment	The assessment process for potential contamination will be determined based on appropriate technical standards and processes. The scope of any assessment is not a matter for public consultation.

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79.	Resident 126	3.23 Contamination	Concerns regarding how remediation will be funded. Proposes the SPD detail the full remediation process including placing onus on developers to provide indemnity for costs of residents.	The costs of any remediation will be borne by the developers. Remediation strategies submitted by the developers would detail how excavations, remediation and disposal are to be carried out as well as mitigation to protect public health. These would be made available to view on the Council's planning portal as is standard procedure. Indemnity clauses are beyond the remit of the SPD.
80.	Resident 129	3.23 Contamination	Requests details of the Council's own in house contamination consultants	The Council has Environmental Health Officers with experience of land contamination matters. More specialist external support would be used if required.
81.	Resident 46 Resident 165 Resident 199 Resident 200 Resident 233	3.23 Contamination	Requests <ul style="list-style-type: none"> - Comprehensive contamination survey by independent body - SEPA Standard Radiation Testing ensuring all areas of potential radioactive contamination are identified and characterised - Detailed Remediation Plan: to be approved by Council - Independent verification that the remediation process is being carried out as agreed with results published 	The Council is aware of the previous uses of the wider site, including the airfield and the potential for land contamination associated with these uses. Both current applications for the site include initial land contamination assessments. During the course of the planning application process to date, the Council's Environmental Health team have commented on both applications and recommended that, if planning permission is granted, planning conditions be imposed which would require further investigation and assessment of potential land contamination matters, including potential radioactive contamination, so as to ensure the land is suitable for the proposed uses.

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page 265				<p>This further investigation and assessment must be carried out in accordance with the Land Contamination Risk Management (LCRM) Framework and underpinning good practice guidance.</p> <p>Where the findings from the further investigation and assessment identifies unacceptable risks to human health and/or the environment, a detailed Remediation Scheme would be required, and this would need to be approved by the Council.</p> <p>The Council is liaising with other agencies including the Environment Agency and the radiation team at the UK Health Security Agency (UKHSA) who are also engaging directly with concerned parties.</p>
	82. Resident 55 Resident 206 Resident 217 Resident 218 Resident 222	3.23 Contamination	<p>Requests full contamination survey includes findings of any:</p> <ul style="list-style-type: none"> - PAHs - PFOS and PFOA - Radium 226 - Asbestos - Lead and arsenic <p>Requests publication of SEPA standard radiation test</p> <p>Requests detailed remediation and containment plan with costings</p> <p>Requests independent contamination assessment and mitigation be a pre-</p>	Response as above at Ref 81.

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			<p>commencement condition on planning permission</p> <p>Reassurance to residents and the public that their health will not be negatively affected.</p> <p>Lack of requirement in SPD to consult with Public Health England</p>	
83.	<p>Tollerton Parish Council</p> <p>Holme Pierrepont and Gamston Parish Council</p> <p>Cllr Richard Butler</p> <p>Cllr Jonathan Wheeler</p> <p>Cllr Debbie Mason</p> <p>Resident 4</p> <p>Resident 8</p> <p>Resident 15</p> <p>Resident 28</p> <p>Resident 31</p> <p>Resident 33</p> <p>Resident 34</p> <p>Resident 37</p> <p>Resident 39</p> <p>Resident 41</p> <p>Resident 43</p> <p>Resident 44</p>	3.23 Contamination	<p>Concern over remediation process.</p> <p>Some claims of WWII aircraft being buried on site</p>	Response as above at Ref 81.

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84.	Resident 24 Resident 27 Resident 87	3.23 Contamination	Concerns the remediation process will not be carried out safely and be detrimental to residents' health	Response as above at Ref 81.
85.	Resident 121	3.30 Highways Network	Suggests highways network map is inaccurate as it does not highlight listed streets in Tollerton village used as rat runs.	Streets listed in the representation are not on the map.

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86.	Resident 130	3.33 Walking and Cycling	Requests bridleways BW6, BW9 and BW21 are described in the list alongside other walking and cycling routes on page 33. Requests NCN 15 is highlighted in the key and on the map	The route of NCN 15 does not cross this map.
87.	Resident 33 Resident 34 Resident 156 Resident 163 Resident 193 Resident 238 Resident 247 Resident 256	3.33 Walking and Cycling	Suggests the site is described inaccurately as well connected by walking and cycling routes and that significant upgrades to crossing facilities over the A52 are necessary.	The site assessment does not describe the site as well connected. Safe crossing facilities are outlined as necessary for delivery of the site that should occur early in development. How these safe crossings can be delivered will be subject to detailed planning applications.
88.	Resident 50 Resident 276	3.33 Walking and Cycling	Suggests there are inaccuracies where the site has been described as connected to recommended walking and cycling routes as there is currently no appropriate route through the site and connections Across the A52 are unsafe. Requests grade separated active travel route across the A52 to ensure safety and maintain traffic flow.	<p>The site assessment does not describe the site as well connected. Safe crossing facilities are outlined as necessary for delivery of the site that should occur early in development. How these safe crossings can be delivered will be subject to detailed planning applications.</p> <p>It is accepted that the potential option of a foot and cycle bridge needs to be explicitly referenced in the SPD – see Modification below at ref 282.</p>
89.	Active Travel England	Site content – walking and cycling	Would question whether this loose connection of footpaths and bridleways are a network of walking and cycling active travel routes that people would find coherent, direct, safe, comfortable and	<p>This section of SPD attempts to reflect the reality of current circumstances.</p> <p>Reference to the Local Cycling and Walking Infrastructure Plan can be usefully added.</p>

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page 272			<p>attractive (LTN 1/20 core principles) to access the high order facilities west of the A52 as described.</p> <p>This section needs to also include reference to the Local Cycling and Walking Infrastructure Plan (LCWIP) work.</p>	<p><u>Modification</u></p> <p>Add after paragraph 3.34 the following paragraph: <u>'Nottinghamshire County Council, with partner local authorities, published the D2N2 Local Cycling and Walking Infrastructure Plan in April 2021, with the publication more recently of updates to its delivery programme. The Plan is a long-term approach to developing comprehensive local cycling and walking networks. It identifies potential improvements to cycling and walking infrastructure for investment in the short, medium and long term, up to 15 years. It will be of relevance in informing the Active Travel infrastructure that needs to support development.'</u></p>
90.	Resident 148 Resident 226	3.35 Public Transport	Requests figures are amended to reflect recent bus service changes	<p>The existing public transport routes shown on Figure 14 are subject to reasonably regular change and therefore what is shown is only a snapshot in time.</p> <p><u>Modification</u> Update Figure 14 with amended map of existing bus routes.</p>
91.	Cllr Steve Calvert	3.40 Facilities	Questions whether the leisure facilities identified in the site appraisal are close enough to be local.	The appraisal identifies Rushcliffe Arena as the nearest facility rather than being local.

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92.	Historic England	3.43 Heritage	<p>Historic England welcomes the provisions for heritage, including archaeology, set out in the draft SPD. In particular, we welcome the consideration given to the listed pill boxes and airfield layout within the design approach of document. We note the heritage related information in the design code section of the draft SPD too.</p> <p>In addition, we welcome the requirement for a site-wide Stewardship Strategy to avoid an ad-hoc piecemeal approach. We note that this includes provisions for heritage assets through S106 planning obligations (page 36).</p> <p>You will be aware of our published advice on historic military aviation sites https://historicengland.org.uk/images-books/publications/historic-military-aviation-sites/ which may be of use to prospective developers in due course.</p>	The Council notes support for the SPD
93.	Resident 14 Resident 21 Resident 52 Resident 54 Resident 71 Resident 72 Resident 73 Resident 87	3.43 Heritage	Concerns the development will not contribute to preservation or enhancement of listed assets and the setting of the airfield and contradicts local plan policies	The heritage section of the document outlines how inclusion of new public open space will enhance the pillboxes through improved accessibility and landscaping. It also outlines a two stage process for the protection of heritage significance: a heritage strategy to be applied at outline planning application stage and

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page 274	Resident 107 Resident 121 Resident 125 Resident 126 Resident 132 Resident 133 Resident 142 Resident 150 Resident 179 Resident 190 Resident 193 Resident 198 Resident 199 Resident 205 Resident 245 Resident 262 Resident 265 Resident 268 Resident 271			surveys etc to be carried out through the reserved matters stage.
94.	Resident 52 Resident 54 Resident 121 Resident 126 Resident 132 Resident 142 Resident 224 Resident 245 Resident 268	3.43 Heritage	Suggests the proposed development contravenes the Protection of Military Remains Act	This act pertains only to remains which have been designated by the government which the former RAF Tollerton is not.
95.	Resident 110 Resident 121	3.43 Heritage Strategy	Suggests the SPD does not meet legal or procedural requirements with regards to	This is not accepted. The SPD outlines how heritage assets on the site will be protected

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	Resident 125		heritage assets, the environment and consultation.	and enhanced. In the case of the pillboxes and runways this involves their landscaped inclusion into local open space. It is also outlined how landscaping at the site's boundary and attenuation features will be the focus of biodiversity improvements required for new development. The document has been subject to a public consultation procedure, as has the allocation of the land for housing. Those proposals affecting a heritage asset and/or its setting would be assessed against heritage related development plan policies.
96. page 275	Resident 132 Resident 177 Resident 193 Resident 224 Resident 226 Resident 245 Resident 267	3.43 Heritage Strategy	Concerns that pillboxes will be lost through development as only 4 are identified to be conserved.	There is an identified requirement to retain, maintain and preserve the seventeen pillboxes, and the location and alignment of the runways within the development. The list of on-site infrastructure to be delivered as part of the SPD includes the securing of all the pill boxes. The restoration of at least two of each kind of pillbox on the site is also required (noting that one of one type has already been restored at Spire Hospital) and the rest of the pillboxes stabilised to ensure they do not deteriorate.
97.	Resident 31	3.43 Heritage Strategy	Expresses concern there is no risk assessment detailed to understand the impacts from increases in traffic from construction and new residents to heritage assets.	The SPD document establishes the need for a mitigation strategy to lay out how assets will be protected and enhanced and that this will be informed by a full Built Heritage Statement(s) detailing all the assets in the vicinity of the development and their sensitivities. It is accepted that the document does not explicitly

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				refer to the impacts from construction and other traffic although this will be a consideration at planning application stage
98.	Nottinghamshire County Council	Heritage	<p><u>Heritage & Archaeology</u></p> <p>Ideally, a comprehensive archaeological evaluation across the full site should be undertaken at this stage to inform the overall masterplan. However, if this is not feasible, the SPD should at least make clear that a completed evaluation will be required for each parcel at application stage. The plan shown in Figure 16 of the Draft SPD currently focuses on designated heritage assets (primarily buildings) and does not include the available archaeological data. This figure should be updated to include information from the Nottinghamshire Historic Environment Record to better illustrate the known archaeological features within and around the site. The SPD should recognise the Grantham Canal as a non-designated heritage asset. The approach to built heritage contained within sections 3.43-3.50 is generally supported.</p>	<p>Support welcomed for paragraphs 3.43-3.50. It is considered that identification and consideration of archaeology and designated and non-designated heritage assets are matters for the planning application stage.</p> <p>The SPD does recognise the Grantham Canal as a non-designated heritage asset (see, for example, Figure 16 of the SPD).</p>
99.	Resident 219	Heritage	The SPD has many inconsistencies / errors throughout. Take pillboxes for example, the document refers to 18 pillboxes on the page 11 map, whilst 17 retained pillboxes are referred to in the	As recognised in the SPD, there are 18 pillboxes in the vicinity of the site, the locations of which are visible on Figure 4. As stated within the Heritage section with Chapter 3, these are all to be retained. One of these 17

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			Heritage section on page 36 and 16 pillboxes are shown within the red line of the map on page 37. A heritage trail connecting the retained pillboxes is mentioned but does not appear on maps showing pedestrian rights of way. How many pillboxes will be retained, will they be protected?	Pillboxes has already been restored at Spire Hospital, and this is not included on the map within the heritage section. As outlined in the SPD all the pillboxes will be kept within public open space and close to active travel infrastructure.
100.	Resident 49	3.52 Ecology	Concern Grantham Canal and its associated wildlife site are not mentioned in the ecology section.	These are mentioned both in this section and others.
101.	Cllr Steve Calvert	3.54 Noise and Air	Section on noise and air needs to be updated to reflect airport's closure	Agreed. <u>Modification</u> Update paragraph 3.54, plus paragraphs 2.7 (transport infrastructure), 3.68 and 4.6 to reflect the change in circumstances in respect of use of the airfield and the implications of this.
102.	Resident 156	3.54 Noise and Air	Concern raised about frequent helicopter flights over the site, sometimes occurring every 2-3 minutes, and the associated noise impact on the area.	While it is not strictly within the SPD's scope to control current helicopter activity, the SPD reflects the closure of the airport and therefore anticipates that helicopter activity will cease prior to development. Any residual aviation use will need to be relocated. Noise impacts from former airfield operations will not persist once the site is redeveloped, and mitigation measures such as landscaped buffers will further protect residential amenity.

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103.	Resident 1 Resident 7 Resident 142	Air quality	Concerns over air quality and requests for traffic and AQMA monitoring	AQMAs are implemented in areas where national and international air quality objectives are not being met. Air quality is monitored constantly from local air quality monitoring stations. The borough no longer has any AQMAs, however, one would be implemented if routine monitoring identified air quality below said objectives.
104.	Resident 126	3.6 Existing Features	Requests clarity on which businesses will be allowed to remain open. Queries the nature of employment uses on the site and whether further measures will be taken to ensure residential amenity is protected.	<p>It is acknowledged that some business operating on the site were dependent on the airport to remain open. Existing businesses in the industrial units on the site will be allowed to continue operating.</p> <p>The SPD demonstrates that a landscaped buffer will be established adjacent to the A52 and this will help to mitigate traffic noise. The new employment uses are located in such a way that goods vehicles would access it from the A52 and not through any residential area. Applications for employment development will be assessed individually on the impact of any business within them and light pollution.</p>
105.	Resident 148	3.61 Green Infrastructure	Queries reference to policy 32 of the local plan with regards to Grantham Canal	Policy 32 addresses the need for new and enhanced open space within the borough. New open spaces abutting the canal are proposed as part of the development
106.	East Midlands Pipeline	3.64 Green Infrastructure	Request increased easement be allowed for the pipeline to allow for operational safety if development comes forward.	SPD establishes that an easement in line with the legislative requirements will need to be provided. The requested provisions for Section

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			<p>Requests that a Section 106 Agreement makes provision for:</p> <ul style="list-style-type: none"> - EMP to recover costs incurred if the developer does not meet the required easement - Obligations on developers to provide required safety infrastructure - Requirement for developers to maintain access for pipeline inspection and maintenance - Requirement for developers to carry out and fund any risk assessments 	<p>106 Agreements are noted and these would need to be considered further as part of relevant planning applications.</p>
107.	Resident 49	3.64 Green Infrastructure	<p>Asks that easement either side of the pipeline be respected.</p>	<p>The SPD refers to requirement to provide a 3 metres easement either side of the pipeline. Easement will be left either side of the pipeline in line with legal requirements.</p>
108.	Sport England	4.25 Secondary School	<p>Sport England would welcome the opportunity to discuss more detailed layouts for the formal provision of outdoor sports facilities for the secondary school. A mechanism for the inclusion of a Community Use Agreement (CUA) for the sporting facilities provided would be encouraged. Our Design Guidance Notes contain more detailed guidance on the design of outdoor and indoor facilities and other issues such as sports lighting. Sport England will also welcome discussion for</p>	<p>The Council notes the offer of support in respect of design of sports facilities.</p>

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			outdoor and indoor leisure provision at pre-application stage for the primary schools.	
109.	Resident 90 Resident 162 Resident 194	4.28 Primary Schools	Concern construction of two new primary schools may leave existing Tollerton Primary unviable.	The requirement for two new primary schools has been identified by the Local Education Authority, taking into account projected pupil demand and capacity in existing local schools.
110.	Resident 49	4.40 Community Hall	Requests that community centre and facilities are delivered as development comes forward to allow social cohesion from the outset	The expectation is that neighbourhood centres and associated community facilities will be provided in the middle phase of development when demand for these has been consolidated. However, specific requirements will be a matter for the IDP and/or as part of the planning application process.
111.	Nottinghamshire County Council	Education	<p><u>Education</u> Early delivery of secondary school and first primary school is critical.</p> <p>The SPD should require on-street parking and pick up/drop off facilities near schools.</p> <p>Sites must be serviced and accessible for walking/cycling.</p> <p>SPD should include triggers and collaboration mechanisms for school delivery.</p>	<p>Overall timings for the provision of primary and secondary school places, together with triggers, will be a matter for the Infrastructure Delivery Plan and section 106 legal agreements. The comments of the Local Education Authority are therefore noted with regard to ongoing discussions on the delivery of the new schools.</p> <p>The detail of off and on-street parking around schools will be a matter for detailed planning applications to which the highways authority is a statutory consultee.</p> <p>The need to update section 5.7 of the site wide design code is noted.</p>

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			The reference to the number of school places at section 5.7 of the site wide design code should, also include the number of sixth form places, as below. "The development is likely to require the provision of c.640 secondary places and 120 sixth form places using the 16/100dw and 3/100dw yield adopted by NCC"	<u>Modification</u> Change first sentence of section 5.7 of the site wide design code to 'The development is likely to require the provision of a circa 640 secondary places <u>and 120 sixth form places</u> using the 16/100dw <u>pupils to dwellings yield</u> and 3/100 <u>pupils to dwellings yields</u> adopted by Nottinghamshire County Council.'
112.	Resident 126	Education	Queries the catchment of the proposed schools	School catchments are defined by the County Council as the local education authority or schools themselves.
113.	Resident 194	Education	Requests consideration of timing and scale of primary school provision within the development; suggests two two-form entry schools may be needed but warns against early delivery due to potential destabilisation of existing schools; recommends initial single-form entry until demand is demonstrated and existing capacity is fully utilised.	At what points in the development of the site the schools should be delivered will be informed by advice from the County Council as local education authority. These matters will be addressed through the Infrastructure Delivery Plan and planning applications.
114.	Resident 224 Resident 262 Resident 277 Resident 282	Education	Suggests the provision of schools on site is inappropriate as there will not be enough children to necessitate them and there is no funding available from the DfE or The County Council For them	The development and opening of schools on site will be informed by further engagement with the County Council as local education authority.
115.	Resident 277	Education	Requests that the SPD establish school sites, if not delivered, will not be	There is no reason to assume that the schools will not be delivered. If one was the school

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			repurposed for further commercial development and instead relandscaped or turned into public space	sites were not to be delivered, it would be preferable to consider alternative uses for the land at the time, rather than to address this through the SPD.
116.	Resident 168 Resident 230 Resident 231 Resident 244 Resident 248 Resident 253 Resident 257	Gypsy and traveller accommodation	Queries the need for both the homes and gypsy and traveller provision in the allocation	Need for such development is established by the adopted Rushcliffe Local Plan and the emerging Greater Nottingham Strategic Plan, and outlined in supporting evidence including the Borough's Housing Needs Assessment and Gypsy and Traveller Accommodation Assessment.
117.	Cllr Steve Calvert	4.13 Residential	Requests clarification as to what "proportionate" contributions may be.	<p>The proportionality of each development's contribution towards strategic infrastructure (those infrastructure items that will support delivery of the whole site) would be based on the proportional need for infrastructure to support that development, relative to the infrastructure needs of development across the site as a whole.</p> <p>Paragraph 4.13 is not as clear as it could be in this respect and would benefit from rewording. Plus, a corresponding change to paragraph 4.24 relating to development on existing employment site is also appropriate.</p> <p><u>Modification</u> Replace paragraph 4.13 with the following text: <u>'In all cases where new housing is delivered</u></p>

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page 283				<p><u>within the allocated site, including on equine paddocks and/or through the redevelopment of existing residential properties, these developments would be expected to make proportionate contributions towards the whole of the allocated site's strategic infrastructure requirements (roads, drainage, education, libraries, green and blue infrastructure, biodiversity net gain, etc.). This would be necessary in order to facilitate the individual site being brought forward as part of the wider development.'</u></p> <p>Replace the final sentence of paragraph 4.24 with the following text: <u>'Any redevelopment or changes of use of this "existing employment" would also be expected to contribute on a proportionate basis towards the appropriate strategic infrastructure (i.e., not education) to facilitate the delivery of the wider site.'</u></p>
	118. Cllr Steve Calvert	4.7 Residential	Suggests it would be better to state the number of homes likely to be delivered by the development would emphasize the affordable housing requirement.	Given the exact number of homes to be built on the site is not fully determined, prescribing the number of affordable homes to be delivered is not possible or appropriate. Moreover, the Local Plan policy for the site expresses the requirement for the site as a percentage, rather than as a specific target.
	119. Resident 161	Housing	Concern expressed about who will occupy affordable housing, specifically	The SPD sets out requirements for affordable housing in line with the Rushcliffe Local Plan

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			questioning whether migrants will be housed.	policy and national planning policy. It does not determine who will live in these homes. Allocation of affordable housing is managed through the Council's housing policies and statutory frameworks, which ensure homes are provided based on need and eligibility criteria, not nationality or ethnicity.
120.	Resident 22 Resident 67 Resident 173 Resident 246 Resident 265	Housing	Concerns policy targets and mechanisms are not enough to secure housing affordable to younger and lower paid workers. Concerns that the SPD lacks enforceable targets and mechanisms to ensure housing remains affordable. Suggests there is no transparent viability testing or commitment to ensure affordable housing is delivered concurrently with market homes.	The Council uses all available mechanisms to secure affordable housing and has set a target for up to 30% of homes on this development to be affordable. Section 106 agreements typically contain clauses to ensure affordable homes remain affordable in perpetuity (for the long term). Viability testing for the site and affordability requirement was conducted for the 2014 Local Plan Part 1: Core Strategy in establishing current policy requirements. Further viability assessment would only be required if any developer were to claim that development as agreed has become unviable. As the SPD sets out, this will be assessed by the Council and if it results in any changes to obligations under section 106 etc, there will be a requirement for the developer to produce further FVAs at agreed stages of the development.
121.	Resident 226	Housing	Queries where bungalows will be built on the site.	This is a detailed matter to be dealt with at the planning application stage. It is anticipated that bungalows would be located throughout the

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				site, particularly in areas close to local amenities and bus stops.
122.	Resident 226	Housing	Questions the location of 4 storey buildings	The SPD and its site wide design code indicates that taller residential properties would be expected to be located in key locations – e.g. neighbourhood centres and adjacent, primary streets and prominent plots.
123.	Resident 271	Housing	Suggests there is no clear commitment to affordable housing.	The SPD states that the expectation is for 30% of the development to be delivered as affordable homes
124.	Vistry Homes Taylor Wimpey and Barwood Land	Housing	Notes that the required proportion of M4(3) wheelchair accessible dwellings reflects evidence yet to be tested at examination and requests the SPD is not prescriptive about the figure	<p>This requirement in the SPD does not, as it should, accord with the requirements of Local Plan Part 2 policy 12 and therefore needs amending to reflect current policy requirements.</p> <p><u>Modification</u> Replace paragraph 4.12 with the following text: '<u>In accordance with Local Plan Part 2 Policy 12, there is a requirement for 1% of dwellings on schemes of 100 dwellings or more to be M4[3][A] [wheelchair adaptable] compliant. On a scheme of 4,000 dwellings this equates to 40 dwellings.</u>'</p>
125.	Resident 41	Housing mix	Suggests that the Council use its own developer to build more affordable homes on the scheme	As with most local councils in the UK, RBC is not a housebuilder. The existing policy requires 30% of the development to be affordable housing

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126.	Cllr Richard Butler	4.14 Neighbourhood Centres and Community Hub	Requests clearer trigger point for delivery of health facilities	Noted, however, a delivery trigger has not yet been established. This would be as part of the IDP (which will be finalised post SPD adoption) and delivery requirements would be included in Section 106 agreements.
127.	Resident 116 Resident 148	4.14 Neighbourhood Centres and Community Hub	Concern over capacity of local supermarket and whether a new one will be provided in the neighbourhood centres.	The SPD establishes that retail uses in the neighbourhood centres can include small supermarkets.
128.	Resident 139	4.14 Neighbourhood Centres and Community Hub	Concern amenities in local towns and suburbs may be under strain if residents rely on them	The SPD establishes the need to deliver infrastructure such as new schools, neighbourhood centres and healthcare as soon as the development is progressed sufficiently to support these. This should help mitigate impact on surrounding communities' facilities
129.	Resident 148	4.14 Neighbourhood Centres and Community Hub	Requests Gamston local centre is enhanced to address increase in usage from new residents	The SPD establishes that contributions to off-site infrastructure will be secured as part of the development where necessary and justified. This could include enhancements to Gamston local centre's amenities.
130.	Resident 32	4.14 Neighbourhood Centres and Community Hub	Expresses concern that any businesses delivered may not be beneficial to the community such as the car dealership delivered at Edwalton	The neighbourhood centre would be expected to provide for a smaller scale retail provision than seen at the business park in Edwalton. The SPD suggests a small supermarket, shops, hairdressers, takeaways and a pub may be permitted.

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131.	Resident 38 Resident 124 Resident 163 Resident 194	4.14 Neighbourhood Centres and Community Hub	Suggests the SPD misses and opportunity to create a new community with a heart. Expresses support for spaces for the community to develop and spend leisure time.	The SPD establishes a requirement for up to two neighbourhood centres encompassing retail units, and community uses alongside key public space.
132.	St Luke's Church Gamston	4.14 Neighbourhood Centres and Community Hub	Requests prioritisation of a multi-functional community space to provide toddler groups, community cafes etc. Highlights lapse of such provision within Edwalton development.	The SPD establishes that community facilities will be provided in conjunction with the neighbourhood centre.
133.	Resident 226	Neighbourhood areas	Queries what appropriate scale is regarding the neighbourhood centres.	The SPD identifies that it is expected that the neighbourhood centres provide a small supermarket unit, as well as general retail, hot food businesses and healthcare.
134.	Resident 158	4.17 Education	Requests clarification on several points: 1. Whether there is scope to expand the proposed 4FE secondary school; 2. Whether schools will be built in line with pupil growth; 3. What impact new schools will have on existing local schools;	The SPD establishes required provision for two new primary schools and one 4 form entry (FE) secondary school in line with guidance from the Local Education Authority, taking into account projected pupil demand and capacity in existing local schools. Delivery of education facilities will be phased to coincide with pupil demand and occupation levels, ensuring the needed capacity is available.
135.	Normanton on the Wolds Parish Council Resident 40 Resident 133 Resident 161	4.19 Gypsy and Traveller Pitches	Objects to the provision of Gypsy and Traveller accommodation within the allocation	The Greater Nottingham and Ashfield District Council Gypsy and Traveller Accommodation Assessment (2021) establishes the need for further accommodation.

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	Resident 168 Resident 179 Resident 219 Resident 186 Resident 238			
136.	Resident 1 Resident 76 Resident 117 Resident 160 Resident 162 Resident 166 Resident 170 Resident 174 Resident 181 Resident 243	4.2 Access and Movement	Requests access only be made to the site via Lings Bar Road and not Tollerton Lane, Cotgrave Lane or Cotgrave Road particularly for construction traffic. Also requests no construction or residents' access be made to the site before construction of a new roundabout off Lings Bar Road and full construction logistics plan has been submitted.	While there are proposals for favoured access arrangements within the SPD, more detailed road access will be dealt with at the application stage. The relevant planning consents will require a construction method statement which will need to set out appropriate traffic management measures for construction traffic.
137.	Resident 173 Resident 188 Resident 272	4.20 Specialist Housing	Concern that wheelchair-friendly homes and bungalows alone will not meet the needs of senior citizens. Requests specific accommodation for older people and inclusion of support services such as GP surgeries as an essential part of the development.	The SPD identifies the need for a mix of housing types and tenures to meet the needs of all age groups, including older people and those with mobility needs. This is in accordance with development plan policies. The standards in respect of wheelchair adaptable dwellings are Local Plan policy. The SPD also identifies land for community facilities, including health and provision, and requires early engagement with the NHS and other stakeholders to ensure delivery of GP surgeries and support services alongside housing. More detailed requirements will be confirmed within the IDP and then at the

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				planning application stage in consultation with relevant providers.
138.	Resident 133 Resident 179	4.21 Employment	Concerned new employment development will not be delivered and that there is lack of detail over what this will be.	A substantial portion of the site is allocated for employment uses which include manufacturing, light industry, warehousing, office space and other uses. There is an identified need and demand for such development locally and as such it is anticipated these will be delivered.
139.	Rapleys LLP	Employment land	Requests employment designation reflects flexibility of Class E uses and permit development of food stores for example.	The Local Plan sets the employment land requirements for the site. Introducing an alternative approach is not a matter for the SPD.
140.	Resident 112 Resident 179	Employment land	Objects to the positioning of employment uses.	The employment provision on the site is located directly adjacent to the A52 to ensure minimal disruption to residential portions of the development from any goods traffic and provide the best access to the road network.
141.	Resident 235	Employment land	Concerned new employment uses will negatively impact amenity of existing residents west of the A52. Queries how new noise and light pollution will be mitigated and how National Highways Environmental Sustainability Strategy will be implemented.	It is not anticipated that the proposed employment portion of the development would significantly impact the residential amenity of those living west of the A52 as a landscaped barrier already exists between the road and this neighbourhood. The likelihood is further strengthening of the landscaping west of the A52 will occur as part of its upgrading to a dual carriageway although National Highways oversee implementing their own strategies.

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142.	Cllr Steve Calvert	4.25 Secondary School	Queries the meaning of 4FE+ with reference to the secondary school.	<p>4FE means that each year group will have four classes or forms in it and the plus relates to the fact that it will includes a sixth form.</p> <p><u>Modification</u> Text is added to paragraph 4.25 to help explain what 4FE+ means.</p>
143.	Resident 112	4.25 Secondary School	Supports location of secondary school away from Tollerton village	Noted
144.	Resident 141	4.25 Secondary School	Expresses support for a secondary school on the site	Noted
145.	Resident 17 Resident 164	4.3 Green and Blue Infrastructure	Concern that development beyond the ring road will result in a less defensible Green Belt boundary	The site is on land already removed from the Green Belt. The SPD establishes a requirement for landscaping and biodiversity features around the edge of the site to create defensible Green Belt Borders
146.	Resident 50 Resident 126	4.31 Blue Green Infrastructure	Concerned that the SPD does not cover how required biodiversity net gain targets will be met. Cites consultation response from Paul Philips (RBC Ecologist) on a planning application for the site.	The SPD establishes several new areas of biodiversity to be delivered including enhancements to the Grantham Canal corridor, new copse and hedgerow planting particularly in the south of the site and water meadows adjacent to Polser Brook. The SPD also establishes that new water attenuation features and public greenspace to be delivered in the development present opportunity for BNG delivery. It would not be appropriate or

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
				reasonable to identify in fine detail how BNG requirements will be met.
147.	Resident 71 Resident 72 Resident 73	4.31 Blue Green Infrastructure	Concern SPD does not assess ecological impact from development	Ecological surveys are a requirement of planning applications. Development plan policy requires that development that would significantly affect a priority habitat or species should avoid, mitigate or as a last resort compensate any loss or effects.
148.	Canal and River Trust Normanton on the Wolds Parish Council	4.31 Green and Blue Infrastructure	Requests strengthened green buffer requirements to protect the canal's rural character, particularly east of Tollerton Lane	The SPD makes proposals for retained planting and new landscaped areas including attenuation basins next to the canal. These matters will be subject of more detailed design and landscaping considerations as part of the planning application process.
149.	Forestry Commission	4.31 Green and Blue Infrastructure	Requests provision is made for maintenance and stewardship of trees on site	The appropriate management of new urban trees will be included in stewardship arrangements for roads and open spaces on the site, as be a requirement of planning permissions.
150.	Forestry Commission	4.31 Green and Blue Infrastructure	Suggest the provision of street trees and copse planting throughout the development to extend woodland habitat into the urban area	Street trees are proposed within the design code particularly along primary streets and there is scope for the inclusion of copse planting within local green spaces to be provided in the development.
151.	Forestry Commission	4.31 Green and Blue Infrastructure	Support the provision of woodland edge habitat as part of the development	The Council welcomes support for the SPD

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152.	Natural England	4.31 Green and Blue Infrastructure	<p>Suggests reference be made to Natural England's: Green Infrastructure Framework: Principles and Standards, particularly</p> <ul style="list-style-type: none"> • S1: Green Infrastructure Strategy Standard • S2: Accessible Greenspace Standard • S3: Urban Nature Recovery Standard • S4: Urban Greening Factor Standard • S5: Urban Tree Canopy Cover Standard <p>In addition the Natural England's Green Infrastructure Planning and Design Guide provides practical guidance alongside other national design codes, and may be of help as the detailed plans for the Gamston/Tollerton site develop further.</p>	<p>Agreed.</p> <p><u>Modification</u> Include reference to both the Natural England's Green Infrastructure Framework: Principles and Standards and Green Infrastructure Planning and Design Guide after paragraph 4.32.</p>
153.	Resident 107	4.31 Green and Blue Infrastructure	<p>Suggests the proposed green space is redundant as the site already offers access to nature and "Authentic rural landscapes".</p>	<p>The site is currently composed of the former airport and agricultural fields which are not publicly accessible or particularly biodiverse. The development of open space will be more accessible with active travel infrastructure built to a high standard. There will also be biodiversity interventions as part of these open spaces.</p>

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154.	Resident 112	4.31 Green and Blue Infrastructure	Supports the principle of a woodland buffer but concerned over the width and depth may not be a sufficient barrier. Requests the buffer be mature woodland and not rely on copse and hedgerow which will not shield the view of development. Also concerned that some of this may be attenuation basins.	The dimensions of the woodland landscaping to the south of the allocation are not yet defined but will be informed by assessment of the existing character and a requirement to provide biodiversity uplift, (a variety of planting will likely be required to achieve this). Some attenuation within the woodland buffer may be appropriate.
155.	Resident 113	4.31 Green and Blue Infrastructure	Request improvement to maps to make leisure routes clearer. Supports provision of equestrian access and asks that upgrades to crossings include making them appropriate for horses.	Further maps specifying the leisure routes proposed will be produced as part of detailed planning applications. It is not expected that Pegasus crossings over the A52 will be necessary.
156.	Resident 116	4.31 Green and Blue Infrastructure	Requests that tree planting on the southern boundary of the site should precede development	Tree planting on the site will likely be determined by triggers to landscaping schemes and BNG delivery. Consideration must be taken as to whether effective habitat development would be impeded by construction happening on adjacent land at the same time.
157.	Resident 133	4.31 Green and Blue Infrastructure	Questions where the proposed allotments will be in the development and raises concern that growing produce may be dangerous because of contamination.	There are several broad areas identified within the SPD whether allotments are expected. As stated in the SPD the land will be tested to establish where there is existing contamination and remediated where necessary.
158.	Resident 141	4.31 Green and Blue Infrastructure	Expresses support for green edge	Noted

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159.	Resident 157 Resident 183	4.31 Green and Blue Infrastructure	Concern that the development will result in the loss of most green spaces in Tollerton, citing previous examples of green areas in Rushcliffe being built over.	The SPD places strong emphasis on the provision and protection of green and blue infrastructure. It sets out requirements for substantial areas of public open space, green corridors, and biodiversity enhancements across the site. These measures are designed to maintain ecological value and provide accessible recreational spaces for new and existing communities. The SPD also includes design principles to ensure landscaping and green buffers are integral to the development, mitigating loss of green character with Tollerton.
page 294 160.	Resident 83 Resident 86 Resident 89 Resident 128 Resident 142 Resident 147 Resident 149 Resident 151 Resident 152 Resident 207 Resident 239 Resident 242 Resident 246 Resident 290	4.31 Green and Blue Infrastructure	Concern that the green buffer does not appear as agreed in 2014 and may fall outside the red line boundary. Request clear map	The Local Plan and Tollerton Neighbourhood Plan do not establish exact locations or dimensions for green buffers, but the SPD establishes that those within the site include hedgerow, tree and copse planting along the southern boundary of the site. The expectation is that green buffers will be delivered on site (within the red line boundary) as it will contribute to the biodiversity features. The design of the green buffer will be informed in part by ecological surveys for the planning applications and therefore it is currently not possible to map its exact extent.
161.	Resident 159	4.31 Green Infrastructure	Requests clearer explanation of how estate landscaping will minimise the	The SPD establishes a strong requirement for green infrastructure and edge treatments to

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			visual and environmental impact of the new development on existing housing areas.	protect the character of surrounding areas. This includes landscaped buffers, new woodland planting along the southern boundary, and enhancements to the Grantham Canal corridor. These measures will provide visual screening, biodiversity improvements, and a softer transition between the development and existing housing. Detailed landscaping design will be agreed at planning application stage to ensure effective mitigation and compliance with development plan and SPD objectives.
162.	Resident 191 Resident 200	4.31 Green Infrastructure	There is a need for a green buffer around Tollerton Park and consultation with residents upon its form	In accordance with Local Plan policy requirements, applications abutting Tollerton Park will be required to demonstrate how they protect residential amenity.
163.	Cllr Steve Calvert	4.32 Green and Blue Infrastructure	Requests further explanation as to what blue infrastructure is, suggests reference to page 62. Explain more clearly The Edge Treatments.	<p>It is accepted that it would be helpful to clarify that blue infrastructure relates to water-based infrastructure. It is felt that that The Edge Treatments is adequately explained when reading the document as a whole.</p> <p><u>Modifications</u> Change paragraph 4.32 (first bullet) to refer to '...proposed <u>water-based</u> infrastructure...'</p>
164.	Cllr Steve Calvert Resident 226	4.33 Green and Blue Infrastructure Strategy	Requests key refers to the areas on Figure 24 marked A, B and C and what they are. Request edge treatments are more clearly defined.	A, B, and C are the cross sections of the edge treatments displayed on figures 25, 26 and 27. This could be made clearer.

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				<u>Modification</u> In the title above figures 25, 26 and 27, add reference to the fact that the cross sections are shown on the preceding figure 24.
165.	Resident 226	Figure 31 Green Corridor Strategy	Object to indicative green corridor map showing these running through properties on Tollerton Lane	The graphic on Figure 33 is slightly crosshatched when it goes across the existing proprieties on Tollerton in recognition of this fact. It is appropriate to make clear that nothing related to the development will happen on land inside and outside of the site without the full consent of the landowner. <u>Modification</u> Include after paragraph 4.33 a new paragraph which states that nothing related to the development will happen on land inside or outside the boundary of the development site without the full consent of the landowner.
166.	Active Travel England	Green and Blue Infrastructure	Distinguish leisure routes from everyday active travel routes; ensure lighting, surfacing, safety measures.	It is felt that leisure routes are appropriately distinguished from everyday active travel routes, albeit they may serve a dual purpose in certain cases. So that recreation routes may better serve this dual purpose it is suggested that additional wording is included at 4.31 in respect of the provision of suitable surfacing and potential lighting where appropriate. <u>Modification</u>

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				At paragraph 4.31, fourth bullet point change text to: "A wide range of recreation facilities, including a network of footpaths and cycle tracks <u>with suitable surfacing and lighting (where appropriate)</u> , sports provision, play areas and trim trails.'
167.	Resident 272	Green and Blue Infrastructure	Requests that 'wetland tree species' be planted on the eastern edge of the site to improve environmental impact	Wetland habitat does not preclude some tree planting on the eastern boundary. Different habitats are proposed on the eastern and southern boundaries to improve the range of wildlife that the site can support.
168.	Tollerton Parish Council	Green and Blue Infrastructure	Request early involvement of the Parish Council in design and delivery of green spaces.	The design of green spaces will be consulted on where appropriate in accordance with normal practice.
169.	Resident 148	4.34 Sports Provision	Concern over lack of detail regarding indoor sports facility e.g. where, who and what provision. Suggests this risks being forgotten.	The SPD establishes a requirement for three areas of sports provision within the development including some sports pavilions, which will require proportionate contribution from all developers. The SPD does also suggest that some off-site indoor sports demand will be generated and outlines contributions to off-site infrastructure for these. Further details are not available for inclusion within the SPD but will be established within the site IDP and as part of planning permissions.

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170.	Plumtree Cricket Club Resident 178 Resident 288	4.34 Sports Provision	Expresses interest in the outcome of the proposed sports hub development, specifically regarding the inclusion of cricket pitches and associated facilities. Request for Plumtree Cricket Club to adopt any new cricket facilities	The SPD identifies land for a sports hub as part of the green infrastructure strategy to provide formal recreation facilities for the new community. While the SPD does not comprehensively specify individual sports at this stage, the design will be informed by local needs and Sport England guidance. The inclusion of cricket pitches and associated facilities will be considered during detailed design and delivery, in consultation with relevant stakeholders and local sports organisations. Plumtree Cricket Club's request is noted.
171.	Sport England	4.34 Sports Provision	Concern that no further information has been provided in relation to the provision of <u>indoor sports facilities</u> . Sport England has previously provided detailed outputs from our Sports Facilities Calculator (SFC) on the demand generated from the increase in population that would be generated from the development. The draft SPD only refers to provision of a sports hall at the proposed secondary school. The draft SPD should contain more detail on the exact provision of on site and the provision off site for indoor sports facilities, referring back to the outputs of the SFC. This can be used to evidence that the proposed development makes the adequate provision Sport England have requested.	The SPD establishes that contributions to off-site facilities such as swimming pools may be sought through the planning process. Further details are not yet available for inclusion within the SPD but will be established within the site's IDP and as part of the planning application process.

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172.	Sport England	4.34 Sports Provision	Provision of <u>outdoor sports facilities</u> is welcomed, however, concern remains over the types of pitches being provided and overall numbers. I would again refer to Sport England's previous responses to the outline application and suggest the SPD take greater account of the outputs of the Playing Pitch Calculator as provided as part of the planning application response. Again, this can then be used to show how the proposed development makes the adequate provision for outdoor sport, Sport England have requested.	The SPD sets out that sports provision will be informed by the Council's Playing Pitch Strategy. This contains estimates of the need for various pitches that will be generated by the development. Further details are not yet available for inclusion within the SPD but will be established within the site's IDP and as part of the planning application process.
173.	Sport England	4.34 Sports Provision	Sport England would wish to see on site and off site costs for both indoor and outdoor community sport provision (playing pitches, sports halls, swimming pools) included in the Gamston SUE IDP.	This is noted and is the intention for the IDP
174.	Cllr Steve Calvert	Sports and Play	Requests clarification as to whether new pocket parks are the same as the LAEPs identified in the play strategy and requests consistent reference as LAEP not LEAP.	Some of the LAEP's may be located in pocket parks but these are distinct design features. References to LAEPs needs correcting and will be picked up as a mirror amendment.
175.	Sport England	Sports Provision	The start of this section (page 60) states that requirements for play and sports facilities will be informed by the Council's	Agreed, that the reference to sports facilities in connection should be removed.

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			<p>Play Strategy. The next section (page 61) goes into more detail on “sports provision”, stating an approach informed by the Playing Pitch Strategy and associated calculator and Sports Facilities Calculator.</p> <p>Sport England would request that clarification is given here as these two approaches would contradict each other. Suggest “Sports” is removed from page 60?</p>	<p><u>Modification</u> Within chapter 4, change the ‘Sports & Play’ title to ‘Play’ only.</p>
176. page 300	Sport England	4.40 Sports Provision	It is unclear from the description whether the community hall that is proposed is intended as a multi-use hall capable of accommodating indoor sport. If it is included under the sports provision section so it is assumed this will include sporting provision? If so more detail required. If it is not intended for the community hall to include indoor sport then this should be removed.	<p>It is yet to be determined whether the community hall that is proposed is intended as a multi-use hall capable of accommodating indoor sport. This will be established within the site’s IDP and as part of the planning application process. Given which, the title preceding paragraph 4.34 needs changing to also refer to community hall provision.</p> <p><u>Modification</u> Change title preceding paragraph 4.43 to: ‘Sports and <u>Community Hall</u> provision’</p>
177.	Sport England	4.41 Sports Provision	We would welcome inclusion under this section of detail on active design measures to encourage access to the central sports hub from non vehicle modes. For example, inclusion of details on cycle parking, cycle and walking	The SPD identifies how the central sports hub will be connected via various active travel routes through the site. The more specific details for which will be established as part of the planning application process.

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			routes etc. Further detail on active design and Sport England's active design guidance can be found on our website at: https://www.sportengland.org/guidance-and-support/facilities-and-planning/design-and-cost-guidance/active-design?section=whats-new-section	
178.	Resident 148	Allotments	Suggests there are no areas identified for allotments in the plan.	Several indicative locations are identified for allotments as part of the SPD and the appended Site Wide Design Coding Plan
179.	Resident 158	Allotments	Queries how existing Tollerton allotments will be affected.	Tollerton Allotments are outside the site boundary and will not be subject to development.
180.	Resident 160	Allotments	Question raised about whether the soil quality in the proposed allotment space will be suitable for cultivation.	Land for allotments is identified as part of the green infrastructure strategy but does not specify soil quality at this stage. Detailed design and delivery will be addressed during the planning application process, including site investigations to ensure the land is appropriate for allotment use. Where necessary, soil improvement measures will be implemented to provide suitable growing conditions. The developers, and potentially also the local authorities, will work with relevant stakeholders to ensure allotments meet community needs.
181.	Resident 219	Allotments	Tollerton Allotments not shown on the map (page 35), what will happen to these?	Tollerton Allotments are outside the site boundary and will not be subject to development

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182.	Canal and River Trust	4.48 Drainage Strategy	<p>Request canal is referenced within drainage strategy and that safeguards to prevent flow of uncontrolled runoff into the canal.</p> <p>It is suggested that it would be appropriate for the SPD to indicate that the potential for discharging surface water to the canal could be investigated as a sustainable drainage option.</p>	<p>Attenuation basins are planned between the canal and much of the residential development and therefore runoff into the canal should be limited</p> <p>The suggestion that canal might be able a drainage option is noted and it would be appropriate for this to be highlighted within the SPD.</p> <p><u>Modification</u> Add to paragraph 4.50 the following text: <u>'The potential for discharging controlled surface water to the canal could be investigated as a sustainable drainage option.'</u></p>
183.	Cllr Richard Butler Resident 33 Resident 43 Resident 70 Resident 71 Resident 72 Resident 73 Resident 101 Resident 107 Resident 110 Resident 125 Resident 126 Resident 148	4.48 Drainage Strategy	<p>Concern that the site assessment does not consider existing flooding events in the neighbouring villages or mitigate for this.</p>	<p>The SPD states the requirement for SuDS to manage drainage at greenfield rates with permeable surfaces being the default across the site. The document also states the intention for runoff to be directed to attenuation features particularly on the northern edge of the site (therefore away from Tollerton). In accordance with national and local planning policy requirements, flood risk assessments will be required for relevant planning applications to assess the individual and cumulative impacts of development.</p>

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	Resident 160 Resident 171 Resident 176 Resident 202 Resident 216 Resident 222 Resident 242 Resident 245 Resident 260			<p>It is accepted that there is merit in referencing that areas to the south of the site are already susceptible to flooding and development of the site should not worsen this situation.</p> <p><u>Modification</u> After paragraph 4.53 add the following new paragraph: '<u>Site drainage should not increase the likelihood of flooding in areas off site, including those areas already susceptible to flooding. This includes, for instance, areas to the south in the vicinity of Cotgrave Lane and Tollerton Lane, Tollerton.</u>'</p>
184.	Cllr Steve Calvert	4.48 Drainage Strategy	Questions whether there is any proposed development within flood zone 3	The current indicative plans propose this be part of the green infrastructure or sports provision on site.
185.	Environment Agency	4.48 Drainage Strategy	Suggests it should be made clear that the indicative attenuation basins are outside Flood Zone 3 and ideally Flood Zone 2	<p>Clarification in this respect could be usefully included in the SPD.</p> <p><u>Modification</u> Include within paragraph 4.48 the following text: '<u>Environment Agency advice is that attenuation basins should be located outside the design flood (1 in 100 year event plus an allowance for climate change) and ideally outside flood zone 2.</u>'</p>
186.	Environment Agency	4.48 Drainage Strategy	Suggests more prescriptive guidance as to where and how 'Natural Flood	There would be merit in additional mention within the SPD of Natural Flood Management.

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			Management' could be implemented especially in the east of the site and offers support in identifying this.	<p>The Council notes the offer of support in developing Natural Flood Management measures for the east of the site.</p> <p><u>Modification</u> Add the following text to paragraph 4.53: '...relevant guidance shall be used) <u>and also the principles of Natural Flood Management as advocated by the Environment Agency.</u>'</p>
187.	Resident 1 Resident 7 Resident 15 Resident 43 Resident 50 Resident 126 Resident 136 Resident 142 Resident 239	4.48 Drainage Strategy	Require SuDS to manage run-off at greenfield rates; secure foul drainage capacity SPD-level drainage strategy showing exceedance routing away from Tollerton.	The SPD states the requirement for SuDS to manage drainage at greenfield rates with permeable surfaces being the default across the site. The document also states the intention for runoff to be directed primarily to attenuation features on the northern edge of the site (away from Tollerton village). Details of new sewerage infrastructure is required to be agreed with Severn Trent.
188.	Resident 113	4.48 Drainage Strategy	Concerned construction of attenuation ponds on the northern boundary may limit opportunities to screen the development from Bassingfield. Concerned the treatment of the canal front will negatively impact Bassingfield.	Implementation of attenuation basins is not incompatible with native tree and hedge planting and there will be such enhancements to the canal corridor as established by the SPD. The character of the new housing is proposed to enhance the canal corridor which should strengthen the visual separation between the village and the new development.
189.	Resident 113 Resident 126 Resident 130	4.48 Drainage Strategy	Concerned whether the two culverts under the Grantham canal to the north are sufficient for increased run off	Rather than runoff being directed to culverts the primary method of drainage will be through

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				permeable surfaces, soakaways and attenuation features.
190.	Resident 120	4.48 Drainage Strategy	Concerned the development relies solely on attenuation ponds for flood mitigation.	The SPD establishes that permeable surfaces will be the default across the development. Also rain gardens, waterbutts, rain chains and other collection features will be required across all built aspects of the development. Attenuation basins will also form part of the flood mitigation measures in line with the Environment Agency's guidance.
191.	Resident 126	4.48 Drainage Strategy	Requests investigation into sewerage capacity at the site.	Severn Trent are aware of the site's allocation for around 4000 dwellings and have not expressed concern over capacity in the network. It will also be consulted on individual applications for the site as they come in.
192.	Resident 130	4.48 Drainage Strategy	Concerns the County Council and Environment agency have no records of flooding in the area. Requests full flood risk assessment and provision of future flooding risk analysis by the Environment Agency.	The referenced map on page 31 is an Environment Agency flood risk map. Flood risk assessments will be expected alongside applications for the site in line with NPPF guidance and the Environment Agency will be consulted on the anticipated effect of development for its future flood risk data.
193.	Resident 133	4.48 Drainage Strategy	Concerned Severn Trent are not aware that their advice regarding drainage is required	As a statutory consultee, Severn Trent is aware of the development and of its responsibility to provide advice and support on a drainage strategy. Engagement with them is ongoing.

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194.	Resident 139	4.48 Drainage Strategy	The SPD does not demonstrate compliance with NPPF Section 14 particularly paragraphs 159–169, which require a sequential and exception test approach.	Any sequential and exception test would be a requirement for the site's allocation and/or planning applications.
195.	Resident 143 Resident 150 Resident 152 Resident 162 Resident 171 Resident 179 Resident 188 Resident 206 Resident 218 Resident 223 Resident 243 Resident 253 Resident 268 Resident 284 Resident 285	4.48 Drainage Strategy	Concern that the hydrology section does not acknowledge regular flooding near Tollerton, particularly at the junction with Cotgrave Lane, where several houses have experienced repeated flooding.	The SPD recognises the need to manage flood risk and sets out guidance concerning the drainage strategy for the site. The requirement will be for SuDS to maintain greenfield runoff rates, permeable surfaces as the default, and attenuation basins positioned away from Tollerton. In accordance with national and local planning policy requirements, a full site flood risk assessment will be required as part of each application to assess the individual and cumulative impacts of development. The expectation would be that existing conditions in locations off-site are not worsened by development.
196.	Resident 148	4.48 Drainage Strategy	Proposes more SuDS should be provided within the proposed areas of housing to reduce the speed of runoff to the periphery. Also questions how management and maintenance of SuDS will be funded	While attenuation basins are not proposed within the residential areas of the development, SuDS will be present in the form of swales and soakaways where these may be incorporated into street scenes to slow the rate of runoff. Several funding options for stewardship of these are proposed within the SPD including service charges, rents from business units and hire charges for community and sports facilities.

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197.	Resident 50 Resident 65 Resident 87 Resident 121 Resident 171 Resident 220 Resident 224 Resident 233 Resident 243 Resident 245 Resident 248	4.48 Drainage Strategy	Suggests existing flooding round the site has been ignored and there is no flood risk assessment. Concern the SPD does not comply with local and national flood risk policy.	<p>Environment Agency data demonstrates that parts of the site and significant areas around it face existing flood risk, being in flood zones 2 and 3. This has been considered during production of the SPD and will continue to inform a full drainage strategy. Local and national policy is to direct development away from areas of existing or future flood risk, where possible reducing flood risk in the area.</p> <p>In accordance with national and local planning policy requirements, flood risk assessments will be required for relevant planning applications to assess the individual and cumulative impacts of development The expectation would be that existing conditions in locations off-site are not worsened by development.</p> <p>The drainage strategy in the SPD establishes how permeable surfaces, soakaways, attenuation basins and biodiversity improvements will manage runoff directing drainage away from Tollerton which is an area of existing flood risk.</p>
198.	Resident 75	4.48 Drainage Strategy	<p>Concern that flood water will naturally flow towards Bassingfield as it is between the site and the river.</p> <p>Suggests there is insufficient detail regarding the scale of upgrades required to sewers.</p>	<p>Most of the attenuation features planned are along the northern edge of the site and these will retain and drain runoff from the development. Improved landscaping and biodiversity particularly adjacent to the Grantham Canal and Polser Brook should help</p>

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page 308				<p>to increase soil permeability. The SPD states the requirement for SuDS to manage drainage at greenfield rates with permeable surfaces being the default across the site. The management of drainage will be expected not to increase the risk of flooding elsewhere.</p> <p>The development is predicted to have a high impact on sewerage infrastructure given its scale and detailed modelling is planned to indicate whether capacity improvements are required. Severn Trent, however, indicates that there are no “showstoppers” in accommodating development. Severn Trent indicate the SPDs approach to surface water will ensure a low impact on the surface water sewerage infrastructure.</p>
	199. Tollerton Parish Council Cllr Debbie Mason Resident 26 Resident 40 Resident 47 Resident 57 Resident 58 Resident 67 Resident 76 Resident 79 Resident 83 Resident 88	4.48 Drainage Strategy	Concerns over flooding on Tollerton Lane and Cotgrave Lane and how this will be managed through development	<p>The SPD states the requirement for Sustainable Drainage Systems (SuDS) to manage drainage at greenfield rates with permeable surfaces being the default across the site. The document also states the intention for runoff to be directed to attenuation features particularly on the northern edge of the site (therefore away from Tollerton). In accordance with national and local planning policy requirements, flood risk assessments will be required for relevant planning applications to assess the individual and cumulative impacts of development.</p>

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page 309	Resident 89 Resident 90 Resident 98 Resident 105 Resident 116 Resident 117 Resident 118 Resident 126 Resident 127 Resident 128 Resident 129 Resident 133 Resident 138 Resident 142 Resident 147 Resident 167 Resident 171 Resident 175 Resident 176 Resident 179 Resident 183 Resident 185 Resident 191 Resident 230 Resident 231 Resident 234 Resident 239 Resident 241 Resident 244 Resident 249 Resident 250			<p>It is accepted that there is merit in referencing that areas to the south of the site are already susceptible to flooding and development of the site should not worsen this situation.</p> <p><u>Modification</u> After paragraph 4.53 add the following new paragraph: ‘<u>Site drainage should not increase the likelihood of flooding in areas off site, including those areas already susceptible to flooding. This includes, for instance, areas to the south in the vicinity of Cotgrave Lane and Tollerton Lane, Tollerton.</u>’</p>

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page 310	Resident 252 Resident 254 Resident 257 Resident 262 Resident 265 Resident 266 Resident 271 Resident 272 Resident 273 Resident 279 Resident 281 Resident 282 Resident 283 Resident 286 Resident 287 Resident 289 Resident 290			
200.	Severn Trent Water	Drainage	<p>Anticipate low impact from new surface water to the sewerage network as the drainage strategy does not propose this is disposed of into the sewer system. Expresses support for the drainage strategy. To support this, it would be desirable to see a requirement to ensure that any drainage strategy evidences how it has followed the drainage hierarchy.</p>	<p>The Council welcomes support for the drainage strategy. It would appropriate to add reference to government's national standards for sustainable drainage systems and the drainage hierarchy within it.</p> <p><u>Modification</u> Add the following text to paragraph 4.53: '...relevant guidance shall be used) <u>and also the principles of Natural Flood Management as advocated by the Environment Agency. It should be demonstrated how the drainage strategy follows the drainage hierarchy as set out in government's national standards for</u></p>

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				<u>sustainable drainage systems (updated 30 July 2025 or subsequent updated version).</u>
201.	Resident 43	Drainage Strategy	Request for improvement to flow along Polser Brook to help alleviate flood water	Development would be expected not to exacerbate existing off-site issues. Improvement to the flow of Polser Brook would only be appropriate to mitigate development impacts. There is currently no reason to add text to the SPD to require this to happen.
202.	Resident 44	Drainage Strategy	Requests full assessment of Thurlbeck Dyke and Polser Brook to establish risk both from flood water but also risk of pollution resulting from development	The local hydrological importance of the two watercourses is highlighted by the SPD. There is a requirement for them to be considered when developing a full drainage strategy; this will likely include keeping them clear of obstructions. The eastern edge of the site abutting Polser brook will also be subject to implementation of new water meadows to improve capacity for drainage of surface water.
203.	Resident 46 Resident 57 Resident 87 Resident 95	Drainage Strategy	Requests <ul style="list-style-type: none"> - A sitewide Flood Risk Assessment (FRA) prior to development - Integration of findings from section 19 Flood Investigation Report and Storm Henk into the FRA and mitigation strategy - Preservation of existing natural soakaways to maintain their flood management function - Inclusion of a climate resilience plan detailing measures to mitigate 	The site was allocated by the 2014 Local Plan Part 1: Core Strategy and this was supported by the Greater Nottingham Strategic Flood Risk Assessment. Each application on site will require a full FRA. Section 19 reports are produced to document causes of and responses to flooding events by risk management authorities such as the County Council. The identified actions are to be carried out by those same authorities not the developers and therefore cannot necessarily be integrated into the Mitigation strategy.

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			flood risk associated with climate change	As part of a drainage strategy, some existing soakaways will be enhanced and new ones created to deal with runoff. The SPD embeds numerous interventions to enhance climate resilience within the development.
204.	Nottinghamshire County Council	Drainage, green infrastructure & Flood Risk	<u>Drainage, green infrastructure & Flood Risk</u> The SPD must address surface water flooding, especially Tollerton Lane (historic flood events). Future Flood Risk Assessments should include proven outfalls, climate change allowances, and SuDS with long-term maintenance plans. Highway drainage must have positive outfalls; permeable paving is not reliable long-term.	Any planning applications can only address any issues arising from their particular development, and cannot reasonably provide for mitigation against the existing surface water issues. Other matters are for consideration at the planning application stage.
205.	Cllr Jonathan Wheeler	Flooding	Concerned over increases in flooding on the A52 and requests further assurance that residents in Bassingfield will not be negatively affected by this.	Most of the attenuation features planned are along the northern edge of the site and these will retain and drain runoff from the development. Improved landscaping and biodiversity particularly adjacent to the Grantham Canal and Polser Brook should help to increase soil permeability. The SPD states the requirement for SuDS to manage drainage at greenfield rates with permeable surfaces being the default across the site. The

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				management of drainage will be expected not increase the risk of flooding elsewhere.
206.	Resident 274	Flooding	Concerned document does not show predicted flood zones accounting for new development	The Environment Agency publishes flood maps projecting future risk accounting for new development. These are available on its website.
207.	Severn Trent Water	Sewerage network	Anticipate a high impact on the sewerage network due to the flow generated by the development, capacity of the existing sewer and proximity to outflows. State that this would benefit from more information regarding connection points and approach to surface water management.	The Council will ensure continued communication with the water company as to the proposals for sewerage connections. Such detail is more appropriately dealt with at the planning application stage.,
208.	Canal and River Trust	4.5 Design Objectives	Request canal be integrated into the health and wellbeing objectives e.g. fitness trail linked to towpath	There are planned links from the canal to a new fitness trail outlined.
209.	Active Travel England	Design Objectives	Suggest a new movement objective is needed, for instance: • To create a new settlement where active and sustainable travel are a natural choice for local journeys and offer a genuine choice of modes for journeys beyond the site boundary.	Agreed, the addition of such wording is a sensible suggestion. <u>Modification</u> Include at paragraph 4.5 the following new bullet point: <u>'To create a new community where active and sustainable travel are a natural choice for local journeys and offer a genuine choice of modes for journeys beyond the site boundary.'</u>

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210.	Vistry Homes Taylor Wimpey and Barwood Land Resident 133	4.53 Drainage Strategy	Make reference to more recently published Environment Agency climate change allowance guidance.	<u>Modification</u> The guidance was originally published in 2026 and has been subject to more recent updates. Update paragraph 4.53 to reflect this position.
211.	Resident 133	4.55 Biodiversity Net Gain	Concerned the Council does not have the expertise to monitor BNG delivery	Biodiversity net gain is a legal and/or policy requirement of development. BNG agreements mean that developers/landowners are liable for the stewardship of their BNG units for a statutory 30-year period while the habitat matures, with scope for enforcement action to be taken for non-compliance. The Council has its own ecologists to assist this process.
212.	Resident 187 Resident 191 Resident 202 Resident 241	4.55 Biodiversity Net Gain	Inadequate buffer zone to mitigate against loss of existing biodiversity and wildlife	Planning applications submitted after the adoption of the relevant act will be assessed on whether they provide an acceptable Biodiversity Gain Plan. In respect of those submitted before the act are subject to a Local Plan policy requirement to achieve biodiversity net gain.
213.	Resident 200 Resident 257	4.55 Biodiversity Net Gain	Concern over loss of biodiversity during the site's development	Biodiversity Net Gain is a statutory requirement and applications for the site submitted since the act passed will be required to demonstrate an acceptable BNG strategy.
214.	Resident 26 Resident 160 Resident 191 Resident 192 Resident 199	4.55 Biodiversity Net Gain	Concern for how wildlife along the Grantham Canal will be affected	A buffer will be retained along the canal encompassing wildflower meadow and wetland habitat. This will protect and enhance the biodiversity present. The 2018 Rushcliffe Local

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	Resident 241 Resident 270			Plan Part 2 includes a policy requirement for net gain in biodiversity to be achieved.
215.	Resident 31 Resident 116 Resident 249	4.55 Biodiversity Net Gain	Objects to any BNG delivery off site	While national policy permits biodiversity net gain to be delivered off site where delivery onsite is unrealistic, the SPD establishes that the delivery should be primarily on site through the extensive new wildlife features such as attenuation basins and woodland. The design objectives state that BNG is to be delivered off site within the borough as a last resort.
216.	Resident 33 Resident 230	4.55 Biodiversity Net Gain	Sites report by Wild Justice which found significant proportions of BNG had not been delivered relating to sites in Keyworth and Ruddington.	Biodiversity net gain is a legal requirement introduced by the UK Government. BNG agreements mean that developers/landowners are liable for the stewardship of their BNG units for a statutory 30-year period while the habitat matures, with scope for enforcement action to be taken for non-compliance. . The SPD highlights the requirement for delivery of BNG on site, and only elsewhere in the borough as a last resort.
217.	Resident 34 Resident 37 Resident 41 Resident 47 Resident 53 Resident 59 Resident 70 Resident 78 Resident 80 Resident 82	4.55 Biodiversity Net Gain	Suggests the outlined biodiversity interventions will not accommodate for the wildlife displaced or meet the net gain required. Concern that the presence of protected species means development impacting upon their habitat would be illegal.	The biodiversity gain interventions outlined in the SPD will be delivered in line with the government's published BNG metrics. While development of the site will result in habitat loss, there are a range of habitats proposed including enhancements to those already present on site such as copse and hedgerow. BNG agreements mean that developers/landowners are liable for the stewardship of their BNG units for a statutory

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
page 316	Resident 84 Resident 87 Resident 107 Resident 110 Resident 111 Resident 116 Resident 121 Resident 125 Resident 126 Resident 132 Resident 137 Resident 139 Resident 142 Resident 150 Resident 153 Resident 160 Resident 183 Resident 187 Resident 192 Resident 199 Resident 222 Resident 224 Resident 226 Resident 230 Resident 231 Resident 233 Resident 235 Resident 238 Resident 239 Resident 241 Resident 243			<p>30-year period while the habitat matures, with scope for enforcement action to be taken for non-compliance.</p> <p>The protected species list has legal status. Surveys will be required to inform any areas of the site where these species are present, how they can be protected from development and how their habitats could be protected, enhanced or compensated for elsewhere.</p>

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	Resident 244 Resident 245 Resident 249 Resident 253 Resident 258 Resident 260 Resident 262 Resident 263 Resident 267 Resident 272 Resident 277 Resident 284 Resident 285 Resident 287			
218.	Nottinghamshire Wildlife Trust	Biodiversity	Concern there is no timeline presented for updating ecological surveys and assessments given the long buildout period. Request reference to up-to-date ecological surveys and early creation of habitats in phasing.	Ecological surveys and the delivery and phasing of habitat improvements and creation will be a matter for the planning application process.
219.	Resident 250	Biodiversity	Concerned the number of new children within the development may pose a threat to any areas designated for wildlife.	The development has areas of public park, sports provision, play area and private garden sufficient for the number of children who may live there.
220.	Nottinghamshire Wildlife Trust	Biodiversity Net Gain	Concern BNG strategy is insufficient to determine whether full provision will be possible on site. Request sitewide BNG assessment to determine this.	National guidance is that phased sites should submit a sitewide BNG assessment to effectively deliver the required gain across all phases. However, the reality is that separate planning applications are coming forward on

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				the site and this needs to be dealt with accordingly.
221.	Nottinghamshire Wildlife Trust	Biodiversity Net Gain	Concerned BNG requirement does not align with the county wide ambition for 20% set out in the LNRS. Request Government mitigation hierarchy is referenced (NPPF para 168a)	There is not a local plan policy requirement for 20% BNG. This is a draft proposal for Rushcliffe within emerging Greater Nottingham Strategic Plan, but it this is still subject to potential change.
222.	Vistry Homes Taylor Wimpey and Barwood Land	Biodiversity Net Gain	Requests it is stated that the mandatory 10% BNG is not relevant to applications submitted before its adoption.	It is understood by developers and the Council that applications submitted before adoption of the act will not be required to deliver Biodiversity Net Gain. This is a matter of law and does not need mentioning in the SPD.
223.	Cllr Richard Butler Resident 132 Resident 157 Resident 161 Resident 171	4.56 Movement Framework	Concerns over increase in traffic from the development to the A46 through Cotgrave	The SPD sets out the need to review options and then implement measures to manage traffic in a way that minimises or avoids traffic movements to the south through Tollerton village and beyond, including to the A46.
224.	National Highways	4.56 Movement Framework	Requests clear expectations are outlined for travel plans and confirmation that active travel arrangements will be delivered early in development – before occupation.	<p>The SPD sets out the requirement for a Framework Travel Plan and Framework Travel Plan Co-ordinator (for residential and employment development). That document will specify in more detail the expectations for travel plans.</p> <p>While the exact trigger points for the delivery of active travel measures will be determined within the IDP and/or as part of the planning</p>

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				application process, the SPD identifies the expectation that key active travel measures will be the subject of early delivery.
225.	Resident 200 Resident 201 Resident 202 Resident 220	4.56 Movement Framework	Road/cycle/footpath proposals vague and contradictory. Not enough detail on how access will be achieved and timescales.	<p>The SPD establishes the requirement for several new or enhanced junctions with the A52, the delivery of which will be tied to the findings of the ongoing transport assessment. The SPD is also clear that segregated cycle lanes will be delivered in conjunction with all the primary streets on site and secondary streets will have a shared foot and cycleway.</p> <p>While the exact trigger points for the delivery of active travel measures will be determined within the IDP and/or as part of planning permissions, the SPD identifies the expectation that key active travel measures will be delivered the subject of early delivery.</p>
226.	Resident 226	4.56 Movement Framework	Queries whether Tollerton Lane will be widened and where the extra width will come from	The SPD identifies that majority of Tollerton Lane, as it runs through the site, will not form a primary route for vehicle traffic. Any widening of the existing carriageway would be achieved only on land forming part of the existing public highway and/or land under the control of developers.
227.	Resident 75	4.56 Movement Framework	Concerned Bassingfield lacks infrastructure to cope with increase in pedestrian and road traffic.	It is proposed mention is included at paragraph 3.65 to better ensure that the impact of additional traffic through the village of Tollerton and Bassingfield will be carefully considered and suitable mitigation measures adopted and

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				implemented to ensure that traffic levels are maintained to an acceptable minimum level. See the modification below at ref 236.
228.	Resident 75	4.56 Movement Framework	Requests a full Transport Assessment and Construction Logistics Plan be developed through transport modelling. Requests national highways assess the A52 capacity to assimilate the additional traffic. Question justification for park and ride proposal.	Planning applications on site will need to be supported by transport assessments to assess the individual and cumulative impacts of development on the allocation. National Highways have been involved since before the site was allocated in 2014 and the development proposed is part of ongoing transport modelling. The park and ride proposal would be independent of the development and is proposed to relieve traffic on the A52 and in the urban area. It may be required to help mitigate the impacts of development. The relevant planning consents will require a construction method statement which will need to set out appropriate traffic management measures for construction traffic.
229.	Resident 156 Resident 185 Resident 188	Highways	Concern that traffic speeds on the A52 currently exceed the limit, raising safety risks for access and movement associated with the development.	The need for safe and efficient access arrangements and active travel routes crossing the A52 is acknowledged. Detailed junction design and traffic management measures will be addressed at the planning application stage in consultation with National Highways and the Local Highway Authority.
230.	Resident 38	Highways	Suggests road connection under the A52 to Gamston or at the Ambleside junction of the A52.	The SPD establishes the need for several road connections to the A52 Gamston Lings Bar but these are expected to be at grade including one at the Ambleside junction of the A52. It is

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			Proposes a link to the A52 north of the site may mitigate congestion on the section south of the city.	not anticipated that a connection to the north of the site will be necessary. Detailed access arrangements will be established as part of the planning application process.
231.	Cllr Jonathan Wheeler	Transport	Requests highways comments from relevant authorities are addressed before adoption and suggests the location of amenities on site is difficult to evaluate without full access arrangements	<p>This would require delaying the SPD's adoption until the completion of all transport assessment work. It is, however, considered more beneficial to have the SPD in place as a matter of priority; with more details in respect of transport and other outstanding matters then being established in the IDP and as part of planning application approvals (including within their associated section 106 legal agreements).</p> <p>This is, firstly, to avoid missing the likely 30 June 2026 cut off for SPDs to be adopted. Beyond that date, a development framework for the site would have to be prepared as Supplementary Plan (SP); which would require a public examination of the draft SP. The whole process would add months to the preparation process, thereby further delaying the site's vital contribution to the Borough's housing land supply. Secondly, avoiding further delays is also important to minimise the very real risk that current planning applications are appealed on the basis of non-determination prior to the SPD being adopted. If applications were taken to appeal without any form of adopted SPD, this would fundamentally prejudice ensuring</p>

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				that individual development parcels are delivered in a coordinated and complimentary manner.
232.	Cllr Steve Calvert	Transport	Requests further public consultation on the strategic highways proposals.	All strategic highway proposals requiring planning permission would be subject to public consultation as is standard. Any updates to existing planning applications in this respect would be consulted on.
233.	National Highways	Transport	It is recommended that the SPD provides an updated housing trajectory and phasing plan, clearly linked to the timing and delivery of the required transport infrastructure. This should include confirmation that phases should only come forward once highways mitigation is identified, approved and secured through planning obligations or conditions	The interplay between housing delivery and the provision of transport mitigation measures cannot be fully established at this stage, ahead of the completion of transport assessment work and then identification of transport mitigation requirements. Appropriate triggers for mitigation requirements will be established within the IDP and as part of the planning application process, including within section 106 agreements.
234.	National Highways	Transport	Request timeline for completion of VISSIM modelling update and adoption of the SPD and approval of planning applications should not proceed until modelling is complete as this creates uncertainty over access strategy	A timetable for VISSIM model is a technical matter and unnecessary for inclusion in the SPD. The reasons for not delaying the SPD's completion until after transport assessment work is completed are set out above at Ref 231.
235.	National Highways	Transport	Request SPD sets out clear mechanisms for securing and phasing highway improvements e.g. - Funding arrangements	These details cannot be fully established at this stage, ahead of the completion of transport work. The SPD provides the necessary framework to allow transport mitigation

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
			<ul style="list-style-type: none"> - Cost sharing - Trigger points 	<p>requirements to be subsequently established within the IDP and as part of the planning application process.</p> <p>The reasons for not delaying the SPD's completion until after transport assessment work is completed are set out above – see Ref 231.</p>
236.	Nottinghamshire County Council	Transport	<p><u>Transport & Connectivity</u></p> <p>There should be a comprehensive transport assessment encompassing the whole site prior to the consideration of planning applications. In addition, there should be requirement in the SPD for a vision-led strategy, as stated in the NPPF. The SPD should prioritize pedestrian and cycle links (including a bridge over the A52), and integration with Gamston Park & Ride which is currently downplayed in the SPD. A wider diagram should be presented to show the alignment of proposed improved routes to be delivered as part of the development. The Draft SPD pushes these matters back to be considered at individual planning stages, when they need to be determined strategically and associated and integrated with the principle of the site layout.</p>	<p>The purpose of the SPD it to provide a high-level framework to enable the delivery of a site with a number of landowners. The SPD sets out that more detailed mitigation matters, together with their delivery are matters for the proposed Infrastructure Delivery Plan and planning applications and their associated S106 agreements.</p> <p>The SPD provides the necessary framework to allow highway access arrangements and transport mitigation requirements to be subsequently established within the IDP and as part of the planning application process.</p> <p>The reasons for not delaying the SPD's completion until after transport assessment work is completed are set out above at Ref 231.</p> <p>In light of the comments by the County Council, Active Travel England and others about the potential active travel bridge across</p>

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
			<p>Access arrangements to the A52 are currently unclear from the SPD.</p> <p>There will be a requirement for bus services from the outset. Mobility hubs need clearer planning.</p> <p>Bassingfield and Tollerton villages require early mitigation measures to avoid increased “rat running”</p> <p>There appears to be reliance on the potential for developer contributions to fund infrastructure as opposed to benefit in kind. The NCC view as highway authority is that works are best installed as an in-kind contribution by the developing parties which ensures they are delivered at an appropriate time and linked to development phases.</p> <p>Access arrangements and off-site highway impacts have not been truly identified or addressed for viability purposes which has a significant bearing on completing an SPD. A contribution should be sought towards the provision of a park and ride site in the Gamston area. Where any application parcel abuts Tollerton Lane, a 5m depth of land abutting Tollerton Lane will be safeguarded by the Highway Authority to enable future highway works to facilitate</p>	<p>the A52 from the site to Gamston, it is considered appropriate to include reference to the potential option of a bridge across the A52 for pedestrian and cyclist and make clear that this option should be that this should be assessed alongside an at-grade crossing option. See the Modification below at ref 282</p> <p>It is not accepted that the SPD downplays the potential role that a Gamston Park and Ride might serve in helping to mitigate the impacts of traffic generation associated with the site. The SPD sets out the need for transport assessment work for the proposed development to consider the need for and feasibility of a Park and Ride site and, ultimately support its delivery, if one is needed to support development. Notwithstanding this, additional text could usefully be included in the SPD to refer to previous work undertaken in respect of a Gamston park and ride site and the need to examine this.</p> <p>The comments that highway related works are best installed as an in-kind contribution by the developing parties are noted. If light of which it is considered appropriate to make changes to the Delivery Strategy chapter (chapter 5) to better support this position.</p>

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
			<p>safe access for the public within the wider SUE. In addition primary and secondary routes through the site should have a minimum carriageway width of 6.2-6.5 metres.</p> <p>Triggers for infrastructure delivery, including for transport, must be defined in SPD, and not left to individual applications.</p>	<p>In respect of the comment that Bassingfield and Tollerton villages require early mitigation measures to avoid increased “rat running”, appropriate changes can be made to paragraphs 3.65 and 4.72 to support this.</p> <p><u>Modifications</u> At paragraph 3.65 change the text as follows: ‘The impact of additional traffic through the village of Tollerton <u>and Bassingfield</u> will be carefully considered and suitable mitigation measures adopted and implemented to ensure that traffic levels are maintained to an acceptable minimum level, such as (but not limited to) additional traffic calming, bus priority <u>or the possible stopping up of limiting</u> Tollerton Lane <u>to bus priority only</u> and re-directing traffic through the new development. The detail of the final measures will be subject to discussions with the Highway Authorities and implemented through the planning applications.’</p> <p>At start of paragraph 4.72 change the text as follows: ‘Measures will be applied on Tollerton Lane and within the village of Tollerton to reduce the level of vehicular traffic travelling through Tollerton village and vice versa, and further deter rat running. <u>There is possible option of limiting Tollerton Lane (between the site and Tollerton village) to bus priority only.</u> However,</p>

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
				<p><u>should access to private vehicles be maintained. The the...</u></p> <p>At the Delivery Strategy (chapter 5) include within 'B Off-site infrastructure', bullet point 9 add the following text after the first sentence: <u>'Previous work has been undertaken in relation to a Park and Ride site which should be examined and brought up to date in liaison with the highways authorities.'</u></p> <p>Make various changes to Delivery Strategy (chapter 5) to emphasise that it is the County Council's expectation that highway works will be delivered as Works in Kind where possible.</p>
237.	Pedals	Transport	Suggests active travel proposals around schools and the neighbourhood centre are inadequate	The indicative locations of the schools and neighbourhood centres are linked into the indicative strategic active travel routes within the site. More detailed arrangements will be established as part of planning permissions
238.	Resident 168	Transport	Queries what will be done to mitigate light noise and air pollution from the A52 to properties in Gamston during and after development of new gateways.	<p>The relevant planning consents will require a construction method statement which will need to set out appropriate mitigation measures for construction.</p> <p>It is Local Plan policy that, in respect of new developments, noise attenuation is achieved and light pollution is minimised. This policy will be applied in deciding planning applications for</p>

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
				development and attaching conditions to planning permissions.
239.	Resident 249	Transport	Request action to close Tollerton Lane to through traffic from private vehicles happens before opening of primary access from the A52	Mitigations for traffic along Tollerton Lane as with all traffic mitigations will be informed by the transport assessment currently being undertaken. More detailed arrangements will be established as part of planning permissions.
240.	Resident 276	Transport	Concern the development will prompt inappropriate use of Ambleside and Beckside for access.	The planning applications for the site will be required to be demonstrated that the impacts of development are not unacceptable on highway safety, or the residual cumulative impacts on the road network, following mitigation measures, would not be severe.
241.	Resident 43	Transport	Requests commitment to consult with residents over traffic mitigation measures	Major mitigation proposals would typically form part of planning applications and be subject to public consultation. More measures, typically more minor ones, might be required as a condition of planning permission and would not normally be subject to public consultation.
242.	Resident 75	Transport	<p>Considers Bassingfield has not received proportionate mitigation measures and requests:</p> <ul style="list-style-type: none"> - Closure of the pedestrian access over the canal and potentially the footpath to the village - Closure of the road through the village providing direct access to the A52 Westbound 	There are no plans to close the right of way over the canal or to Bassingfield; this would not be reasonable. Mitigation measures protecting the character of Bassingfield include enhancements to the Grantham Canal including attenuation features and distinct frontage to the homes at the edge of the Gamston Fields Character area. The SPD does not suggest locating formal sports or allotment facilities in the vicinity of the village.

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
			<ul style="list-style-type: none"> - Increased buffer between the village and new properties - Extension of Gamston Meadows character area west - The location of formal sports and allotment provision away from Bassingfield Village 	
243.	Resident 77	Transport	Requests the development commit to funding a fourth bridge over the Trent	A fourth road bridge over the Trent is not identified as necessary for the development to come forward.
244.	Resident 82 Resident 106 Resident 238	Transport	Requests construction of tram connection to Nottingham alongside commitments to bus improvements and enhanced road capacity.	The provision of a tram to support delivery of the site is not a requirement of the local plan and there are currently no firm proposals or identified funding for such a connection. Bus improvements will be provided by local operators, with supporting funding from the development where necessary. The design code contains a requirement for bus stops to be conveniently located adjacent to key destinations along the Primary Street, and to be within a 400 metre catchment from most homes..
245.	Holme Pierrepont and Gamston Parish Council	Transport – park and ride	Requests reference to connections to a new park and ride site are deleted as the plan is aspirational with no formal proposals made to deliver this.	The 2014 Local Plan Part 1: Core Strategy identifies that bus priority measures and other improvements related to bus services, which may include a park and ride site, are necessary for delivery of the site. The County Council, as local highways authority, has reiterated its desire for a park and ride to support delivery of the site. Accordingly,

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
				reference with the SPD to a park and ride site to possibly support delivery is considered appropriate.
246.	Vistry Homes Taylor Wimpey and Barwood Land	Transport – park and ride	Objects to the off-site infrastructure list referencing a park and ride facility	The 2014 Local Plan Part 1: Core Strategy identifies that bus priority measures and other improvements related to bus services, which may include a park and ride site, are necessary for delivery of the site. The County Council, as local highways authority, has reiterated its desire for a park and ride to support delivery of the site. Accordingly, reference with the SPD to a park and ride site to possibly support delivery is considered appropriate.
247.	Resident 226	4.6 Land Uses	Suggests detail is lacking regarding primary school layouts, employment land uses and the location of a park and ride.	The layout of the primary schools would be determined through full planning applications. In accordance with local plan policy for the site, employment uses generally include warehousing, logistics, industrial processes and office uses. It is not possible or appropriate to be more prescriptive within the SPD itself. A park and ride to the north of the site adjacent to the A52 has been proposed by the County Council for several years but a detailed location has not yet been confirmed and therefore cannot be identified within the SPD.
248.	Resident 71 Resident 72 Resident 73 Resident 80	4.6 Land Uses	Concern there will be development of new homes adjacent to Tollerton Park	The SPD clearly establishes a school campus and a central green space as uses neighbouring Tollerton Park. Notwithstanding

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
	Resident 110 Resident 125 Resident 145 Resident 149			this, residential development would not be incompatible adjacent to Tollerton Park.
249.	Resident 206 Resident 221	Community facilities	Lack of binding guarantees that education and medical facilities will be provided. Provision does not seem to adequately feature in the SPD.	The SPD identifies that new schools and health facilities to meet the needs of new residents is expected. The SPD is not a legal document and cannot offer binding guarantees.
250.	Resident 219	Community facilities	The document suggests that facilities such as education, recreation and retail will be provided within 10 minutes walk but there is no detail of how this will be delivered, where is the network of paths?	<p>The SPD indicates the broad active travel network for the site, but more details would be established as part of the planning application process.</p> <p>At paragraph 4.80 the reference to access to facilities within 10 minutes should refer to walking distance and that this should ideally be the case.</p> <p><u>Modification</u> Change paragraph 4.80 (bullet point 3) to the following text: 'Legible (and clearly signed), direct, safe, lit and surveilled cycling routes through and around the development which allow access to local facilities <u>ideally</u> within 10 minutes <u>walking distance</u>, and link into existing networks beyond the development's boundary;'</p>
251.	Resident 219	Community facilities	There are no timelines in the document for the delivery of key services and	The SPD establishes the broad infrastructure requirements, and more details about what and

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
			facilities. Spire Hospital is indicated as an existing service and facility, however it is private and does not serve the community.	when with be established subsequently at the Infrastructure Delivery Plan (IDP) and planning application stage (including within section 106 legal agreements).
252.	Resident 222	Healthcare facilities	Lack of clarity around how you have determined that the NHS GP provision can manage 16,000 new patients.	The NHS provision is and will be calculated using the NHS's required standards. This is stated in the SPD.
253.	Active Travel England	Land uses	<u>Land Uses</u> Neighbourhood Centres (p.46): Design must prioritise active/sustainable access. Employment (p.48): Require active travel integration and robust travel plans. Education: Strengthen sustainable access requirements; include cycle parking standards, lockers, drying facilities; design schools with active travel front and centre.	<p>The neighbourhood centres' indicative locations are close to primary streets which will have segregated cycle provision, they are also connected to traffic free routes through the site.</p> <p>The Active Travel section at 4.67 sets out that proposals must be informed by Active Travel principles and Access and Movement diagram (Figure 35) which illustrates how the different land uses on site will be expended to be well served and connected by active travel corridors throughout the site – including as part of the primary and secondary street networks.</p> <p>It is considered the SPD (with the addition of a new active travel related design objective) appropriately covers Active Travel matters in sufficient detail at this stage, ahead of more detailed requirements being established within the IDP and are part of the planning application process.</p>

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254.	Resident 23	Retail and leisure	Concerns over insufficient retail and leisure offering in surrounding towns and lack of parking.	There are large essential retail offerings at nearby Gamston and Edwalton and a significant retail offering in West Bridgford. Improvements to infrastructure and public transport through development will make these further accessible. Besides this there are community leisure and retail facilities planned on the site.
255.	Resident 226	4.65 Secondary Streets	Questions lack of detail on tertiary streets (widths etc.)	It was considered necessary to go into this level of detail for residential development within the SPD. However the Site-Wide Design Code at Appendix 1 to the SPD indicates that street network will require more detail in subsequent Area Design Codes for the site.
256.	Cllr Richard Butler	4.66 Public Transport	Queries what guarantees and protections are in place to ensure public transport services will be run at a practical rate.	The SPD says that it is anticipated the development would be served by bus around every 10 minutes. While there are not mechanisms available within an SPD to indefinitely guarantee levels of bus service, planning stops and roads for this level of provision best enables the local transport bodies to provide it. A public transport strategy is required before determination of the first planning application for the site and, as part of this, it is expected to identify the need for interim arrangement for layover facilities for operators to facilitate early delivery of a bus service for the early occupiers of the site.

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
257.	Cllr Steve Calvert	4.66 Public Transport	Questions the standard of bus frequency that would be provided on site	The public transport section states an anticipated frequency of a bus around every 10 minutes into Nottingham City Centre
258.	Resident 60 Resident 61 Resident 98 Resident 144 Resident 232 Resident 255 Resident 266 Resident 271 Resident 275 Resident 283	4.66 Public Transport Strategy	Concerned that public transport arrangements have yet to be formalised.	Bus services have recently been improved and will continue to be improved as demand is consolidated through the development. A public transport strategy is required before determination of the first planning application for the site. As part of this, it is expected to identify the need for interim arrangement for layover facilities for operators to facilitate early delivery of a bus service for the early occupiers of the site. Additionally, the design code states standards for public transport infrastructure including that most residential dwellings must be within 400m of a bus stop.
259.	Cllr Steve Calvert Resident 208	4.67 Active Travel	Requests stronger wording to avoid “departures” from the required pedestrian and cycle access improvements	<p>The wording of the paragraph is not clear and departures should be where this is to satisfaction of the local planning authority.</p> <p><u>Modification</u> Using part of the text within paragraph 4.67, create a new paragraph following it with the following text: ‘A segregated two-way cycle track will be delivered along Primary Streets through the development, with a shared footway/cycle track provided, unless departures from this requirement have been demonstrated to the Highway, and Local Planning Authorities as appropriate and are</p>

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				<u>agreed by the Local Planning Authority in consultation with the Local Highway Authority.</u> The proposals must have been informed by Active Travel principles. All future planning applications must demonstrate compliance with the same principles.'
260.	Cllr Steve Calvert Resident 113	4.67 Active Travel	Concerned that Bridleway 5 is currently blocked at the A52 by National Highways and that there is no plan to rectify this.	Bridleway 5 Crosses the A52 to the south of the allocation and so is not subject to this SPD although as stated, contributions will be secured for off-site infrastructure. The proposed locations of new junctions where upgrades will be made to pedestrian and cycle crossing arrangements are highlighted in the Movement Framework.
261.	Grantham Canal Society Canal and River Trust Holme Pierrepont and Gamston Parish Council Resident 38 Resident 44 Resident 141 Resident 155 Resident 197	4.67 Active Travel	Suggests pedestrian access via tunnels/underpasses at the Grantham canal	Reinstating a towpath beside the canal under the A52 is not one of the access options considered within the SPD and it is anticipated that it would be a problematic and expensive option to pursue to support pedestrian and cyclist access for the site, when alternative options exist. This arrangement is likely also dependent on National Highways work to upgrade the A52.
262.	Grantham Canal Society	4.67 Active Travel	Raises the potential for the development to contribute to reconnection of the canal to the River Trent	The SPD acknowledges the importance of the Grantham Canal as a green infrastructure corridor and active travel work, helping to

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
page 335				connect the site and wider area. The document focuses on improvements to the setting and accessibility of the canal along the northern edge of the site however contributions to off-site infrastructure may be an opportunity to fund improvements to the canal tow path, particularly regarding active travel infrastructure. However, in respect of reconnecting the canal of the River Trent, there is not a clear case to justify why this is necessary to support the development of the site. Opening up the canal under the A52 is not one of the access options considered within the SPD and it is anticipated that it would be a problematic and expensive option to pursue, when alternative options exist. This arrangement is likely also dependent on National Highways work to upgrade the A52.
263.	Pedals Resident 76 Resident 144 Resident 196 Resident 147 Resident 250 Resident 281	4.67 Active Travel	Request the SPD proposes improvements to existing active travel infrastructure and connections to it.	The SPD proposes that the new active travel infrastructure will connect to routes in Gamston through improvements to at grade crossings on the A52, a potential new bridge crossing (see response and modification below under ref 282) and the existing crossing north of Tollerton Lane junction. While the SPD does not propose what specific improvements are required to active travel infrastructure off the site, funding will be secured for reasonable and necessary improvements through planning permissions and associated Section 106s.

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264.	Resident 104	4.67 Active Travel	Requests consultation with local cyclists on planned cycle improvements relating to the site.	All planning applications within the site, which include details in respect of strategic infrastructure such as cycle lanes, will be consulted on with appropriate consultees as is standard. The Council welcomes the input and advice of local cyclists.
265.	Resident 111	4.67 Active Travel	Concern that the desire to promote walking and cycling will not necessarily prompt behaviour change	It is true that behaviour change cannot always be affected by physical intervention alone. There are various schemes by local authorities and other stakeholders looking to promote behaviour change, specifically through walking and cycling. These will need to be continued to bring about real change.
266.	Resident 111	4.67 Active Travel	Concern that dualling the A52 will exacerbate the traffic issues currently experienced and create further issues with pedestrian access across the road.	Some of the primary infrastructure improvements identified as necessary for development to happen include upgrades of pedestrian and cycle crossing facilities over the A52. A host of transport upgrades were identified in the Local Plan Part 1: Core strategy as necessary for the development to come forward. These include the upgrade to the A52 but also include improvements to walking and cycling links locally and upgrading and expanding the local bus services.
267.	Resident 123	4.67 Active Travel	Suggests cycle provision in conjunction with major junctions will likely discourage cycling between the site and the surrounding area.	Delivery of cycle connections alongside junctions will ensure cycle access is secured early in the development. Further active travel connections will be considered alongside junction improvements as the site is developed.

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
268.	Resident 128	4.67 Active Travel	Suggests the size and location of active travel routes is unclear	The access and movement strategy diagram shows the indicative layout for the primary and secondary streets as well as shared foot and cycleways. The strategy states that all primary routes will have a 3m segregated cycleway and a 2m dedicated footway. It also establishes that the shared walking and cycling routes will be a 3m shared foot and cycleway.
269.	Resident 136	4.67 Active Travel	Expresses support for active travel provision across the site.	As established in SPD, including the site wide design code, there is expected to be extensive active travel provision including the implementation of cycleways along primary routes and shared foot and cycle paths through new green space.
270.	Resident 138	4.67 Active Travel	Queries what active travel provision there will be along the Grantham Canal	The canal towpath currently allows for walking and cycling and this would continue.
271.	Resident 196 Resident 212	4.67 Active Travel	Traffic volumes on roads in the area around the development are very likely to increase, and potentially quite significantly, as a result of the development - therefore improved facilities for pedestrians & cyclists should also be provided across this wider area.. A good starting point would be a segregated cycle path along the full length of Tollerton Lane. However, it should not stop there and more should also be done for Cotgrave Lane and Cotgrave / Plumtree Road.	As outlined by the SPD, a range of contributions will be sought for necessary off-site infrastructure including active travel improvements. Such works may be directly delivered by the site developers.

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
272.	Resident 37 Resident 169 Resident 172 Resident 175 Resident 197 Resident 230 Resident 245 Resident 255 Resident 256	4.67 Active Travel	Concerns over pedestrian access, suggest various bridges	<p>Pedestrian access arrangements will be dealt with through full planning applications. The SPD requires that upgrades to existing crossings and new at grade crossings will be established early on to enable phased build out to begin.</p> <p>It is accepted that the potential option of a foot and cycle bridge needs to be explicitly referenced in the SPD – see Modification below at ref 282.</p>
page 338 273.	Resident 48 Resident 172 Resident 191 Resident 197	4.67 Active Travel	Objects to the provision of active travel access at grade and suggests a bridge be delivered through a section 106 Agreement	<p>Improvements to pedestrian crossings are some of the first infrastructure required for the site to come forward. At grade improvements are deemed to be the most deliverable as these can be made in conjunction with reconfiguration of the Road Network. Further access arrangements will have to come forward through full planning applications and will involve assessment of the feasibility and cost as well as input from the highways authority.</p> <p>It is accepted that the potential option of a foot and cycle bridge needs to be explicitly referenced in the SPD – see Modification below at ref 282.</p>
274.	Resident 48 Resident 191	4.67 Active Travel	Concern the SPD lacks detail of required active travel infrastructure beyond the site	The SPD primarily establishes a high-level approach to active travel measures within the

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
			<p>to Morrisons at Gamston or other local schools</p> <p>Concerned that figures 20 and 35 do not show FP6 and FP15 as access points to the site although these form the existing pedestrian interface with the land.</p> <p>Concerned movement circulation diagrams are preoccupied with vehicular movement and do not clearly portray active travel routes</p>	<p>site. It is not accepted that movement related plans and diagrams are preoccupied with vehicular movement. The access and movement strategy for instance indicates the location of the active travel corridors and strategic foot and cycle track network.</p> <p>More detailed requirements, both within and beyond the site, will be established through the IDP and planning application process. It is expected this will include off site active travel improvements, but specifically where and in what form is not yet established in detail.</p>
275.	Resident 69 Resident 169	4.67 Active Travel	<p>Requests following improvements to active travel and public transport infrastructure:</p> <ul style="list-style-type: none"> - Footpath along Tollerton Lane - Allowances made for future tram extension - Pedestrian access over the A52 at Edwalton Golf Course - Provision of a new cycle path connecting to the new bridge at Lady Bay 	<p>Upgrades to Tollerton Lane will include a footway alongside it in line with the design code. There are currently no plans for a tram route through the site although there is ambition for a new park and ride facility off the A52 further north. The mentioned footpath crosses the A52 south of the site and is not planned to be improved but safer pedestrian crossings will be delivered between Gamston and the development. The SPD establishes a need to establish connections with existing and planned cycle routes including the Grantham Canal towpath and those within West Bridgford and to the new bridge at Lady Bay.</p>
276.	Resident 80 Resident 90 Resident 91	4.67 Active Travel	<p>Requests for safe cycle provision along Tollerton Lane including 30mph speed limit and foot and cycleway either side</p>	<p>The SPD establishes that along all primary streets in the development there will be adjacent segregated cycleways and for all</p>

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
page 340	Resident 92 Resident 93 Resident 94 Resident 96 Resident 97 Resident 99 Resident 100 Resident 103 Resident 104 Resident 119 Resident 131 Resident 134 Resident 135 Resident 140 Resident 185 Resident 188 Resident 191 Resident 193 Resident 196 Resident 232 Resident 236 Resident 28			secondary streets and leisure routes there will be a 3m wide shared foot and cycleway adjacent. While Tollerton Lane will not be a primary street this will ensure safe routes from Tollerton to the urban area. The SPD also establishes a need for traffic managements measures between the site and Tollerton village.
277.	Tollerton Parish Council Resident 22 Resident 60 Resident 275	4.67 Active Travel	Suggests the active travel element of the scheme is lacking credibility and risks entrenching car dependency	Amongst a number of provisions within the SPD to provide for and support active travel, the document explicitly states the active travel infrastructure will be designed to established standards including: LTN 1/20 standard cycleways, Manual for Streets and the County Council's 'Highway Design Guide' standards for streets, Sport England's Active Design

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
				guidance for walkability and to promote active travel.
278.	Active Travel England	Active travel	<p>Vision -Current vision lacks clarity on transport; should explicitly address active travel and barriers (e.g., A52 crossing). Include off-site desire lines to West Bridgford/ Nottingham. Strengthen language beyond “encouraging” active travel; set firm expectations.</p> <p>Elsewhere in the document there is insufficient emphasis on active travel and some of the details within the SPD could be improved.</p>	The SPD goes as far as it reasonably can at this stage in respect of active travel until more detailed is established in the IDP and as part of the planning application process. Except, that it is considered appropriate to include reference to the potential option of a bridge across the A52 for pedestrian and cyclist and make clear that this option should be that this should be assessed alongside an at-grade crossing option. See the Modification below – ref 282.
279.	Active Travel England	Active travel	<p><u>Connectivity</u> Section misses active travel requirements; add bullet points referencing NPPF and LTN 1/20. Show strategic links across A52; move connectivity under Movement Framework.</p>	The adherence with LTN 1/20 is referenced within the document. The document establishes that active travel links across the A52 will be established as part of early phases of the scheme
280.	Active Travel England	Active travel	<p><u>Mobility hubs and Street Design</u> Various comments are made the mobility pubs and street design and the need for further detail is requested. For example, for Primary streets: clarify segregation; avoid long straight sections; ensure active frontage. For</p>	<p>The document specifies that active frontage will be sought where buildings front the public realm. The requirement for continuous cycle route with minimised access to driveways to avoid crossovers is identified.</p> <p>A number of detailed comments made by Active Travel England would be expected to be</p>

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			Secondary streets: reduce on-plot parking; consider car-free street strategies.	more appropriately addressed as part of the planning application process.
281.	Active Travel England	Active travel	<u>Movement Framework (p.64)</u> Link to ATE toolkit and advice. Address A52 crossing explicitly; uncontrolled PRow crossings are unsuitable. Include mobility hubs with cargo/adaptable cycle hire; clarify segregated vs shared routes.	A change has been made to include more explicit mention of provision of primary means of crossing the A52 for pedestrians and cyclists. See the Modification below – ref 282. Facilities to be provided at mobility hubs are also outlined in the document. The SPD specifies primary roads will have segregated cycle provision while secondary ones will be shared surfaces for all modes. It is also detailed that leisure routes off street will have a shared foot and cycle way.
282.	Active Travel England	Active travel	Concern that the challenges of crossing the A52 by active travel modes is overlooked and concern over at-grade A52 crossings; need evidence-based design and lack of insufficient coverage within the SPD to these crossings.	It is agreed that solutions for achieving access for pedestrians and cyclists across the A52 Lings Bar need to be based on evidence. As part of this, it is accepted that the potential option of a foot and cycle bridge needs to be explicitly referenced in the SPD. <u>Modification</u> At paragraph 4.67, including the following text: <u>'A primary route for pedestrians and cyclists to move between the site and Gamston centre will need to be provided. This could be the provision of a pedestrian and cycle bridge over the A52, or it could be at-grade controlled</u>

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
				<p><u>crossings on the A52 between the site and Ambleside. Determination of the most suitable option to achieve pedestrian and cycle connectivity and safety should be informed by a crossing options analysis as part of the transport assessment for the proposed development.'</u></p> <p>At the Delivery Strategy chapter (chapter 5) include as a new bullet point to 'B Off-site infrastructure' the following text:</p> <p><u>'• A52 crossing options analysis for pedestrians and cyclists – the transport assessment work for the proposed development will need to include a crossing options analysis to determine the most suitable primary route for pedestrians and cyclists between the site and Gamston centre, which shall include analysis of:</u></p> <ul style="list-style-type: none"> <u>– a pedestrian and cycle bridge over the A52;</u> <u>and</u> <u>– at-grade controlled crossings on the A52 between the site and Ambleside.</u> <p><u>The costs and benefits of each option shall be set out, including the contribution towards pedestrian and cycle connectivity and safety.'</u></p>

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
				<p>Within Whole Site Transport Infrastructure table at Chapter 5 includes, as a new Active Travel Item, the following text:</p> <p><u>‘Implementation of primary route for pedestrians and cyclists between the site and Gamton centre, to be achieved either by:</u> <u>– a pedestrian and cycle bridge over the A52;</u> <u>or</u> <u>– at-grade controlled crossings on the A52 between the site and Ambleside’.</u></p> <p>With its trigger being: <u>‘Delivery trigger to be agreed, but likely to be early delivery.’</u></p>
283.	Notts CTC	Active travel	<p>It is commendable that the SPD makes much reference to the provision of good facilities for pedestrians & cyclists. There is also reference to existing formal is such as the National Cycle Network. However, what does not appear to have been recognised is the extent to which Tollerton Lane, Cotgrave Lane and Cotgrave / Plumtree Road are used currently by relatively large numbers of leisure cyclists in order to gain access to the Vale of Belvoir. As well as providing good facilities for pedestrians & cyclists within the development and for access into the Gamston & West Bridgford areas, it will also be important to improve significantly the infrastructure for pedestrians and</p>	<p>Segregated cycleways are to be implemented across all primary roads on the development as identified within the SPD. While the SPD does not propose what specific improvements are required to active travel infrastructure off the site, funding will be secured for reasonable and necessary improvements through planning permissions and associated Section 106 agreements. The County Council and the East Midlands Combined County Authority will continue to look for opportunities to improve active travel infrastructure across the borough.</p>

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
			cyclists within a wider area around the development - perhaps within a 5km radius around the development. A good starting point would be a segregated cycle path along the full length of Tollerton Lane. However, it should not stop there and more should also be done for Cotgrave Lane and Cotgrave / Plumtree Road.	
284.	Resident 232 Resident 236 Resident 237 Resident 247 Resident 276 Resident 283 Resident 289	Active travel	Requests more enforceable commitment to active travel infrastructure including at Wheatcroft Island	While the SPD does not propose what specific improvements are required to active travel infrastructure off the site, funding will be secured for reasonable and necessary improvements through planning permissions and associated section 106s agreements. This may not include active travel infrastructure at Wheatcroft Island, but provision of improved pedestrian and cycling crossings at this point are expected as part of National Highways' programmed works for this junction. County Council
285.	Resident 247	Active travel	Requests improvements to active travel provision in Tollerton are delivered earlier in the development to protect pedestrians from the increase in traffic	Active travel improvements in Tollerton Village will depend on the recommendations of the ongoing transport assessment work, however the SPD establishes that traffic management measures between the site and Tollerton will need to be implemented through planning permissions.

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
286.	Active Travel England	Transport	<p><u>Development Framework</u></p> <p>Design Objectives (p.44–45): Add explicit movement objective prioritising active/sustainable travel.</p> <p>Greenways and linear parks: ensure routes are suitable for everyday trips (lit, all-weather, safe).</p> <p>Movement & Circulation: address A52 crossing and developer responsibilities for active travel.</p> <p>Neighbourhood Areas: prevent disconnected layouts; promote permeability and active frontages.</p>	<p>The provision of strategic active travel infrastructure alongside the primary streets demonstrates that walking and cycling are a priority within the development as does the addition of a network of active travel routes off road. Specification of the routes provided will be informed by LTN 1/20 as stated.</p> <p>The document specifies that strategic infrastructure including active travel is a shared responsibility of all developers on site.</p> <p>The SPD states that buildings fronting onto public realm should have active frontages and overlook the street.</p> <p>A change has been made to include more explicit mention of provision of primary means of crossing the A52 for pedestrians and cyclists. See the Modification above at ref 282</p>
287.	Notts County Council (Property)	Transport	<p>There a number weaknesses in the work undertaken to date to assessment the transport impacts of development and in the transport mitigation details included in the SPD. For example, the provision of multiple active travel crossings of the A52 is a fundamental part Local Plan policy for the site and no presentation of a grade separated solution has been presented.</p>	<p>The transport assessment work for proposed development of the site is still ongoing and it is not prudent to wait for its completion and outcomes before the SPD is adopted, for the reasons sets above at Ref 231.</p> <p>The need for a potential active travel bridge across the A52 to be considered further has now been added to the SPD (see above at Ref 282).</p>
288.	Notts CTC	Transport	<p>Notts CTC organises more than 200 group rides per year and a relatively high</p>	<p>There are traffic calming interventions proposed to reduce the impact on the</p>

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
			proportion of these rides use roads that are likely to see an increase in traffic levels as a result of the proposed development. Furthermore, many of our members use these roads on other occasions - both for leisure and for more purposeful active travel. Many of our members feel strongly that those actions that are proposed in support of active travel and that are associated with the proposed development, are inadequate - and much more needs to be done, both to protect those who already use these roads for cycling & walking and to encourage more people to do so.	mentioned road although it is accepted that traffic generally will increase as a result of development. The County Council and the East Midlands Combined County Authority will continue to bring forward schemes which encourage behaviour change and improve active travel infrastructure.
289.	Pedals	Transport	Propose traffic calming in Gamston District Centre as well as Tollerton	While the SPD does not identify if specific traffic calming measures will be required off the site, funding will be secured for any reasonable and necessary improvements through planning permissions and associated Section 106 agreements.
290.	Pedals	Transport	Request early and comprehensive delivery of signage to external destinations and bus links. Also attention to detail in cycle facility design e.g. appropriate surface treatment, good lighting etc	The requests are noted. The site wide design code includes as a mandatory requirement within the access and movement section the requirement for development to include signage to facilitate wayfinding and legibility.
291.	Pedals	Transport	List of external links recommended for improvement	While the SPD does not propose what specific improvements are required to active travel

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
			<ul style="list-style-type: none"> - Gamston to West Bridgford Via Grantham Canal (F13) - Regatta Way to Radcliffe Road and Waterside Bridge - Safe routes to Tollerton, Plumtree, Keyworth and BGS site. - Burleigh Road-Nearsby Drive link - BW6 to Bassingfield 	infrastructure off the site, funding will be secured for reasonable and necessary improvements through planning permissions and associated section 106s agreements. The Council notes the advice provided in respect of recommended improvements.
292.	Pedals	Transport	Request cycle infrastructure avoids making cyclists switch sides of the road mid route as per LTN 1/20	The Design Code states cycleways will be designed in accordance with the principles of LTN 1/20
293.	Pedals	Transport	Objects to provision of active travel connections at grade and proposes two bridges, one at the junction with Ambleside and another further south e.g. FP6	<p>The SPD establishes that at grade crossings will be delivered in the first stage of development in conjunction with new road connections to the A52. Further active travel links will be subject to full planning applications</p> <p>It is accepted that the potential option of a foot and cycle bridge needs to be explicitly referenced in the SPD – see Modification above at ref 282.</p>
294.	Resident 219	Transport	There are no pedestrian or cycle routes indicated to key destinations on the plans or where improvements will be made	The SPD and its site wide design code both specify the provision of active travel infrastructure adjacent to primary streets as well as the provision along leisure routes. These connect various destinations within the development.

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
295.	Grantham Canal Society	4.68 Vehicular Movement and Access Strategy	Request the Memorandum of Understanding for the A52 and A606 upgrades include provision for the canal towpath to pass under the A52	While the comments are noted, the Memorandum of Understanding is separate to the SPD and outside its remit.
296.	Holme Pierrepont and Gamston Parish Council Cllr Debbie Mason Resident 2 Resident 7 Resident 18 Resident 33 Resident 39 Resident 43 Resident 50 Resident 54 Resident 56 Resident 60 Resident 61 Resident 76 Resident 79 Resident 84 Resident 87 Resident 90 Resident 98 Resident 107 Resident 108 Resident 115 Resident 116	4.68 Vehicular Movement and Access Strategy	Concerns over how any traffic calming or junction restrictions will be implemented	Traffic calming measures are outlined by the document particularly regarding movement along Tollerton Lane. Suggestions include mode restricting parts of Tollerton Lane and diverting traffic along the new primary routes. The SPD also highlights speed limits and traffic calming and management measures within the site, and beyond to Tollerton village to disincentivise or prevent through traffic.

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
page 350	Resident 117			
	Resident 118			
	Resident 121			
	Resident 128			
	Resident 143			
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	Resident 149			
	Resident 151			
	Resident 159			
	Resident 160			
	Resident 162			
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	Resident 277			

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
	Resident 279 Resident 281 Resident 282			
297.	Resident 113 Resident 130 Resident 276	4.68 Vehicular Movement and Access Strategy	Concern over lack of measures set out to prevent use of Bassingfield Lane to access the site from the A52 westbound.	It is proposed mention is included at paragraph 3.65 to better ensure that the impact of additional traffic through the village of Tollerton and Bassingfield will be carefully considered and suitable mitigation measures adopted and implemented to ensure that traffic levels are maintained to an acceptable minimum level. See the modification below at ref 236.
298.	Resident 12 Resident 15 Resident 17 Resident 18 Resident 20 Resident 23 Resident 26 Resident 34 Resident 35 Resident 37 Resident 39 Resident 41 Resident 42 Resident 47 Resident 62 Resident 121 Resident 161 Resident 252	4.68 Vehicular Movement and Access Strategy	Expresses need for change to the road system around the suburbs south of the River Trent and solutions to congestion	Development of strategic sites south of the River Trent is anticipated to produce a marked increase in the amount of traffic on the road network. This is why a programme of improvement works to A52 junctions in the east, south and west of West Bridgford, was identified as necessary for development of such sites in the Rushcliffe Local Plan Part 1: Core Strategy (2010). While National Highways has agreed to upgrade A52 junctions between the A6005 (QMC) and the A46 (Bingham), the focus of the SPD and wider development plan policy is reducing the use of private vehicles by locating the majority of housing close to public amenities, public transport links and employment opportunities.

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
	Resident 266 Resident 271 Resident 284 Resident 285 Resident 290			
299.	Resident 120	4.68 Vehicular Movement and Access Strategy	Concern the SPD does not contain comparable detail to that of the Melton Road SPD particularly with regard to access arrangements.	These are different sites, with different circumstances. To include a comparable level of detail would require transport assessment work to be completed. The reasons for not delaying the SPD's completion until after transport assessment work is completed are set out above at ref 231
300.	Resident 16 Resident 243	4.68 Vehicular Movement and Access Strategy	There should not be a reliance on National Highways planned A52 upgrades..	Planned A52 works at Radcliffe on Trent and the Gamston roundabout (the A52/A6011) have already been completed and planned major works at the Wheatcroft and Nottingham Knight roundabouts are now programmed to begin during 2026. It is appropriate place reliance on these works helping to support the site's development.
301.	Resident 46 Resident 208 Resident 211	4.68 Vehicular Movement and Access Strategy	Requests <ul style="list-style-type: none"> - Completion and publication of comprehensive traffic modelling coordinated between National Highways and the County Council - Development of a detailed and deliverable access strategy that sets out responsibilities and timetables for delivery 	These details cannot be fully established at this stage, ahead of the completion of transport work. The SPD provides the necessary framework to allow transport mitigation requirements to be subsequently established within the IDP and as part of planning permissions.

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
			<ul style="list-style-type: none"> - Inclusion of a fully costed and funded mitigation measures with particular emphasis on protecting Tollerton Village from adverse traffic impacts 	The reasons for not delaying the SPD's completion until after transport assessment work is completed are set out ref 231.
302.	Resident 55 Resident 209	4.68 Vehicular Movement and Access Strategy	<p>Requests complete and published transport modelling before SPD is adopted alongside:</p> <ul style="list-style-type: none"> - Single and deliverable access strategy with National Highways and Nottinghamshire County Council - Costed mitigation measures for trunk and local roads - Clear plans to protect Tollerton Village from congestion 	<p>These details cannot be fully established at this stage, ahead of the completion of transport work. The SPD provides the necessary framework to allow transport mitigation requirements to be subsequently established within the IDP and as part of planning permissions.</p> <p>The reasons for not delaying the SPD's completion until after transport assessment work is completed are set out above at ref 231.</p>
303.	Resident 6 Resident 226	4.68 Vehicular Movement and Access Strategy	Concerns over lack of detail as to how real accessibility will be secured. Requests comprehensive infrastructure and employment strategy before development of the site	While there are proposals for favoured access arrangements within the SPD, more detailed road access arrangements will be established by the IDP and planning permissions.
304.	Resident 71 Resident 72 Resident 110 Resident 115 Resident 125 Resident 145 Resident 149 Resident 156 Resident 246	4.68 Vehicular Movement and Access Strategy	Concerns over noise from increased traffic and school neighbouring Tollerton Park.	It is Local Plan policy that, in respect of new developments, noise attenuation is achieved and light pollution is minimised. This policy will be applied in deciding planning applications for development and attaching conditions to planning permissions.

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
305.	Resident 75	4.68 Vehicular Movement and Access Strategy	Concern over lack of construction phasing plan. Requests development start from the southern edge to reduce impact on local communities	Development phasing is contingent on complex factors including remediation work and delivery of strategic road infrastructure and therefore it is difficult at present to be prescriptive over phasing of development. The SPD does establish however, that the northern portion of the site is likely to be developed first being accessed via the first of several new junctions on the A52.
306.	Tollerton Parish Council Resident 60 Resident 61 Resident 70 Resident 79 Resident 83 Resident 108 Resident 110 Resident 151 Resident 211 Resident 226 Resident 236 Resident 237 Resident 239 Resident 245 Resident 252 Resident 255 Resident 258 Resident 260 Resident 261 Resident 263	4.68 Vehicular Movement and Access Strategy	Concern that there is no agreed transport strategy with the County Council as the highways authority. There is a lack of consistency and clarity on proposed access works and movement strategy	These details cannot be fully established at this stage, ahead of the completion of transport work. The SPD provides the necessary framework to allow transport mitigation requirements to be subsequently established within the IDP and as part of planning permissions. The reasons for not delaying the SPD's completion until after transport assessment work is completed are set out above at ref 231.

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
	Resident 266 Resident 273 Resident 274 Resident 275 Resident 277 Resident 279 Resident 281 Resident 283 Resident 285 Resident 286 Resident 288 Resident 289			
307. page 355	Tollerton Parish Council Resident 50 Resident 60 Resident 61 Resident 79 Resident 83 Resident 98 Resident 101 Resident 116 Resident 117 Resident 118 Resident 121 Resident 124 Resident 126 Resident 149 Resident 174 Resident 188 Resident 224	4.68 Vehicular Movement and Access Strategy	Concern the number and type of access points from the A52 are undefined.	The SPD establishes that three junctions with the A52 will be required and the rough locations for these. The arrangements for these will be further specified through transport modelling and planning application process.

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
	Resident 226 Resident 236 Resident 239 Resident 245 Resident 255 Resident 260 Resident 261 Resident 273 Resident 275 Resident 277 Resident 281 Resident 283 Resident 285 Resident 287			
308.	Cllr Steve Calvert	4.68 Vehicular movement strategy	Requests definition of “first phase” of development by number of dwellings.	The first phase of the development does not refer to a specific number of dwellings but a parcel of land on the northern side of the site which will require development of a new junction to be built out.
309.	National Highways	4.68 Vehicular Movement Strategy	Attention is drawn to Department for Transport (DfT) revised Circular 01/2022 - Strategic Road Network and the delivery of sustainable development which sets out that the SRN is not being relied upon for the transport accessibility of site a/locations except where this relates to roadside facilities or SRN-dependent sectors (such as logistics and manufacturing).	It has already been established by the Rushcliffe Part 1 Core Strategy that the new junctions on the A52 will be the primary means for road traffic accessing the site.

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
310.	Resident 129	4.68 Vehicular Movement Strategy	Concerned over lack of detail on road improvements across the entire area	There are planned road improvements to the A52 which are being carried out by National Highways, the design of which will be released in due course.
311.	Resident 133 Resident 137 Resident 150 Resident 152 Resident 157 Resident 164 Resident 166 Resident 168 Resident 171 Resident 175 Resident 177 Resident 180 Resident 181 Resident 183 Resident 186 Resident 214 Resident 226 Resident 233 Resident 236 Resident 241 Resident 244 Resident 248 Resident 249 Resident 250 Resident 252 Resident 253 Resident 257	4.68 Vehicular Movement Strategy	Concern that traffic congestion resulting from the development will be severe, limiting the network's ability to cope and causing significant stress and mental health impacts for residents.	The A52 works at Radcliffe on Trent and the Gamston roundabout (the A52/A6011) have already been completed and planned major works at the Wheatcroft and Nottingham Knight roundabouts are now programmed to begin during 2026. As made clear in the 2024 Rushcliffe Local Plan Part 1: Core Strategy, these works support the site's development. New access junctions and upgrades to the A52 are expected to be delivered early in the development to manage additional traffic and mitigate congestion. The SPD also prioritises active travel and enhanced public transport to reduce reliance on private vehicles, ensuring sustainable movement across the site. Measures such as landscaped buffers, acoustic fencing where appropriate, and traffic-calming interventions will be implemented to protect residential amenity.

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
	Resident 261 Resident 263 Resident 266 Resident 268 Resident 271 Resident 277 Resident 280 Resident 282 Resident 284 Resident 288 Resident 290			
312.	Resident 138 Resident 142 Resident 147 Resident 272	4.68 Vehicular Movement Strategy	Concerned how residents will get out of Tollerton if access North along Tollerton Lane is closed	The SPD proposes a potential bus gate and improvements to active travel infrastructure on Tollerton Lane to ensure access to amenities on the site and in Gamston is maintained for residents. Closing of access to private vehicles would likely be subject to monitoring of traffic over the course of development. Other existing routes would remain
313.	Resident 139 Resident 245	4.68 Vehicular Movement Strategy	Suggests mitigation measures for existing traffic is inadequate and discredits the transport strategy.	The SPD establishes the need for active travel and public transport to be the primary modes within the development and sets out design interventions to encourage this. There are further mitigations such as potentially installing a bus gate and other traffic calming and management measures which will be furthered informed through the ongoing transport assessment.

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
314.	Resident 142	4.68 Vehicular Movement Strategy	Concern there is no mention of Compulsory Purchase orders to widen roads	The planned works to the A52 being undertaken by National Highways are taking place independent of this development and as such provisions for this are not made in the SPD. At present, there is no assumption that compulsory purchase orders would be required in respect of highway works directly required by this development.
315.	Resident 202 Resident 204 Resident 211 Resident 216 Resident 219 Resident 220 Resident 221	4.68 Vehicular Movement Strategy	Concern over traffic impact through Tollerton village and existing traffic levels. Roads referred to include Burnside Grove, Stansted Avenue and Tollerton Lane	Proposed traffic calming measures include the potential restriction of Tollerton Lane for private vehicles. Any interventions will be informed by the emerging transport assessment work.
316.	Resident 226	Highways	Questions why indicative secondary and tertiary street sections are not presented.	Indicative streets are presented but tertiary street sections are unnecessary to be illustrated at this stage and in this SPD.
317.	Resident 259 Normanton on the Wolds Parish Council	Highways	Requests upgrades to road infrastructure include improvements to the A606 before any building begins.	The ongoing transport assessment will determine in more detail what improvements to infrastructure are required for the site to come forward, the SPD establishes that contributions will also be sought for off-site infrastructure.
318.	Vistry Homes Taylor Wimpey and Barwood Land	Highways	Suggests some detail on primary and secondary streets may not be necessary in the body of the SPD if it is laid out within the design code.	The comment is noted but it does not weaken the document to have the details in both the body of the SPD and in the site wide design code.

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
319.	Resident 1 Resident 166 Resident 193 Resident 196 Resident 242	Sustainable Transport Strategy	Requests public transport and active travel links to the built up area be more specific to encourage safe sustainable connections to amenities without encouraging general traffic. Requests traffic to Tollerton be emergency service and active travel only.	While there are indicative access arrangements within the SPD, more detailed road access will need to be established at the planning application stage. Access to Tollerton via Tollerton Lane will be the subject of appropriate traffic management measures.
320.	Cllr Richard Butler Resident 31 Resident 40 Resident 43 Resident 44 Resident 55 Resident 56 Resident 57 Resident 58 Resident 65 Resident 66 Resident 70 Resident 73 Resident 76 Resident 84 Resident 87 Resident 89 Resident 90 Resident 101 Resident 105 Resident 109 Resident 110 Resident 111	Transport	Concern for lack of detail regarding access to the site from the A52 considering prevalence of RTAs at current junctions. Concern over lack of traffic flow data presented as part of the SPD. Request that no housebuilding on site is commenced before the new access and road layouts have been established and proven adequate to accommodate the increased flows expected.	The SPD establishes that the first phase of development will be accessed from the A52's junction with Tollerton Lane, following improvements to it, which are to be decided through the planning application process. Based on assessment work undertaken to date, it is expected that there will need to be junction improvements at Tollerton Lane and the development of two new junctions from the site on to the A52. The detailed design and delivery arrangements for which will be established within the Infrastructure Delivery Plan (IDP) and planning permissions for the site (including within associated section 106 legal agreements). The detailed arrangements will need to be scrutinised by National Highways and the local highways authority. It is identified in the SPD that new access junctions and upgrades to the A52 are expected to be delivered early in the development to manage additional traffic and mitigate congestion, but identification of more specifically when is dependent on the outcomes of the transport modelling work. Agreed triggers for delivery

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
page 361	Resident 113			would then be secured through planning conditions and, where necessary, the inclusion of relevant details within section 106 agreements.
	Resident 115			
	Resident 124			
	Resident 126			
	Resident 127			
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Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
	Resident 274 Resident 277 Resident 285 Resident 286 Resident 287			
321.	Nottinghamshire County Council	Transport	<p><u>Movement & Design Standards</u> Where any application parcel abuts Tollerton Lane, a 5m depth of land abutting Tollerton Lane will be safeguarded by the Highway Authority to enable future highway works to facilitate safe access for the public within the wider SUE. In addition, primary and secondary routes (where they serve as bus routes) through the site should have a minimum carriageway width of 6.2-6.5 metres, with the provision of segregated cycle routes. Tollerton Lane should be severed to prevent rat-running, while maintaining bus/cycle access.</p> <p>The SPD should stipulate that bus stops should be provided within 400m of home. There should also be early provision of turning facilities within the development. Driveway and parking design must avoid conflicts with cycle routes and ensure accessibility. Shared private drives should serve no more than 5 dwellings and not act as through routes. Cycle storage must be provided at a rate to encourage use at</p>	<p>The purpose of the SPD it to provide a high-level framework to enable the delivery of a site with a number of landowners. The SPD states that more detailed design and mitigation matters, together with their delivery are matters for planning applications for the site and the proposed Infrastructure Delivery Plan.</p> <p>The issue of limiting Tollerton Lane (between the site and Tollerton village) and at Bassingfield is referred to above at ref 236.</p> <p>The document refers to adherence with the highways design guide. It is not necessary to repeat such detailed standards within the SPD.</p> <p>It, however, be of benefit that any road serving as a bus route will need to take a similar form to a Primary Street.</p> <p><u>Modification</u> Add to paragraph 4.65 the following text: <u>'It should be noted that any secondary routes on site that serve as bus routes will have to designed in a similar manner to a Primary Streets in terms of carriageway widths and the</u></p>

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
			a rate of 1 space per the number of bedrooms in a unit. Early integration into site-wide infrastructure planning required, with the need for a site wide Walking, cycling and horse-riding assessment and review to be undertaken as part of the SPD, or prior to consideration of planning applications.	<u>requirement for segregated footway/cycleways.'</u>
322.	Cllr Steve Calvert	4.75 Vehicular Parking	Requests maximum parking standard is established to avoid over provision.	The Borough Council currently does not have its own parking standards which would require production of a new SPD. The County Council as the highways authority has produced guidance regarding the appropriate number of parking spaces per different types of dwellings and different levels of built up area. This guidance is already used across Rushcliffe and it is intended that it will for this site.
323.	Cllr Steve Calvert Resident 126	4.75 Vehicular Parking	Requests travel and parking plans for the schools and questions how it is envisioned children reach the schools.	Travel plans are normally produced as part of full planning applications. The SPD sets out that the secondary school and primary schools will be located close to the main primary movement corridors and accessible by sustainable modes of transport as private and public transport. It is therefore envisioned that walking and cycling will form the primary means for children to reach the schools.
324.	Resident 32 Resident 133 Resident 236	4.75 Vehicular Parking	Suggests the SPD should require on-site parking meets adopted highway standards, traffic orders and design	SPD states that development will be designed to accommodate current parking standards in

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
	Resident 275		interventions should be put in place to prevent overspill and construction parking should be exclusively on site.	accordance with discussions with the highway authority. The relevant planning consents will require a construction method statement which will need to set out appropriate traffic management measures for construction traffic.
325.	Cllr Steve Calvert	4.77 Vehicular parking	Highlights missing parking quantum	The reference to 'a summary relating to residential parking is provided below' was included in error. <u>Modification</u> Remove erroneous text from paragraph 4.77 and clarify wording.
326.	Notts County Council (Property) Resident 245	4.78 Sustainable Transport Strategy	Suggests active travel commitments are insufficient as there are no delivery timelines or targets for sustainable modes or mode switch	The SPD establishes that primary active travel infrastructure should be established alongside first occupations. Further details as to when will be determined as part of the IDP and as part of the planning application process. Other active travel infrastructure throughout the site will be delivered through individual applications. Travel plans will be required for the site to demonstrate how mode shift is being encouraged.
327.	Resident 123 Resident 148	4.78 Sustainable Transport Strategy	Suggests development of a park and ride should happen in conjunction with the site	The SPD sets out a requirement to consider the need for and feasibility of a park and ride site to help support development. If it is determined that there should be one, a reasonable and proportionate financial

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
				contribution will be required towards the delivery of that facility and connections to it.
328.	Resident 123	4.78 Sustainable Transport Strategy	Suggests improvements to public transport need to be accompanied by parking restrictions and bus lanes to foster public transport use.	The SPD outlines that some parking will be provided on street, but this is to be bay parking in line with design wisdom that this will minimise interruption or risk to active travellers. The number of spaces will be provided in line with the guidance prepared by the County Council as highways authority. At present bus lanes are not identified as necessary within the site.
329.	Resident 126 Resident 219	4.78 Sustainable Transport Strategy	Questions viability of a park and ride.	A park and ride facility is proposed independent of the development.
330.	Resident 75	4.78 Sustainable Transport Strategy	Questions the reference to the Copenhagenise design code	The Copenhagenise design code sets a precedent for making urban areas safer and appealing for use of bicycles instead of private vehicles.
331.	Resident 75	4.8 Sustainable Transport Strategy	Concern development of a park and ride could intensify impact on Bassingfield.	The development of a park and ride site would require planning permission, an application for which would require its potential impacts to be assessed.
332.	Nottinghamshire County Council	Transport	<u>Public Transport</u> The bus service information and bus route maps in the SPD is significantly out of date.	It is accepted that the bus service information and bus route maps need updating within the final SPD, although this information will always be a snapshot in time.

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
			<p>The SPD should contain stronger Travel Plan requirements (e.g., free bus passes for new residents).</p> <p>The County Council notes that the costs listed under “Bus Infrastructure” are out of date (Appendix 1, Pages 31–32). References to specific figures should be removed, with the SPD instead referring to the Council’s Planning Obligations Guidance or any successor document published by EMCCA. The figure of £150,000 per annum for a full-day double/single deck operation is out of date and should be removed. NCC’s current guidance, as provided in 2023, identifies a bus service contribution of £1,300 per household (indexed to £1,450 at current values) as the appropriate benchmark.</p> <p>The County Council notes that the SPD proposes two ‘Mobility Hubs’ within the site (Section 4.60). Further details will be required on their design, operation and integration with the wider sustainable transport network. NCC is currently seeking advice on best practice design principles and would welcome continued dialogue on this aspect.</p> <p>All references to bus infrastructure (Pages 64–71, 85, 102–104) should align with the NCC and EMCCA Bus Stop</p>	<p>The costs for bus infrastructure contributions referred to have not been included in the SPD. However, these comments are noted in the context of preparing the IDP.</p> <p>Comments in relation to standards are noted. The SPD refers to adherence with the highways design guide.</p> <p>Paras 4.61–4.63 details what each hub will contain. Further details on how each phase of development will connect into the hubs will be a matter for planning applications and the Infrastructure Delivery Plan.</p> <p><u>Modification</u> Update Figure 14 with amended map of existing bus routes.</p>

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			Infrastructure Standards, as set out in the <i>NCC Highway Design Guide</i> and supporting drawings:	
333.	Resident 218 Resident 290	Transport	Public transport claims made are inaccurate. Residents of Tollerton must walk to Melton Road to access bus services. Cotgrave Lane only has an hourly bus service, with no service on Sundays.	The appraisal of public transport in the document is, as best as possible, an accurate representation of the facilities present in the area., however, routes and frequency of services are subject to reasonably regular change. New bus services will serve the development.
334.	Resident 22	4.86 Sustainability	Concerns standards for carbon reduction, renewable energy use and BNG are difficult to quantify and thus monitor	Carbon reduction is difficult to measure generally because the impact may occur across various jurisdictions and at various rates. The SPD sets out measures known to ensure carbon reduction such as building to a “Future Homes Standard” ensuring that where reduction may be difficult to quantify, they can be guaranteed.
335.	Cllr Steve Calvert Resident 123	4.88 Mitigating and Adapting to Climate Change	States need to include opportunities for renewable energy generation	Domestic renewable energy production is supported by the SPD and wider planning policy. The potential for renewable energy production is also highlighted as potential long term stewardship funding.
336.	Resident 123 Resident 175	4.88 Mitigating and Adapting to Climate Change	Suggests the SPD should consider recovery of heat from local businesses as sustainable energy solution.	Policies within the Local Plan Part 1: Core Strategy pertaining to heat networks will also apply to the site’s development.

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337.	Resident 190	4.88 Mitigating and Adapting to Climate Change	Requests all homes include solar panels capable of generating 28 kWh at peak and provision for electric vehicle charging.	Domestic renewable energy generation and electric vehicle charging are supported by the SPD and wider planning policy. However, the SPD does not prescribe specific technical standards such as minimum solar capacity for individual homes – these are matters building regulations and also, potentially, development plan policy. Instead, it encourages integration of renewable energy solutions and EV charging infrastructure in line with national policy and building regulations. Detailed requirements will be addressed at planning application stage, considering viability and design flexibility.
338.	Resident 284	Sustainability	Concern there is little mention of measures to reduce water usage and that there could be water stresses as an impact of development.	Requirements for reduction in household water consumption are made within the Part 2 Rushcliffe Local Plan
339.	Holme Pierrepont and Gamston Parish Council	4.93 Stewardship	To avoid the issues relating to management of the open spaces it is important they are addressed at the outset. It was unclear to us whether this is proposed to be covered by the “Long Term Stewardship.” We feel the strategy for maintaining open spaces needs to be made clearer to ensure the issue at Gamston is not repeated.	The SPD includes sufficient detail in respect of stewardship arrangements at this stage in the process and a good basis for more specific details to come forward as part of the planning application process.
340.	Resident 29 Resident 289	4.93 Stewardship	Concern that maintenance cost for open spaces on the development will fall upon residents through service charges.	The SPD sets out that long term stewardship needs to be considered from the outset of the planning process and planning applications are

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
			Suggestion that commuted sums allow the developer to pass on cost to residents.	required to be submitted with a draft stewardship strategy which can further be developed and secured through planning conditions and Section 106 agreements. These will set out the broad mechanisms and the terms under which community facilities, or land for these facilities, will be funded, managed, leased and/or transferred to the future operators/custodians. The Stewardship section of the SPD establishes the need for a stewardship business plan to ensure long term viable income streams for the maintenance of any community infrastructure on site. While this may include a reasonable service charge it is recommended that this be supplemented with other funds such as rents from business on site or community venue hire costs.
341.	Resident 133	4.93 Stewardship	Queries who will be financially responsible for maintenance of sports facilities	A stewardship strategy produced as part of the development will outline how these facilities are to be maintained. Funding options outlined include service charges, sale of renewables, charges for sporting activities, etc.
342.	Resident 133 Resident 226	4.93 Stewardship	Queries who stewardship of public assets on site will fall to and whether this will be public information	Different amenities are managed by different bodies and as such there will be a range of actors including Severn Trent, the highways authority, local government etc. Stewardship plans and other relevant available details will be published on the planning application portal as part of a full application.

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343.	Cllr Debbie Mason	Stewardship	Requests clarity on stewardship funding mechanisms, including profit share from on-site renewable energy microgrid; queries why maps show no designated areas for this; expresses expectation for wider green buffers; ask what percentage of the site green space will be.	The SPD outlines potential funding mechanisms for long-term stewardship, including income from renewable energy generation, but does not prescribe exact locations for such infrastructure at this stage. These details will be determined through the Infrastructure Delivery Plan and planning applications. The SPD requires substantial green infrastructure, including landscaped buffers and biodiversity enhancements, but the precise width of buffers will be informed by ecological and design considerations. While the SPD does not specify a percentage of green space, it sets clear principles for extensive provision of public open space, green corridors, and habitat areas in line with Local Plan policy and national standards.
344.	Resident 272	Stewardship	Questions what the proposed stewardship scheme should look like and whether this is sitewide or per application	A high quality, comprehensive stewardship strategy for the development is required encompassing a single site-wide strategy rather than separate piecemeal strategies for each individual site that may come forward by sub-developers within the overall site.
345.	Pierrepont Gamston Primary School	5. Delivery Strategy	Requests consideration of the impacts on surrounding schools when establishing education provision on site. New primary school at Edwalton fields caused a drop in pupil numbers where there is existing capacity Suggests schools remain single	The requirements for schools have been informed by advice from the County Council as local education authority.

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			form entry until it is established that existing capacity is full.	
346.	Resident 20 Resident 155 Resident 234 Resident 254	5. Delivery Strategy	Concerns schools in the area have not got capacity for new families	The development of a secondary school and two primary schools is to ensure that there is sufficient capacity.
347.	Resident 2 Resident 161 Resident 169 Resident 173 Resident 175 Resident 176 Resident 185 Resident 190 Resident 146	5.0 Delivery Strategy	Concerns over securing contributions	Planning permissions on the site will be subject to Section 106 agreements to secure financial contributions for public amenities such as transport, healthcare, education and affordable housing. Chapter 5 of the SPD establishes that delivery of certain strategic infrastructure particularly transport arrangements will need to happen early in the development. The SPD also outlines the requirements in respect of the structuring of the section 106 agreements in order to secure strategic and site specific infrastructure.
348.	Resident 2 Resident 3 Resident 7 Resident 12 Resident 21 Resident 22 Resident 31 Resident 41 Resident 42 Resident 44 Resident 50 Resident 58	5.0 Delivery Strategy	Concerns over delivery of strategic infrastructure, suggestions that schools, healthcare etc. be secured before development of housing.	Planning permissions on the site will be subject to Section 106 agreements to secure financial contributions for public amenities such as transport, healthcare, education and affordable housing. Chapter 5 of this SPD establishes that delivery of strategic infrastructure particularly transport arrangements will need to happen early in the development. The SPD also outlines the requirements in respect of the structuring of the section 106 agreements in order to secure strategic and site specific infrastructure.

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page 372	Resident 66			
	Resident 67			
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	Normanton on the Wolds Parish Council			
349.	Cllr Richard Butler Resident 124 Resident 187 Resident 188 Resident 250	5.1 A. On-site infrastructure	Suggests schools are open to provide for families as soon as they move in	The point at which schools open on the site will be informed by both the capacity of surrounding schools and whether the level of occupation is sufficient to sustain a new school.
350.	Vistry Homes Taylor Wimpey and Barwood Land	Delivery and infrastructure	There are ongoing discussions with the Council in respect of the framework s.106 agreement, which should be reflected in an update to section 5, prior to adoption of the SPD. There is too much detail within section 5, particularly in relation to the emerging s.106 agreement. Given the purpose of the SPD is to provide a framework to guide development, and the fundamental parts of the s.106 agreements have not yet been agreed, the current SPD drafting is potentially onerous, and in time may be redundant.	It is appropriate for the SPD to be amended to reflect that there are potentially different options for how section 106 agreements are structured depending on circumstances, such as whether there are collaboration agreements and/or equalisation agreements in place between the main developers on site. <u>Modification</u> Additional and amended text is included within the 'Framework Section 106 Agreement' section of the Delivery Strategy chapter (chapter 5) with respect to the options available for how Section 106 agreements might be structured and relate to each other.
351.	Vistry Homes Taylor Wimpey and Barwood Land	Delivery and infrastructure	Concerned that annual review of the infrastructure requirements would create uncertainty. Requests infrastructure requirements are informed exclusively by the Infrastructure Delivery Plan and that	It is accepted that an annual review may not be necessary and a review an interim review of within less than one year will be unnecessary). It is therefore appropriate to amend the SPD in this respect.

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352.	Nottinghamshire County Council	Infrastructure	flexibility for increases in cost should be outlined in any section 106 agreement	<p><u>Modification</u> 'Amend the text at paragraph 5.12(e) to include the following text: 'Review and indexation: The Strategic Infrastructure <u>set out in the Gamston SUE IDP</u> (including the scope, specification, description and costs of that Strategic Infrastructure): - <u>may</u> be reviewed by the Council <u>where circumstances indicate it is necessary</u> (but no more than annually (unless circumstances indicate an interim review is necessary)) with such revisions being consulted on by the Council as appropriate and then published (though this will not affect agreed Strategic Infrastructure contributions provided development is commenced within a certain period after such Strategic Infrastructure contributions have been agreed or agreed works in kind <u>Works in Kind</u>); and - <u>shall</u> be subject to price indexation between the date of the last review and publication by the Council and the date of payment.'</p>
			<p><u>Other Requirements</u> The County Council welcomes the inclusion of library provision within the draft SPD, however the expectation is that the community library should be co-located in a community building provided at a peppercorn rent and managed with</p>	<p>The purpose of the SPD it to provide a high-level framework to enable the delivery of a site with a number of landowners. The SPD sets out that the determination of more detailed mitigation requirements, together with their delivery are matters for planning applications for the site for the proposed Infrastructure</p>

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353.	Resident 153 Resident 238 Resident 248 Resident 253 Resident 260 Resident 263 Resident 265	Infrastructure	<p>volunteers, would welcome such wording within the SPD.</p> <p>New Household Waste Recycling Centre should be a requirement within the employment land allocation, as the current site within West Bridgford is inadequate, and East of Gamston provides the most suitable location for its replacement.</p> <p>It is noted that the list of off-site infrastructure to be provided at Chapter 5 (Strategic Infrastructure) of the draft SPD already lists "other community facilities as needed including but not limited to, swimming pools and household waste recycling". This is welcomed by NCC; however, it would be preferable for a new household waste recycling centre to be listed as standalone item on the list of infrastructure requirements given the need for extra capacity.</p> <p>Health: The SPD should include a requirement for a Rapid Health Impact Assessment (RHIA).</p>	<p>Delivery Plan and associated S106 agreements.</p> <p>.</p>
			Concerns existing infrastructure is inadequate to assimilate new development and cannot be updated	New neighbourhood centres are proposed as part of the development to ensure existing amenities are not overwhelmed

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354.	Resident 43 Resident 156 Resident 161 Resident 166 Resident 167 Resident 168 Resident 169 Resident 171 Resident 175 Resident 177 Resident 181 Resident 183 Resident 186 Resident 187 Resident 188 Resident 192 Resident 193 Resident 240 Resident 241	Infrastructure	Concern that infrastructure must cope with additional traffic generated by the development. Assumes 4,000 new homes could equate to around 8,000 cars, as most households now own to two vehicles.	The SPD acknowledges the significant increase in traffic anticipated from the development and sets out a strategy to mitigate this impact. Improvements to the A52, including new junctions and reconfigured layouts, have been identified as essential and will be delivered where necessary early in the development. Traffic calming and management measures within the site and beyond, alongside active travel and public transport enhancements, aim to reduce reliance on private vehicles. Detailed transport modelling is ongoing and mitigation measures will be agreed with National Highways and the Local Highway Authority at the planning application stage.
355.	Tollerton parish Council	Infrastructure	Request public consultation on IDP	The requirements included within IDP will be subject to engagement with relevant stakeholders as necessary.
356.	Tollerton Parish Council	Infrastructure delivery	The approach to infrastructure delivery is unclear. It is unclear the Strategic Infrastructure Plan / Gamston Sustainable Urban Extension Infrastructure Delivery Plan (Gamston SUE IDP) that is referred to as an appendix to the SPD earlier in the document or whether that is a separate document yet to be published	The purpose of the SPD is to provide a high-level framework to enable the delivery of a site with a number of landowners. The SPD sets out that more detailed mitigation matters, together with their delivery are matters for the proposed Infrastructure Delivery Plan and planning applications and their associated S106 agreements.

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			<p>There are serious concerns about the content and the approach advocated. The content of Section 5 to be vague, non-committal and incomplete.</p> <p>Concern that triggers and parcel responsibilities are yet to be established and that this could lead to piecemeal infrastructure provision.</p> <p>Request triggers are specified</p>	<p>The text included at paragraph 2.12, including reference to the Strategic Infrastructure Plan, has been included in error and should be deleted. Paragraphs 2.14 and 2-15 also needs updating to provide clarity that the completion and publication of the IDP will follow adoption of the SPD.</p> <p>Modification Delete paragraph 2.12 and amend paragraphs 2.14 and 2.15 to clarify that the completion and publication of the IDP will follow adoption of the SPD.</p>
357.	Resident 117	5.1 Strategic Infrastructure	Requests clearer phasing plan/ Gantt chart to show delivery of various components of the scheme	The SPD does establish that strategic infrastructure, particularly junctions and road infrastructure will generally be delivered as part of the initial stages of development with other infrastructure brought forward once demand is consolidated. However, until more detail is established in respect of infrastructure requirements it is not possible to provide more detail in respect of the timing of its delivery. Triggers for delivery of strategic infrastructure will be established through the Infrastructure Delivery Plan and Section 106 agreements.
358.	Resident 133	5.17 Viability	Concerned water butts will affect viability of the development	Water butts are a minimal cost in the context of a large residential development and will reduce mains water use and potentially lessen the

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				cost of infrastructure required to manage runoff.
359.	Resident 209 Resident 284	5.17 Viability	In the absence of a fully costed plan for healthcare provision, there is no evidence that the developer can be held accountable. The failure to do so would inevitably lead to a significant additional burden on local healthcare services and potential additional costs for the tax payer.	The viability assessment conducted for the Greater Nottingham Strategic Plan took development of a healthcare facility into account and still indicated the scheme's viability.
360.	Resident 37 Resident 50 Resident 54 Resident 75 Resident 121 Resident 142 Resident 163 Resident 173 Resident 179 Resident 224 Resident 233 Resident 239 Resident 245 Resident 284	5.17 Viability	Concerned the GNSP shows the provision of 30% affordable housing on the site will likely be unviable and suggests the SPD define specifically the amount of housing that will be required to be affordable on the site.	Viability is sensitive to market and policy changes. The cited viability assessment demonstrated that within the next 5 years, viability would improve likely enabling delivery of a full 30% of homes for the affordable market. This viability testing took the cost of infrastructure to be delivered and other reasonable development costs into account. The policy remains that up to 30% affordable housing will be sought to remain flexible to viability considerations
361.	Resident 46 Resident 77 Resident 121 Resident 126 Resident 249	5.17 Viability	Requests: - Immediate publication of all viability assessments relating to the site	Current viability testing for all GNSP sites is published and available at : https://www.gnplan.org.uk/media/zvxhzu3w/gnsp-viability-study-final-report-sep24.pdf

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	Resident 262 Resident 274 Resident 277		<ul style="list-style-type: none"> - Clear and enforceable triggers within the SPD so that viability is reassessed at key stages - Inclusion of all relevant costs within viability calculations including infrastructure, affordable housing and community amenities 	<p>These assessments consider remediation and infrastructure including affordable housing and community amenities.</p> <p>The SPD establishes that the developers will produce a financial viability appraisal (FVA) at any point they believe the development as agreed has become unviable. This will be assessed by the Council and if it results in any changes to obligations under section 106 etc, there will be a requirement for the developer to produce further FVAs at agreed stages of the development.</p>
362.	Resident 55 Resident 132 Resident 253	5.17 Viability	Queries why viability table is not included as with other similar SPD documents.	There is no reason for this particular SPD to be subject to viability assessment. Viability assessments have been conducted for the Local Plan process and the sub-section within Chapter 5 relating to viability goes into detail in respect of the circumstances further viability testing for the site might be appropriate.
363.	Resident 57	5.17 Viability	Concerned the GNSP Viability Study references a scenario where 4,400 homes are built.	As stated in the study, developers on the site identified the potential to accommodate 4,400 homes. The Council has allocated the site for around 4,000 dwellings as this will allow provision of significant green infrastructure and other community uses on the site. It is appropriate for this scenario to be tested if housing delivery at this level might be a possibility.

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364.	Resident 65 Resident 126 Resident 132 Resident 142 Resident 245	5.17 Viability	Concerns over lack of costings regarding upgrades and access from the A52	The cost of upgrades to the A52 or new site accesses onto the A52, which are directly required as a result of development, will fall upon developers. The Viability Study conducted for the Greater Nottingham Strategic Plan analysed the site's viability considering likely general infrastructure requirements for its delivery. Anticipated costs include upgrades to road infrastructure, new schools and healthcare, new green spaces etc. Developers will be required to provide costings if they deem the viability of their development to be threatened, at which point the Council will assess whether a change to any agreements or obligations is appropriate. If any changes to planning permission are made, the developer will be required to produce further viability and costings assessments at agreed stages in the development.
365.	Resident 68	5.17 Viability	Aware that similar planning documents make more significant reference to the cost of remediation and how this will impact development viability. Requests similar consideration is made in the SPD and that permission for development is contingent on <ul style="list-style-type: none"> - Sitewide contamination survey - Remediation strategy made available for review 	At this stage, it is has not been established that site remediation will present an abnormal cost. Given which, there is no for more significant reference to remediation costs within the SPD. The SPD already adequately sets out that due to current uses of the site there is the potential for land contamination to be present across the whole site. Any potential risks to human health and / or the environment must be robustly assessed part of the planning application process, with any suitable mitigation proposed where necessary.

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366.	Cllr Steve Calvert	4.10	Should quote paras for Viability section (currently 5.17 to 5.22). Is there a danger that developers will hold off implementation until conditions are such that they can argue in favour of a reduced percentage of affordable housing?	The viability assessment conducted for the Greater Nottingham Strategic Plan indicates the scheme's viability will improve over the coming years. Securing affordable homes in the current economic climate can be difficult but the Council has its own policy and procedures to ensure that delivery is maximised.
367.	Nottinghamshire County Council	Delivery and viability	<p><u>Delivery & Viability</u></p> <p>Thes SPD must define strategic infrastructure, triggers, and equalization agreements.</p> <p>NCC considers it essential that the IDP is developed and adopted prior to any planning application being determined, in order that the costs, trigger points and delivery mechanisms are agreed and set out in Framework S106. We have separately provided estimates of costs and triggers for infrastructure, where possible.</p> <p>Upgrading the footway / cycleway on the entire length of Tollerton Lane connecting with Tollerton village is not possible, unless additional land is obtained, or the link is closed to the motorised vehicles other than buses, and the sites southern end.</p>	<p>It is the intention to produce the IDP before any decision on a planning application is made, and the S106 agreements will detail any triggers and delivery mechanisms. This regard the detailed comments of the County Council are noted and will help inform preparation of the IDP.</p> <p>The IDP will be a living document and may be reviewed and updated throughout the lifetime of the development.</p> <p>Land required to provide a footway/cycleway south of the site towards Tollerton village is potentially in the control of the developers.</p>

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368.	Pedals Resident 90 Resident 106 Resident 276	5.2 B Off Site Infrastructure	Concern inadequate off-site infrastructure will entrench car reliance for journeys to West Bridgford, Edwalton etc.	The SPD also prioritises active travel and enhanced public transport to reduce reliance on private vehicles, ensuring sustainable movement across the site and beyond. The SPD identifies that contributions will be secured through Section 106 Agreements for off-site infrastructure including for public transport and active travel routes. The SPD establishes a need to support connections to nearby centres in Gamston and West Bridgford as well as to the wider active travel network via the new bridge over the Trent at Lady Bay.
369.	Resident 40	5.2 B Off Site Infrastructure	Objects to the inclusion of a waste recycling centre in the allocation when there is one already at Rugby Road.	The reference within the SPD to waste recycling facilities is appropriate to serve the needs of the development. The County Council has identified that there is capacity issues with respect to the existing facility at Rugby Road but whether a new facility of this nature is provided on this site remains to be determined.
370.	Resident 31 Resident 35 Resident 57 Resident 79 Resident 87 Resident 108 Resident 116 Resident 124 Resident 126 Resident 161 Resident 176	5.2 On site Infrastructure	Concern over the lack of detail as to what services will be present on the site particularly regarding NHS provision. Also concerns around who will pay for this and where it will be	The section on strategic infrastructure sets out the range of facilities which are expected to be required on the site including floorspace and number of parking spaces where possible. This includes a detailed description of the necessary NHS facility required according to BMA and NHS guidance. The SPD establishes that healthcare provision will be delivered within one of the neighbourhood centres. While the list of infrastructure is currently indicative, the SPD sets out that funding for strategic

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	Resident 185 Resident 245			infrastructure will be secured through Section 106 Agreements. An Infrastructure Delivery Plan will be prepared to further specify provision. While the built infrastructure will be paid for through Section 106, health services are funded through the NHS.
371.	Vistry Homes Taylor Wimpey and Barwood Land	Infrastructure – noise	Requests reference be changed from 'Acoustic fence' to noise attenuation features at paragraph 5.2, A.) On-site infrastructure – bullet point 3.	<p>While this list is indicative and it is stated it will be superseded by the Infrastructure Delivery Plan, it is accepted that noise attenuation may feature other interventions to mitigate noise pollution.</p> <p><u>Modification</u> Change paragraph 5.2, A.) On-site infrastructure – bullet point 3 to the following text: 'Noise attenuation measures, potentially including an Acoustic <u>acoustic</u> fence, along the A52(T) Gamston Lings Bar.'</p>
372.	Canal and River Trust	5.9 Framework Section 106 Agreement	Explicitly refer to towpath upgrades and maintenance as part of developer contributions	The SPD already sets out that links to the Grantham Canal (which bounds the site) must be enhanced to facilitate access to and from a new fitness trail to be provided within the site to encourage outdoor activity and mobility whilst also allowing for the enhancement of wildlife habitats and the screening along the boundary to the site. More specific mitigation requirements will be a matter for the IDP and as part of the planning application process.

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				Some works may be delivered in kind by the developer rather than secured through contributions.
373.	Grantham Canal Society	5.9 Framework Section 106 Agreement	Request section 106 agreements gain contribution to the upkeep of the canal's ecological and amenity value	This will be considered further as part of finalising the IDP and Section 106 agreements. Contributions for off-site infrastructure could potentially be used to maintain the canal's ecology although this may be more appropriately done through a Biodiversity Net Gain Plan
374.	Resident 32 Resident 75 Resident 155 Resident 200 Resident 202	5.9 Framework Section 106 Agreement	Lists requirements to minimise inconvenience for existing residents including: <ul style="list-style-type: none"> - Site wide construction management plan and site Logistics plan to be approved before works start - Requirement for construction traffic access to be via the A52 only - Working hours restricted to 8:00-18:00 on weekdays and 8:00-13:00 on Saturdays - Monthly monitoring and publishing of dust noise and vibration levels enforceable by the Council 	The relevant planning consents will require a construction method statement which will need to set out appropriate mitigation measures for construction.
375.	Resident 32	5.9 Framework Section 106 Agreement	Suggests SPD should require the Borough Council to produce an annual infrastructure and construction monitoring report funded via Section 106 and use its	The Council does have the option of taking enforcement action, and potentially as part of this suspending construction, if section 106

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			enforcement powers to suspend further occupations if phasing or mitigation conditions are breached	agreements are broken. Construction will be monitored throughout buildout.
376.	Resident 32 Resident 161 Resident 162	5.9 Framework Section 106 Agreement	Lists suggested pre-occupation conditions: <ul style="list-style-type: none"> - Primary Junctions serving that phase are complete - Strategic drainage and flood-mitigation works are installed and functioning - Sites for first school, health facility and open space infrastructure are serviced transferred and ready for use. 	Appropriate conditions or obligation will be considered part of any conditions attached to planning consents and/or within associated Section 106 agreements.
377.	Resident 32	5.9 Framework Section 106 Agreement	Lists suggested components of framework Section 106 Agreement: <ul style="list-style-type: none"> - Financial security mechanisms (bank bond, parent-company guarantee or escrow) covering the full estimated cost of unbuilt infrastructure at each phase - Stage triggers preventing commencement or occupation until funds for relevant infrastructure are secured - Enables the Council to call upon the bond if the developer or land-owner defaults or sells parcels without fulfilling obligations 	Appropriate conditions or obligation will be considered part of any conditions applied to planning consents and/or within associated Section 106 agreements.

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			- Regular reporting on infrastructure expenditure and remaining liabilities.	
378.	Resident 33 Resident 169 Resident 179 Resident 185 Resident 230 Resident 283	5.9 Framework Section 106 Agreement	Concerns split land ownership leaves opportunity for developers to dispute responsibility for infrastructure delivery. Expresses lack of trust in developers' delivery of infrastructure following closure of the airfield and footpaths being blocked while securing the site.	<p>A main function of the SPD is to establish a framework to ensure that each developer will contribute proportionately to the strategic infrastructure required. As part of this approach, the SPD indicatively identifies these infrastructure requirements and establishes that they will be finalised as part of a subsequent IDP.</p> <p>Each planning application on the site will be subject to a Section 106 agreement to secure financial contributions for public amenities such as transport, healthcare, education and affordable housing. Chapter 5 of this SPD establishes that delivery of certain strategic infrastructure items, particularly transport arrangements, will need to happen early in the development.</p>
379.	Resident 126 Resident 243	5.9 Framework Section 106 agreements	Queries what governing triggers and principles will be used to prompt infrastructure delivery.	Triggers for infrastructure delivery in large developments vary but examples of triggers used include numbers of properties constructed, sold or occupied. In the case of this development, the SPD clearly establishes a principal that development of each phase of development will be contingent on the necessary road infrastructure and active travel

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				improvements, particularly junctions on the A52, having been built.
380.	Resident 262	5.9 Framework Section 106 agreements	Suggests the SPD contains no adequate measures to ensure developers deliver agreed amenities as section 106 agreements are subject to viability and are deviated from.	The Council has taken a proactive approach to ensuring contributions are secured by laying out the required infrastructure both in the Local Plan and in this SPD and setting out that the IDP will establish requirements in more detail in due course. This helps reduces the uncertainty faced by developers and enables them to foresee and rectify any viability issues before development commences. The Council has also adopted a developer contributions SPD to ensure that developers have further certainty of the costs their developments will incur.
381.	Environment Agency	6 Design Codes	Suggest sitewide design code can be more prescriptive regarding water consumption e.g. requirement for all new residential to meet tighter water efficiency measures of 110 litres per person.	This requirement is already made within the Rushcliffe Part 2 Local Plan
382.	Resident 1	6.0 Area Design Instructions	Require compliance with the Borough wide Design Code	There are several factors on the site which necessitate the use of a site-specific design code. Primarily the scale of development and the number of developers who will be simultaneously present on the site requires an overarching design framework to ensure the development comes forward as a cohesive neighbourhood. Notwithstanding this, it is set out that Area Design Codes are prepared and agreed for all parts of the site and that these

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
				incorporate relevant design codes and guidance included within the Rushcliffe Design Code SPD (adopted September 2025), unless an alternative approach is demonstrated to be justified.
383.	Resident 23 Resident 87	6.1 Key Character Areas and Design Frontage	Suggests the development has little architectural merit and inspiration should be taken from pioneering developments in the southwest or from local character assessment in the plan.	The detailed design of buildings on the site has not been established through the SPD. It is made clear that there will be three character areas with different architectural influences and a range of building types across these. More detailed design requirements will be established as part of the required preparation of Area Design Codes and through agreed details in planning permissions.
384.	Resident 1	6.2 Woodland View	Supports development of green infrastructure to reinforce the southern boundary. Requests acoustic fencing, minimal street lighting and air quality monitoring to reduce "Urbanising effect"	<p>While the proposed residential development on the southern side of the site is not expected to have a significant impact on noise levels, the provision of a buffer including woodland should help to mitigate any increases in noise. Section 4.2 "Access and Movement" in the SPD establishes how lighting will either be absent or be designed to limit light spill i.e. avoiding light pollution when crossing ecologically sensitive areas including the southern woodland area this will be determined by a Lighting Assessment.</p> <p>Air Quality Management Areas are implemented in areas where national and international air quality objectives are not being</p>

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
				met. The borough no longer has any AQMAs however, one would be implemented if routine monitoring identified air quality below said objectives.
385.	Resident 16 Resident 17 Resident 70 Resident 84 Resident 155 Resident 211 Resident 238 Resident 270	6.3 Gamston Fields	Concerns the development of houses along the Canal will have an objectionable effect on an attractive walking environment	The SPD asserts that enhancements will be made to the Canalside through new features and distinct building character fronting the area.
386.	Resident 206 Resident 234 Resident 254	Design	The proposed housing designs do not reflect the established architectural character or vernacular style of either Gamston or Tollerton. The illustrative materials presented are generic and could correspond to any new housing development nationally. The lack of contextual design consideration undermines the stated objective of achieving a development that is sympathetic to the local area and its distinct character.	The SPD does not propose housing designs but contains examples of how various aspects of design can be implemented to create character.
387.	Resident 274	Design	Concerned images of housing are generic and bear no relation to the character assessment of the area.	The images are used to demonstrate design qualities such as massing, roof lines, landscaping etc. These are not presented as a model for how the development's properties will look

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
388.	Tollerton Parish Council	Design	<p>There are a series of concerns relating to the fundamental quality of the design work that has been prepared, with insufficient specific detail on design itself and resulting in poor urban design and a poor masterplan.</p> <p>It is unclear why there is no acknowledgment of the Design Code nor an attempt to comply with it within the SPD. There are inconsistencies between elements of the site wide Design Code and the Rushcliffe Design Code</p> <p>There is inconsistency between the Borough Wide design code, the masterplan SPD and the design code on the exact requirements for a primary or top hierarchy street. These all have different measurements for road widths, pavement widths and planting, and all of these are slightly different. Even within the design code itself.</p> <p>Suggests the design code is generic, lacking detail on, for example:</p> <ul style="list-style-type: none"> - Green space hierarchy - Different areas of character and how these will be distinct - Sustainability - Block form 	<p>The criticisms of the site wide design code are not accepted.</p> <p>It is set out that Area Design Codes are prepared and agreed for all parts of the site and that these incorporate relevant design codes and guidance included within the Rushcliffe Design Code SPD (adopted September 2025), unless an alternative approach is demonstrated to be justified. The site-wide design code provides a framework for more specific Area Design Codes to be produced as the site, which will go into more detailed requirements.</p> <p>The SPD demonstrates how a hierarchy of green space will be created with a central sports hub and the Pillbox Park serving as strategic open space and smaller areas including pocket parks and LEAPs providing more local green spaces. Three different distinct character areas are established. There are various elements of the SPD fostering sustainability. Block forms will vary with density and will be determined at full planning application. The design code does however describe some requirements for land use and block composition.</p>

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
389.	Cllr Steve Calvert	Design Code	Queries how the borough wide design code will apply to the new builds	It is set out that Area Design Codes are prepared and agreed for all parts of the site and that these incorporate relevant design codes and guidance included within the Rushcliffe Design Code SPD (adopted September 2025), unless an alternative approach is demonstrated to be justified.
390.	Resident 126	Design Code	Questions why the SPD sets out its own design code rather than making use of one in the Tollerton Neighbourhood Plan. Concern over lack of material treatments detailed.	Tollerton Neighbourhood Plan does not contain a design code. Some details as to the materials to be used in different character areas and on primary frontages appear in the design code. Further details would follow in Area Design Codes for different parts of the site.
391.	Environment Agency	Design Code 2.1 Nature and Open Space	Suggests integration of BNG with SuDS to ensure efficient and maximised delivery of both	The SPD establishes the opportunity for attenuation features to deliver BNG
392.	Tollerton Parish Council Resident 31 Resident 43 Resident 54 Resident 70 Resident 87 Resident 88 Resident 98 Resident117 Resident 118	Design Code 3.1 Nature and Open Spaces	Suggests it is unclear what green infrastructure is to be delivered on the site and that it is unclear whether this is in line with the 2014 Local Plan. Suggests Woodland planting should happen early on in delivery of the site. Requests the green buffer at the south of the site is at least 200m wide	The Local Plan Part 1: Core Strategy 2014 establishes the need for significant green infrastructure along the northern and southern borders of the site as well as enhancements to the Grantham Canal, all of which are further elaborated in the SPD. There are various habitats planned across the site, notably woodland on the southern boundary and pond and wetland features adjacent to the canal and countryside to the east. The timing of the woodland planting will appropriately be

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
393.	Resident 121 Resident 191 Resident 211 Resident 220 Resident 234 Resident 236 Resident 237 Resident 243 Resident 246 Resident 249 Resident 250 Resident 252 Resident 254 Resident 260 Resident 265 Resident 271 Resident 273 Resident 274 Resident 275 Resident 281 Resident 283 Resident 286 Resident 289			<p>determined as part of conditions attached to planning permissions and/or S106 planning obligations.</p> <p>Rather than applying an arbitrary minimum width, the depth of the green buffer will be informed by ecological assessment of the site, the need to provide biodiversity net gain and the need to landscape development</p>
	Resident 31 Resident 43 Resident 81 Resident 89 Resident 111 Resident 116 Resident 138 Resident 160	Design Code 4.2 Access and Movement	Suggests there is lack of clarity as to whether public rights of way will be maintained and whether there will be safe active travel routes between Tollerton and Gamston, particularly the Grantham Canal.	Public rights of way throughout the site are required to be maintained and enhanced through its development. The design code establishes a requirement for all primary streets identified (where vehicle volumes exceed 2,000 movements per day and where speeds are greater than 20mph) to include a 3m wide cycleway. It is also established that

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
page 393	Resident 163 Resident 169 Resident 191 Resident 193 Resident 196 Resident 232 Resident 234 Resident 236 Resident 247 Resident 254 Resident 267 Resident 273 Resident 283 Resident 289			improvements to foot and cycle crossings across the A52 will be made as part of the development.
	394. Resident 43 Resident 155 Resident 193 Resident 196 Resident 281	Design Code 4.2 Access and Movement	Suggests it would be beneficial for residents of Tollerton village were the SPD to establish a safe cycle route through the development to the Grantham Canal	The access and movement strategy establishes that all primary streets will have a segregated cycleway and all leisure routes through the site will have 3m wide shared foot and cycleways creating multiple safe cycle routes between the canal and Tollerton village. It is specified that there is upgraded footway/cycleway provision on the entire length of Tollerton Lane through the site, connecting to Tollerton village.
	395. Resident 33 Resident 150 Resident 164 Resident 230 Resident 236	Design Code 6.1 Key Character Areas and	Suggests character of other Rushcliffe settlements has been degraded by development and there are no clear plans for separation of the development from the villages to the north and south.	The development of the land East of Gamston looks to take pressure off existing settlements such as Keyworth to assimilate such development. The SPD establishes the requirement for significant buffers on the

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
	Resident 272 Resident 275	Distinctive Edge Frontage		periphery of the development to maintain visual and physical separation from the green belt and surrounding villages. This will include new copse and tree planting, attenuation basins and water meadow as well as other habitats.
396.	Canal and River Trust	Design Code 6.3 Gamston Fields	Requests clearer design guidance including avoidance of uniform 'Wharf' style architecture, ensuring variation in scale and massing and prevention of overshadowing and hard edges.	The design guidance specifies occasional changes in materials and roof heights.
397.	Nottinghamshire County Council	Site Wide Design Code	A number of detail comments are made on the contents of the Site Wide Design Code and changes suggested.	The comments have reviewed. Many reflect details within the Nottinghamshire Highway Design Guide and the SPD refers to adherence with it. Others related to details that have not yet been established and will be agreed at part of the planning application process.
398.	Holme Pierrepont and Gamston Parish Council	Site Wide Design Code, paragraph 1	Suggests an additional sentence to say. 'Strong linkage to the existing settlement is a fundamental requirement which should major on safe pedestrian and cycle routes.'	The SPD makes adequate reference to the need for connections to the urban area particularly by active travel.

**Appendix 3: Draft East of Gamston/North of Tollerton Development
Framework Supplementary Planning Document –
Sustainability Appraisal and Appropriate Assessment
Screening Opinion Report**



**Draft East of Gamston/North of
Tollerton Development Framework
Supplementary Planning Document**

**Strategic Environmental Assessment
and Appropriate Assessment**

Screening Opinion Report

October 2025

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1 Introduction

- 1.1 This screening report has assessed the contents of the Draft East of Gamston/North of Tollerton Development Framework Supplementary Planning Document (SPD) in order to identify potential environmental impacts that would require a Strategic Environmental Assessment in accordance with the European Directive and associated Environmental Assessment of Plans and Programmes Regulations 2004. If significant modifications are made following consultation on the draft SPD or advice from statutory consultees, the plan will be screened again to identify environmental impacts.
- 1.2 It also determines whether or not the contents of the draft SPD would require a Habitats Regulations Appropriate Assessment in accordance with European Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora, i.e. the 'Habitats Directive' and the associated Conservation of Habitats and Species Regulations 2010 (otherwise known as the 'Habitats Regulations').
- 1.3 European Directives have been transposed into national law through UK legislative statutory instruments (further details of which will be provided in section 2 below) to determine whether they would have significant environmental effects (SEA) or have an impact on any internationally designated wildlife sites (HRA). This has resulted in the SPD needing to be screened in relation to whether it needs to be supported by a Strategic Environmental Assessment and/or a Habitats Regulations Assessment (HRA), i.e. an 'appropriate assessment'.
- 1.4 It should be noted that the adopted Rushcliffe Local Plan Part 1: Core Strategy (December 2014) has been subject to a full Strategic Environmental Assessment and Sustainability Appraisal in accordance with the legislation, as well as an appropriate assessment scoping report in relation to the Habitats Regulations (which concluded that a full Appropriate Assessment of it would not be required). As this SPD provides additional guidance for development of the strategic allocation East of Gamston/North of Tollerton as set out in the Core Strategy (Policy 25), this assessment will be taken into account in providing this screening opinion.
- 1.5 In addition, the Local Plan Part 2: Land and Planning Policies was adopted in October 2019. This document is also supported by a Sustainability Appraisal which includes the Strategic Environmental Assessment, and Habitats Regulations Assessment. This will also be taken into account where appropriate.
- 1.6 This screening report details whether the draft SPD is likely to require an SEA or HRA. It is concluded that a Strategic Environmental Assessment (SEA) and Habitats Regulations Assessment are not required to accompany the draft SPD. Details of the

reasoning behind these conclusions are provided within sections 4 and 5 of this report.

- 1.7 This SEA and HRA Screening Opinion will be sent to the three statutory consultees (Historic England, Natural England, and Environment Agency) to seek their views on its contents.

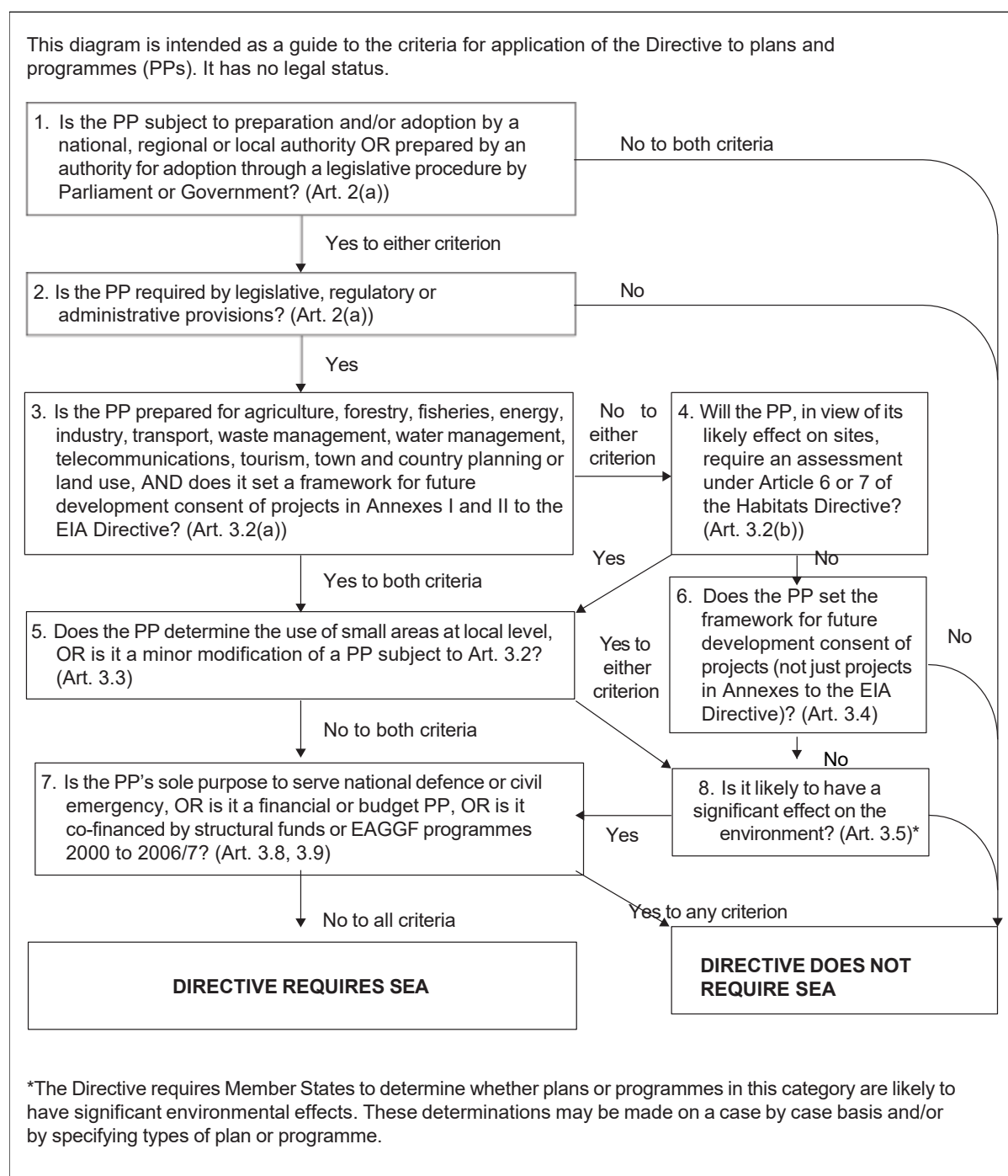
2 Legislation

Strategic Environmental Assessment

- 2.1 The basis for requiring Strategic Environmental Assessment is European Directive 2001/42/EC which was transposed into English Law by the Environmental Assessment of Plans and Programmes Regulations 2004.
- 2.2 Detailed guidance on these Regulations can be found in the Government publication, 'A Practical Guide to the Strategic Environmental Assessment Directive' (ODPM 2005). Further information on SEA is contained within the Government's National Planning Practice Guidance.
- 2.3 The objective of the SEA Directive (2001/42/EC) is set out in Article 1 therein, which states:
- 'The objective of this Directive is to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes with a view to promoting sustainable development, by ensuring that, in accordance with this Directive, an environmental assessment is carried out of certain plans and programmes which are likely to have significant effects on the environment.'*
- 2.4 To establish if a 'plan' or 'programme' needs to be accompanied by a full SEA, a "screening" assessment is required against a series of criteria set out in the SEA Directive. These are illustrated in Figure 1 below.
- 2.5 The National Planning Practice Guidance states that an SEA will only be required in exceptional circumstances¹.

¹ Paragraph: 008 Reference ID: 11-008-20140306

Figure 1 - Criteria against which an SEA must be screened



2.6 Assessing the significance of the environmental effects (required at stage 8 in Figure 1) that an SPD will have depends on the requirements within the SPD. The criteria for assessing the significance of the effects are referred to in Article 3.5 and set out within Annex II of the SEA Directive. These criteria have been set out below in Figure 2.

Figure 2: Criteria for assessing significance

The characteristics of plans and programmes, having regard, in particular, to

- The degree to which the plan or programme sets a framework for projects and other activities, either with regards to location, nature, size and operating conditions or by allocating resources;
- The degree to which the plan or programme influences other plans and programmes including those in a hierarchy;
- The relevance of the plan or programme for the integration of environmental considerations in particular with a view to promoting sustainable development;
- Environmental problems relevant to the plan or programme;
- The relevance of the plan or programme for the implementation of Community legislation on the environment (e.g. Plans and programmes linked to waste- management or water protection)

Characteristics of the effects and of the area likely to be affected, having regard, in particular, to

- The probability, duration, frequency and reversibility of the effects;
- The cumulative nature of the effects;
- The transboundary nature of the effects;
- The risks to human health or the environment (e.g. due to accidents);
- The magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected);
- The value and vulnerability of the area likely to be affected due to:
 - Special natural characteristics or cultural heritage;
 - Exceeded environmental quality standards or limit values;
 - Intensive land-use;
- The effects on areas or landscapes which have a recognised national, Community or international protection status.

Habitats Regulations Assessment (HRA)

2.7 A HRA is required to assess a plan or projects potential implications on European wildlife sites, i.e. 'European sites' or 'Natura 2000 sites'. It explores whether the implementation of a plan or project would harm the habitats or species for which the European sites are designated. The European sites are:

- Special Protection Areas (SPAs) – designated by the Birds Directive (79/409/EEC as amended and 2009/147/EC), and:
- Special Areas of Conservation (SACs) – designated by the Habitats Directive (92/43/EEC).

2.8 In addition to SPAs and SACs, Ramsar sites are designated under the Ramsar

convention. The Ramsar convention's mission is to conserve and sustainably utilise wetland habitats. Although Ramsar sites are not covered by the Habitats Regulations, as a matter of Government Policy, they should be treated in the same way as European wildlife sites (i.e. SPAs and SACs). European wildlife sites and Ramsar sites are collectively known as internationally designated wildlife sites.

- 2.9 The basis for requiring a HRA stems from the European Council Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora. This has been transposed into UK legislation by the Conservation of Habitats and Species Regulations 2010.

3 Draft East of Gamston/North of Tollerton Development Framework Supplementary Planning Document

- 3.1 If adopted, the East of Gamston/North of Tollerton Development Framework SPD will provide guidance on the application of Local Plan Local Plan Part 1: Core Strategy Policy 25, other relevant Local Plan policies and pertinent national policy and guidance within the National Planning Policy Framework and Planning Practice Guidance. The SPD's key role is to provide a development framework for the whole of the east of Gamston/north of Tollerton site, which is the subject of an allocation for mixed-use development of around 4000 homes, around 20 hectares of employment land, a neighbourhood centre, blue and green infrastructure and a range of community facilities.
- 3.2 Table 1 below lists those issues which the SPD addresses.

Table 1: Issues covered in the East of Gamston/North of Tollerton Development Framework SPD

Site context
Design objectives
Land uses
Employment land provision
Education provision
Green and Blue Infrastructure requirements
Movement framework
Site character
Sustainability
Masterplan framework
Stewardship strategy for management of facilities and amenities
Delivery Strategy
Site Wide Development Code

4 Draft East of Gamston/North of Tollerton Development Framework SPD SEA screening assessment

- 4.1 The issues and guidance in the draft SPD have been used to undertake this screening exercise against the criteria set out in Figure 1 and Figure 2. If the content of the SPD is amended significantly following consultation, and prior to adoption, the SPD would be subject to a further screening exercise to explore whether any significant effects would occur due to the amendments.
- 4.2 An SEA was completed as part of the adopted Rushcliffe District Council Local Plan Part 1 (Core Strategy) (December 2014) and submitted Local Plan Part 2 (Land and Planning Policies) (October 2019), and this has been taken into account in this screening assessment.
- 4.3 Table 2 outlines the results of the assessment against the criteria set out in Figures 1 and 2.

Table 2: SEA Criteria for determining whether an Environmental Report is required

Stage	Yes / No	Reason
1. Is the SPD subject to preparation and/or adoption by a national, regional, or local authority OR prepared by an authority for adoption through a legislative procedure by Parliament or Government? (Art. 2(a))	Yes (go to Q.2)	The SPD will be adopted by Rushcliffe Borough Council as part of the statutory development plan following consultation on the draft SPD.
2. Is the SPD required by legislative, regulatory, or administrative provisions? (Art. 2(a))	Yes (go to Q.3)	The preparation and adoption of an SPD is optional. However, once adopted by Rushcliffe Borough Council, it will become a material consideration during the determination of planning applications. It is therefore important that the screening process considers whether the SPD is likely to have a significant effect and hence whether an SEA is required.
3. Is the SPD prepared for agriculture, forestry, fisheries, energy, industry, transport, waste management, water management, telecommunications, tourism, town and country	No (go to Q.4)	The SPD seeks to enable developers to understand the Council's expectations and priorities regarding development on the strategic allocation East of Gamston/North of Tollerton early in the planning process. It does not set a framework for future consents of either Annex I or Annex II of the EIA Directive, which are, as a rule major infrastructure, agricultural or tourism

Stage	Yes / No	Reason
planning or land use AND does it set a framework for future development consent of projects in Annexes I and II to the EIA Directive? (Art 3.2(a))		and leisure developments.
4. Will the SPD, in view of its likely effect on sites, require an assessment under Article 6 or 7 of the Habitats Directive? (Art. 3.2 (b))	No (go to Q.6)	Screening undertaken by the Council for the allocated sites in the Local Plan Part 1: Core Strategy and Local Plan Part 2: Land and Planning Policies did not identify any impacts on habitats. Notwithstanding this, the provision of the East of Gamston/North of Tollerton Development Framework SPD is unlikely to have implications upon internationally protected sites. As the SPD does not contain 'policies', including allocations and the Council is a considerable distance from the nearest internationally protected site or prospective site, it is concluded that it is also unlikely to significantly affect them (see HRA screening below).
6. Does the SPD set the framework for future development consent of projects (not just projects in annexes to the EIA Directive)? (Art 3.4)	Yes (go to Q.8)	<p>Although the SPD does not form part of the development plan, it will be a material consideration that will inform decisions on those applications subject to Local Plan Part 1: Core Strategy Policy 25.</p> <p>Whether the plan requires a full SEA will depend on whether the policies would have a significant effect on the environment.</p>
<p>8. Is the SPD likely to have a significant effect on the environment?</p> <p>(Annex II of the European Directive 2001/42/EC on the assessment of certain plans and programmes on the environment sets out the criteria for determining the likely significance of effects on the environment. This section will assess the SPD against these criteria)</p>	No	<p>The SPD will not have a significant effect on the environment.</p> <p>The SPD does not allocate sites or contain criteria which will influence the location of development. These policy decisions were taken though the Local Plan process.</p> <p>The SPD should have a positive effect on the environment, human health and wellbeing through enabling the delivery of the necessary infrastructure.</p>
SEA IS NOT REQUIRED		

Conclusion

- 4.4 On the basis of the SEA screening exercise in Table 2, it is considered that significant effects are unlikely and therefore, the draft East of Gamston/North of Tollerton Development Framework SPD does not require a Strategic Environmental Assessment (SEA).
- 4.5 Overall, the SPD would have neutral or even positive effects on the environment (through enabling the delivery of social and environmental infrastructure).
- 4.6 If following consultation on the draft SPD, modifications to the SPD have implications for the environment, the SPD should be screened again to ensure a full SEA is not required.

5 Draft East of Gamston/North of Tollerton Development Framework SPD Habitats Regulations Assessment appropriate assessment screening

- 5.1 This is the Habitats Regulations Assessment (HRA) of the draft East of Gamston/North of Tollerton Development Framework SPD. It accompanies the draft SPD and comprises the screening of likely significant effects of this guidance (which is a material consideration when determining planning applications) on designated and prospective European or internationally protected nature conservation sites.
- 5.2 As the SPD is subordinate to the adopted Local Plan Part 1 (Core Strategy) and Local Plan Part 2 (Land and Planning Policies), provided the SPD does not amend the policies within them (which it cannot), the conclusions of their respective HRAs provide a clear indication of the likelihood of significant effects upon an internationally designated site.

Local Plan Part 1: Core Strategy

- 5.3 Rushcliffe Borough Council adopted the Local Plan Part 1: Core Strategy in December 2014. This Development Plan Document contains strategic land allocations and planning policies which determine the minimum level of development in the Borough. The Core Strategy also contains general policies on sustainable development, climate change, green belt, housing mix and tenure, design, transport, green infrastructure and biodiversity.
- 5.4 In accordance with the European Habitats Directives and Conservation of Habitats and Species Regulations 2017, the Core Strategy underwent a Habitats Regulations Assessment which determined that the plan would not significantly affect any European protected nature conservation site.

Local Plan Part 2: Land and Planning Policies

- 5.5 The Local Plan Part 2: Land and Planning Policies was adopted in October 2019. It was submitted for examination with a HRA Screening that concluded that the Plan would not result in likely significant effects alone or in combination. An addendum to the HRA assessed whether the Court of Justice of the European Union (12 April 2018) affected this conclusion. It was determined that it did not.
- 5.6 The conclusion that the Plan would be unlikely to have significant effects was supported by Natural England, was not challenged at examination. The inspector agreed with this conclusion.

Screening of Likely Significant Effects

- 5.7 Given the conclusions of the Local Plan HRAs it is unlikely that a subordinate SPD, which accords with the policies within the Local Plan, would significantly affect an internationally protected nature conservation site and trigger the requirement for an appropriate assessment.

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