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Our reference:
Your reference:
Date: Monday, 2 March 2026

To all Members of the Cabinet

Dear Councillor

A Meeting of the Cabinet will be held on Tuesday, 10 March 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 10 February 2026 (Pages 1 - 12)
4. Citizens' Questions

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

5. Opposition Group Leaders' Questions

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

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Rushcliffe Borough
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KEY DECISION

6. Asset Management Strategy 2025-2030 (Pages 13 - 104)

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

NON-KEY DECISIONS

7. East of Gamston/North of Tollerton Development Framework Supplementary Planning Document (Pages 105 - 536)

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

8. Procurement Strategy 2026-2030 (Pages 537 - 552)

The report of the Director – Finance and Corporate Services is attached.

9. Response to Government Consultation on Proposals for Local Government Reorganisation in Nottinghamshire and Nottingham (Pages 553 - 564)

The report of the Chief Executive is attached.

10. Quarter 3 Finance Report (Pages 565 - 580)

The report of the Director – Finance and Corporate Services is attached.

11. Cranmer Neighbourhood Area Application (Pages 581 - 594)

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

12. Exclusion of the Public

“To move “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.”

KEY DECISION

13. Radcliffe On Trent Masterplan (Pages 595 - 614)

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

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MINUTES OF THE MEETING OF THE CABINET

TUESDAY, 10 FEBRUARY 2026

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:

Councillors Om, Phillips and J Walker

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
S Soar	Democratic Services Officer
H Tambini	Democratic Services Manager

54 Declarations of Interest

There were no declarations of interest made.

55 Minutes of the Meeting held on 13 January 2026

The minutes of the meeting held on 13 January 2026 were agreed as a true
record and signed by the Chair.

56 Citizens' Questions

The following questions were submitted to Councillor Upton.

Question from Stewart Holmes

"The report notes a clear concentration of HMOs in West Bridgford and
recognises potential local amenity impacts, yet concludes there is insufficient
evidence to implement an Article 4 Direction. Given national guidance that
Article 4 Directions should be targeted to the smallest appropriate area to
protect local amenity, why is a geographically targeted Article 4 not being
considered as a preventative measure, rather than relying solely on complaint
numbers?"

Councillor Upton advised that whilst Article 4 Directions should apply to the
'smallest geographical area possible', the National Planning Policy Framework

(NPPF) also required that Article 4 implementation should be limited to situations where an Article 4 Direction was necessary to protect local amenity or the well-being of an area. There was insufficient evidence to justify the implementation of an Article 4 Direction, be that Borough-wide or area specific.

Question from Simon Pett

“How will the proposed “continued monitoring” differ from monitoring already undertaken, and what would trigger a change in policy rather than further delay?”

Councillor Upton advised that using the evidence used to inform the Cabinet report as a baseline, monitoring of planning applications, complaints received and licensing records would be undertaken. The recommendation asked for the Communities Scrutiny Group to review the further monitoring at July’s meeting. The Council was committed to actively monitoring the evidence.

Question from Tim Bull

“How does the Cabinet recommendation align with Full Council’s unanimous decision in September to explore an Article 4, and what alternative policy tools are being proposed if Article 4 is ruled out?”

Councillor Upton advised that at the Full Council meeting in September 2025, a motion was debated about a perception that the authority was experiencing an increase in small Houses of Multiple Occupation (HMOs) falling within Planning Use Class C4. Councillors directed officers to investigate and collate an evidence base, to look at whether there was a case for introducing an Article 4 Direction across the Borough. The Cabinet report presented the evidence base and recommended to Cabinet that there was insufficient evidence to meet the legal threshold to justify an Article 4 Direction to remove permitted development rights for HMOs. Planning permission was required to create large HMOs of 7+ occupants. Other regulatory tools which could be enacted if required, on a case-by-case basis, included the Environmental Protection Act 1990 and the Anti-Social Behaviour, Crime and Disorder Act 2014.

Question from Paul Smith

“Given resident concerns about the Council’s ability to effectively oversee and regulate HMOs once permitted development rights are exercised, how can Cabinet provide assurance that existing licensing and enforcement arrangements are sufficient, particularly when changes of use to small HMOs occur without any requirement for planning approval or public consultation?”

Councillor Upton advised that smaller HMOs still had to comply with relevant housing fitness standards and other relevant legislation the same as any other private rented sector property and the Council would investigate any complaints that were made about such properties such as noise nuisance, anti-social behaviour, poor living standards etc. Mandatory licensing of HMOs came into force in 2006 (Housing Act 2006) and applied to properties of three storeys or more with five or more people making up two or more separate households living in them. Licences could last up to five years and would have conditions

attached to them that must be complied with. All licensed HMOs were routinely inspected to ensure they met all necessary statutory requirements. Licensing was intended to make sure that landlords of HMOs were:

- fit and proper people, or employ managers who were;
- each HMO was safe and suitable for occupation by the number of people allowed under the licence;
- the standard of management of the HMO was adequate;
- high risk HMOs could be identified and targeted for improvement; and
- HMOs were not overcrowded.

There are currently 200 licensed HMOs with the following mandatory conditions, which applied to every licence:

- a valid current gas safety certificate, which was renewed annually;
- proof that all electrical appliances and furniture were kept in a safe condition;
- proof that all smoke alarms were correctly positioned, installed and maintained;
- each occupier must have a written statement of the terms on which they occupy the property, for example, a tenancy agreement;
- minimum sleeping room sizes; and
- waste disposal arrangements.

Question from Nouredine Mechoui

“The case studies cited in the report acted once HMO impacts were already severe. Is the Council content to wait for comparable levels of harm locally before intervening, rather than acting earlier to prevent escalation?”

Councillor Upton advised that NPPF also required that Article 4 implementation should be limited to situations where an Article 4 Direction was necessary to protect local amenity or the well-being of an area. There was insufficient evidence to justify the implementation of an Article 4 Direction, be that Borough-wide or area specific.

Question from Sundeep Soor

“Without an Article 4 Direction in place, how does the Council intend to prevent the incremental loss of family housing and manage the cumulative impact of additional HMOs in areas already experiencing high concentrations, given that permitted development removes any requirement for planning scrutiny or local decision-making?”

Councillor Upton advised that the NPPF made it clear that any Article 4 Direction must be supported by evidence that HMOs were impacting negatively on the local amenity of an area. It was the view of the Council that this threshold had not yet been met. The Council was also mindful of the variety of Rushcliffe residents requiring housing, including low income individuals or young professionals who could only afford HMO accommodation. Cabinet was recommending that the matter was kept under review and further scrutiny took place by the Communities Scrutiny Group at July’s meeting, to respond to

further changes in this area.

Question from P Baker

“What specific level or type of evidence would officers require to recommend an Article 4 in future, and how will members know when that threshold has been reached?”

Councillor Upton advised that NPPF and the associated guidance did not stipulate a threshold or what specific evidence was required to justify an Article 4 Direction; however, the Framework did stipulate that the implementation of Article 4 Directions must be based on ‘robust evidence’, this was why the Cabinet recommendation was to keep this matter under review and scrutinise it further.

Question from Sue Jeffery

“Does the Council accept that formal complaint numbers may significantly under-represent impacts on local amenity, particularly where residents feel complaints are ineffective or are reluctant to pursue them?”

Councillor Upton advised that the Council regulated HMOs through licensing and reviewed properties on a regular basis, to ensure that complaints and any disturbance to the local community was kept to a minimum, in line with local authorities across the country. There was insufficient evidence to support the implementation of an Article 4 Direction, given the known numbers of HMOs, complaints received and issues identified through licensing and reviews of properties. Nevertheless, there were other regulatory tools which could be enacted including the Environmental Protection Act 1990 and the Anti-Social Behaviour, Crime and Disorder Act 2014.

Question from Natasha Walker

“Given that the report identifies areas with concentrated HMOs and acknowledges resident concerns, how does Cabinet justify delaying action until impacts become severe, and what alternative measures are being considered to proactively protect local amenity and community cohesion in the meantime?”

Councillor Upton advised that the Council regulated HMOs through licensing and reviewed properties on a regular basis to ensure that complaints and any disturbance to the local community was kept to a minimum, in line with local authorities across the country. Smaller HMOs still had to comply with relevant housing fitness standards and other relevant legislation, the same as any other private rented sector property and the Council would investigate any complaints that were made about such properties such as noise nuisance, anti-social behaviour, poor living standards etc. Mandatory licensing of HMOs came into force in 2006 (Housing Act 2006) and applied to properties of three storeys or more with five or more people making up two or more separate households living in them. Licences could last up to five years and would have conditions attached to them that must be complied with. All licensed HMOs were routinely inspected to ensure they met all necessary statutory requirements. Licensing was intended to make sure that landlords of HMOs were:

- fit and proper people, or employ managers who were;
- each HMO was safe and suitable for occupation by the number of people allowed under the licence;
- the standard of management of the HMO was adequate;
- high risk HMOs could be identified and targeted for improvement; and
- HMOs were not overcrowded.

There are currently 200 licensed HMOs with the following mandatory conditions, which applied to every licence:

- a valid current gas safety certificate, which was renewed annually;
- proof that all electrical appliances and furniture were kept in a safe condition;
- proof that all smoke alarms were correctly positioned, installed and maintained;
- each occupier must have a written statement of the terms on which they occupy the property, for example, a tenancy agreement;
- minimum sleeping room sizes; and
- waste disposal arrangements.

Question from Gary Sellick

“Over what timescale will monitoring take place before the issue is formally reconsidered, and will findings be reported back to Full Council?”

Councillor Upton advised that the recommendation was for Communities Scrutiny Group to review the further monitoring at July’s meeting. The Council was committed to actively monitoring the evidence.

Question from Tak Pang

“Has a non-immediate Article 4 Direction with a 12-month notice period, which avoids compensation liability been fully assessed as a proportionate and lower-risk option?”

Councillor Upton advised that the implementation of an Article 4 Direction must be based on evidence. If evidence justified the implementation of an Article 4 Direction, local authorities must then decide if a non-immediate or immediate Article 4 Direction would be most appropriate. Whether immediate or non-immediate, an Article 4 Direction must be supported by ‘robust evidence’ and applied in a measured and targeted way, in order to comply with the requirements of the NPPF and the Planning Policy Guidance.

57 **Opposition Group Leaders' Questions**

Question from Councillor J Walker to Councillor Viridi.

“An expected benefit of Local Government Reorganisation (LGR) and the creation of a new unitary authority is that there will no longer be a situation where one tier of Local Government has responsibility for collecting Council Tax on behalf of all tiers of Local Government in that area. Thus, eliminating

the confusion, of different administrations from different councils serving the same area, making their own budgetary claims in isolation, which is currently the case on page 8, paragraph 4.2 a) of this Cabinet agenda, which states: "Rushcliffe faces a 2.46% reduction in its core spending power."

Can the Portfolio Holder for Finance confirm that this statement does not take into account the shared uplift that residents of Rushcliffe could benefit from through the 30% increase to the County Council tax budget this year?"

Councillor Virdi advised that the premise of this question was fundamentally flawed, as LGR had not happened, with no legislation passed, and no decision taken on when or how Council Tax might be harmonised, which could take years, and Rushcliffe remained a separate, legal authority, with its own statutory responsibilities. The figures quoted in the report were published by the Labour Government, and Councillor Virdi advised that it was categorically wrong to conflate Rushcliffe's financial position with Nottinghamshire County Council. He stated that what the County Council had received was irrelevant to Rushcliffe in respect of its core spending power, in the same way as for the City Council, as they each had different responsibilities. Councillor Virdi stated that the suggestion that Rushcliffe's residents benefitted from a County Council uplift when assessing this Council's financial settlement was incorrect and misunderstood how Local Government finance worked. Any sleight of hand was in attempting to mask a poor settlement for district councils by pointing to uplifts elsewhere in the system. Councillor Virdi referred to the budget briefings, when the Council's Section 151 was clear that funding was being redistributed based on demand and deprivation, and as a result, upper tier authorities had fared better than district councils, including Rushcliffe. Councillor Virdi advised that even the County Council's position was not simple, as any additional funding came alongside significant financial pressures, and to suggest that this Council was better off, as a result of this settlement was misleading. Conflating County Council finances with Borough Council finances was confusing for residents and he stated that you could not spend County Council money in a Borough Council budget.

Councillor Walker asked a supplementary question.

"Radcliffe on Trent has three members of that ward who sit on this Cabinet, and it will be getting a £1m Masterplan, while villages like Ruddington, East Leake and West Bridgford are left fighting for the scraps. Can the Portfolio Holder for Finance please explain the logic behind this increased spending on Radcliffe on Trent and would he commit similar spending amounts to larger communities in Rushcliffe, such as Ruddington, East Leake and West Bridgford?"

The Deputy Monitoring Officer advised that there was no time to answer the question as the five minutes allocated had been used.

Question from Councillor Phillips to Councillor Upton.

"It may be that the analysis work undertaken so far across the wider Borough does not yet warrant a Borough-wide Article 4 Direction. As it is the current Government's aim to remove all asylum seekers from hotels they will all need

to be housed somewhere. We all recognise the ease on how HMOs under permitted development can be obtained, and the need to look at an Article 4 Direction to take control of inappropriate HMO locations. In September 2025, at Full Council a motion was submitted to look into an Article 4 Direction and we all unanimously voted in favour of this; however, we did not have chance to debate because we ran out of time and went straight to the vote.

Do you not agree that an Article 4 Direction just within the heavily populated West Bridgford areas would give the Council better control over inappropriate development and HMO locations?"

Councillor Upton advised that the legislation set out that the implementation of an Article 4 Directive must be evidence led, and the review had shown that there was no evidence to support the making of a Direction. Cabinet was also clear that the motion was not about asylum seekers but the occurrence of a concentration of HMOs having an adverse effect on the amenity of an area, as per the legislation. Councillor Upton stated that HMOs accommodated a variety of people, often providing an affordable place to live as part of the whole housing system. Unintended consequences must also be considered, including limiting the supply of HMO housing for low income people or young professionals and HMOs moving to neighbouring areas where permitted development was still available. He recognised that this was an important matter to consider and keep under review, which was why Communities Scrutiny Group would be asked to scrutinise the matter.

Councillor Phillips asked a supplementary question.

"In my ward, if we had an Article 4 Direction in place, it would have prevented a four bed property being converted into a six-bed HMO, used to house single, male asylum seekers on a quiet cul-de-sac of eight other family properties, and just meters away from a children's play area. If we had the Article 4 in place, it would have ensured the full planning application would have been carried out and would you not agree that there is evidence there to support an Article 4 Direction?"

Councillor Upton stated that he understood those comments and that with an Article 4 in place it would have required a planning application. That application would have been treated using the normal process, and unless there was any adverse material planning consideration, then you could not assume that it would not have become an HMO.

58 2026/2027 Budget and Financial Strategy

The Cabinet Portfolio Holder for Finance, Transformation and Governance, Councillor Viridi presented the report of the Director – Finance and Corporate Services outlining the Council's proposed budget for 2026/27, the five-year Medium Term Financial Strategy (MTFS) and accompanying information detailed in the report.

Councillor Viridi stated that this had been a challenging budget to prepare, due to significant, large scale, systemic changes to Local Government finance. He notified Cabinet of a minor technical correction in the report, the Band D

Council Tax figure referred to in paragraph 4.2 c) and the MTFS Annex should read £161.77 rather than £161.76, and this would be corrected in the report to Full Council. He confirmed that this did not change the substance of the budget.

Councillor Virdi advised that this budget demonstrated the Council's financial resilience, and despite ongoing reductions in Government funding, including some late changes he would refer to later, it was noted that Council Tax would be frozen, a strong financial position would be maintained, with a balanced budget across the five-year period, as the Council remained debt free. Cabinet was reminded that Rushcliffe continued to have the lowest Council Tax in Nottinghamshire and remained amongst the lowest quartile in the country, which Councillor Virdi felt everyone should be proud of. This was being achieved whilst the Council continued to deliver high quality services and to invest in its people and place, with the budget supporting a £24m Capital Programme, which was focused on supporting the vulnerable, improving communities and leisure facilities, enabling economic growth and reducing the Council's carbon footprint. It was noted that the Council retained projected earmarked reserves of around £25m, providing resilience going forward, particularly with Local Government Reorganisation (LGR) on the horizon. He referred to the Council's Transformation and Efficiency Plan, which highlighted how the Council continued to innovate whilst living within its means.

Councillor Virdi referred to key points in the report, as detailed in paragraph 4.2, and advised that this was the first multi-year settlement in over a decade, providing a three-year financial framework. However, Rushcliffe had seen a 2.25% reduction in core spending power, with Business Rates undergoing a national reset, which had significantly impacted the Council, details of which were highlighted in paragraph 4.2 b). Councillor Virdi confirmed that until recently, the budget was based on the provisional settlement; however, there had been a late, material change, following the final Local Government finance settlement, which was issued yesterday, and was referenced in the Addendum circulated at the meeting. The Government had changed the treatment of Business Rates pooling gains, reallocating a significant portion towards upper tier authorities, which particularly affected councils, including Rushcliffe that were members of the Business Rates Pool in 2025-2026. In 2026-2027, the Government was recognising the lateness of this change and would be providing a one-off transitional grant of £0.484m; however, from 2027, there would be an additional cost of around £1.2m, with detailed analysis set out in paragraphs 3.5 and 3.6 of the Addendum. He confirmed that the report to Full Council would be updated to reflect those changes. Taking this change and other late policy decisions into account, the overall MTFS showed a commutative deficit of £0.815m over five years. Councillor Virdi stated that this deficit was manageable, and the Council remained stable and able to set a responsible budget, whilst recommending a freeze on Council Tax, which reflected the strength of the Council's financial position, and the continued pressure residents faced.

In respect of Special Expenses, Councillor Virdi advised that there would only be a modest increase, which, he as a West Bridgford Councillor felt provided excellent value for money, supporting a vibrant events programme. The Council remained committed to economic growth, and whilst it was

disappointing that the New Homes Bonus (NHB) was no longer received, that had been anticipated and planned within the MTFS.

Councillor Virdi acknowledged the risks and uncertainties that remained, including the impact of national policy changes to Simpler Recycling as detailed in paragraph 4.2 k), inflation, and LGR remained the most significant strategic risks; however, the Council was well prepared and would remain vigilant.

Councillor Virdi highlighted two late policy changes, which were detailed in the Addendum. The first related to the second homes premium, and that Cabinet had expressed concerns regarding its effectiveness for bringing second homes back into use, and it would be recommending that this Policy was ceased. Secondly, it was proposed to explore a Council Tax discount for residents who were terminally ill, with £40k being committed per annum, with a scrutiny review to assess the risk demand and an appropriate scheme.

In summary, Councillor Virdi stated that this was a strong and responsible budget, delivered in exceptionally difficult and fast-moving circumstances, it balanced prudence with compassion, investment with restraint and resilience with realism. Councillor Virdi concluded by thanking the Director – Finance and Corporate Services and the Finance Team for their exceptionally hard work and professionalism in producing this budget during very challenging times and dealing with late national changes.

In seconding the recommendation, Councillor J Wheeler welcomed the freeze in Council Tax despite the pressures being faced, inflation and cost of living remained high, and he felt that it was important to support residents. The Council continued to invest millions of pounds in its fantastic facilities and services and ensuring that empty homes were being brought back into use. In welcoming the proposal to support the terminally ill, Councillor Wheeler felt that it was important to carefully and sensitively look at the proposal, to ensure an appropriate and timely delivery. In respect of second homes premium, Councillor Wheeler agreed that whilst this had been an appropriate action before, it was noted that there had been some negative impact, and it was important to review ways of how to encourage homeowners to bring empty properties back into use. He reiterated Councillor Virdi's comments regarding the West Bridgford Special Expenses and welcomed the continued investment in facilities and events over the last year. He concluded by echoing thanks to officers for their continued hard work.

The Leader echoed Councillor Virdi's comments that this was an extremely well run Council, being debt free and prudently managed. He referred to the two additional policy changes and felt that this showed that the Council did listen to residents' concerns and that it could react accordingly, due to its stable financial position. He also echoed the thanks given to the Director – Finance and Corporate Services and his team for their continued hard work.

It was RESOLVED that Cabinet RECOMMENDS to Council that it:

- a) adopts the budget setting report and associated financial strategies 2026/27 to 2030/31 and appendices (attached Annex), including the

summarised Special Expenses budget at Appendix 1, Budget Summary at Appendix 2, use of Reserves at Appendix 4, Transformation and Efficiency Plan at Appendix 5, core spending power at Appendix 6 and Report of the Nottinghamshire Finance Officers on the Business Rates Pool at Appendix 7;

- b) adopts the Capital Programme as set out in Appendix 3;
- c) adopts the Capital and Investment Strategy at Appendix 9;
- d) sets Rushcliffe's 2026/27 Council Tax for a Band D property at £161.76 (no increase from 2025/26, a freeze for one year);
- e) sets the Special Expenses for 2026/27 for West Bridgford, Ruddington and Keyworth, resulting in the following Band D Council Tax levels for the Special Expense Areas:
 - i. West Bridgford £67.40 (£64.84 in 2025/26)
 - ii. Keyworth £3.35 (£3.21 in 2025/26)
 - iii. Ruddington £3.40 (£3.14 in 2025/26); and
- f) adopts the Pay Policy Statement at Appendix 8; and delegates authority to the Director – Finance and Corporate Services to make any minor amendments to the MTFs once the final Local Government Finance Settlement is received and advise the Finance Portfolio Holder accordingly, to be reported to Full Council.

59 **Article 4 Direction - Houses of Multiple Occupancy (HMOs)**

The Cabinet Portfolio Holder for Planning and Housing, Councillor Upton, presented the report of the Director – Development and Economic Growth, which detailed the Article 4 Direction – Houses in Multiple Occupancy (HMOs).

Councillor Upton referred to the Council meeting on 18 September 2025, when this issue had been debated, and he referred to the subsequent work by officers to investigate and collate evidence, including any adverse effects on local amenities or well-being, to see if there was a case for introducing an Article 4 Direction, as detailed in paragraph 1.2 of the report.

Councillor Upton advised that at the present time, there was insufficient evidence to meet the legal threshold to justify an Article 4 Direction, and whilst understanding the emotion, and the call by some to have tougher HMO regulations in Rushcliffe, there was not enough evidence to support that. Councillor Upton stated that the report outlined the investigations that had taken place, together with details of an Article 4 Direction, as highlighted in paragraphs 4.3 and 4.4. Councillor Upton confirmed that an Article 4 Direction would not prevent development, it would require a planning application to be made, and unless there were compelling, adverse material considerations, as set out in planning legislation, it was likely that many would be approved. The National Planning Policy Framework (NPPF) required that an Article 4 Direction should only be used when there was robust evidence and applied to the smallest possible geographical area. Councillor Upton outlined the number of

licensed and potential unlicensed HMOs in Rushcliffe, as detailed in paragraph 4.10, which amounted to around 361, together with details of complaints received in 2024 and 2025, as referred to in paragraph 4.12. It was noted that levels of complaint were very low. Councillor Upton referred to some unintended consequences of introducing an Article 4 Direction, such as reducing the availability of lower cost accommodation for young professionals, students and those on a lower income.

Councillor Upton concluded by stating that most HMOs in Rushcliffe had not given rise to any complaints and there was no evidence to link them with anti-social behaviour. However, the situation might change, and it was therefore recommended that the following additional recommendation c) be agreed:

- c) that Cabinet requests that the matter is referred to Communities Scrutiny Group at the July meeting to scrutinise the following key lines of enquiry:
- Is there a robust evidence base demonstrating harm or risk of harm?
 - What are the likely impacts – intended and unintended – of introducing an Article 4 Direction to remove or restrict permitted development rights for HMOs?
 - Is making a Direction proportionate, enforceable and aligned with local and national policy?

In seconding the recommendation, Councillor Inglis advised that he had presented the original motion at Council, which had resulted in this investigation. He referred to the subsequent report, which confirmed that the legal requirements for robust evidence currently did not exist, and therefore an Article 4 Direction could not be justified. He was pleased that monitoring would continue and that the issue would be scrutinised, with the focus on West Bridgford, where the current density was highest and action would be taken, if any trigger point was reached. However, Councillor Inglis noted that the vast majority of HMOs did not give rise to complaints, and any that did had been successfully addressed by the Council. Councillor Inglis referred to Councillor Phillip's supplementary question earlier in the meeting and clarified that an Article 4 Direction simply ensured that a property met the NPPF requirements in material planning matters and it had no control over who occupied a property.

Councillor Wheeler reiterated that having an Article 4 Direction would not prevent a property being converted into a HMO, it would require an additional stage, with the processing of a planning application. The Council had to follow national planning policies and if residents wanted changes to be made to those policies, they should lobby their MPs. He felt that it was important to have transparent decision making and be clear with people that a property could be changed into a HMO and there was no control over who could live in it.

Councillor Brennan stated that many people hoped that an Article 4 Direction would prevent asylum seekers living in their area; however, it was not designed to do that. For smaller HMOs under an Article 4 Direction, applying for planning permission, would not give any say on who would live in that property. The only way that the Council could have some kind of preventative measures was if

there was a change in Government policy.

The Leader agreed that evidence was required to introduce an Article 4 Direction and that any real changes had to be driven by changes to Government policy. The Leader stated that it was his intention to write to the Government, to request that it considered changing legislation to allow councils to make their own, local decisions.

It was RESOLVED that Cabinet:

- a) confirms that there is insufficient evidence to meet the legal threshold to justify an Article 4 Direction to remove or restrict permitted development rights for Houses of Multiple Occupation (HMO) in the Borough;
- b) requests that the number of HMOs and complaints received continues to be monitored; and
- c) requests that the matter is referred to Communities Scrutiny Group at the July meeting to scrutinise the following key lines of enquiry:
 - Is there a robust evidence base demonstrating harm or risk of harm?
 - What are the likely impacts – intended and unintended – of introducing an Article 4 Direction to remove or restrict permitted development rights for HMOs?
 - Is making a Direction proportionate, enforceable and aligned with local and national policy?

The meeting closed at 7.57 pm.

CHAIR



Cabinet

Tuesday, 10 March 2026

Asset Management Strategy 2025-2030

Report of the Director – Development and Economic Growth

Cabinet Portfolio Holder for Business and Growth, Councillor A Brennan

1. Purpose of report

- 1.1. The Council's property and land assets are of paramount importance in supporting the delivery of its services and sit at the core of the organisation. The property and land portfolio should support the Council's aims and objectives and be managed efficiently, effectively and economically.
- 1.2. The Council has a diverse portfolio, ranging from community assets such as leisure centres, parks and community centres serving the residents of the Borough, through to commercial and investment property, providing income to the Council and accommodation for small local businesses.
- 1.3. An Asset Management Strategy seeks to align the asset portfolio with the needs of the organisation. The Council's corporate objectives express the aims and goals of the Council, and the Strategy sets out at a high level how the land and building portfolio are aligned with this. The Strategy seeks to plan and manage property as a corporate resource for the benefit of the people of Rushcliffe.
- 1.4. Sitting under the Asset Management Strategy is the Asset Management Plan, which sets out the detail of how the Council manages its land and building assets over a five-year period.
- 1.5. The Asset Management Strategy and Plan 2025-2030 provide an update to the existing Strategy and Plan, which ran from 2020-2025, linking with the Council's current corporate objectives and has been prepared through engagement with other departments as part of ensuring assets enable effective service delivery.
- 1.6. The Strategy and Plan also refer to Local Government Reorganisation which will fundamentally transform the structure of councils across Nottinghamshire, which will have implications for the management and strategic deployment of land and property assets in the Borough.
- 1.7. The Asset Management Strategy and Plan was scrutinised by Growth and Development Scrutiny Group on 28 January 2026 and after a good debate, endorsed for recommendation by Cabinet.

2. Recommendation

It is RECOMMENDED that Cabinet approves the Asset Management Strategy and Plan.

3. Reasons for Recommendation

- 3.1. It is good practice for the Council to have a current Asset Management Strategy to ensure good management of Council assets that are properly aligned with the Council's Corporate Strategy and Priorities.
- 3.2. The updated Asset Management Strategy and Plan 2025-2030 has been updated to reflect the Council's Corporate Strategy and Priorities as well as having regard to Local Government Reorganisation.

4. Supporting Information

- 4.1. The aim of the Asset Management Strategy is to ensure the Council has the right property in the right place and is fit for purpose to meet current and future service needs to support the Council's medium/long term financial strategy.
- 4.2. For example, the construction in 2023/24 of the new Bingham Arena Leisure Centre replaced the dilapidated joint use Bingham Leisure Centre, providing carbon efficient BREEAM Very Good (this is a sustainability framework assessment), state of the art fitness and swimming facilities for Bingham and the surrounding areas, whilst providing the Council with much improved income streams.
- 4.3. The Council has also constructed the new Bingham Enterprise Centre (part funded by the Sustainable Urban Development (EU) Fund), offering carbon efficient BREEAM Very Good property, comprising 12 office suites for local SMEs, thereby promoting local business growth, but also securing an annual rental income to the Council of £110k per annum.
- 4.4. Other examples of completed actions can be seen in Appendix C, with future aspirational actions found in Appendix B.
- 4.5. The Asset Management Strategy also sets out how the Council will manage and maintain property effectively, efficiently and sustainably, together with optimising financial return and commercial opportunities and supporting and growing local business.
- 4.6. For example, actions adopted in the Economic Growth Strategy have led to the commission of two initial town centre vision plans for key population centres in the Borough – Radcliffe on Trent and West Bridgford, with two further planned for East Leake and Ruddington and discussions taking place with Keyworth. The aim of the vision plans is to stimulate regeneration, growth and improvements to the local place and retail centres and also provides a basis for future grant funding applications.

- 4.7. The Asset Management Strategy also aligns the management of the asset portfolio across the organisation, considering individual service policies and strategies and ensuring a holistic and comprehensive 'one Council' approach.
- 4.8. For example, Cabinet agreed a target to become carbon neutral by 2030 and adopted a Carbon Management Action Plan to monitor progress against the target. To achieve this target, the Council's Carbon Management Action Plan incorporated eight broad themes and actions, one of which has led to the purchase of 50 acres of land at Upper Broughton for woodland planting and carbon offsetting.
- 4.9. Appendix A provides the Asset Management Strategy and Plan, showing the Council's aims and objectives and how the Council's assets are managed in this context.
- 4.10. Appendix B provides the Asset Management Action Plan for 2025-2030, a living document of tasks derived from delivery of the Asset Management Strategy. It is important to understand that this action plan will be flexible, and the order and prioritisation of actions may change during the period, as the Council needs to react to any situations that may arise.
- 4.11. Appendix C provides the Action Plan for 2020-2024, demonstrating the achievements made through the Strategy over this period.

5. Alternative Options Considered and Reasons for Rejection

- 5.1. Retaining the 2020 - 2025 Asset Management Strategy was considered, but it no longer fully aligns with current priorities or the service needs of the Council, therefore reducing the ability to provide the strategic direction needed to guide future asset decisions or support improved service delivery.
- 5.2. Introducing a short term interim Strategy was also explored to allow flexibility during Local Government Reorganisation. However, this would not provide the long term clarity needed to support planned investment or make asset decisions, and would create uncertainty, delay decision making, and risk undermining regeneration and ongoing projects.
- 5.3. Developing department specific asset plans could be considered but this approach conflicts with the Council's Corporate Landlord model, creates duplication, weakens strategic oversight, and reduces opportunities for cross service optimisation, limiting the Council's ability to deliver corporate objectives.
- 5.4. Postponing the Strategy refresh until further progress on Local Government Reorganisation was explored; however, delaying would leave the Council without a fully up to date framework during a period of challenge. A refreshed Strategy is needed now and if necessary, can be adjusted as reorganisation evolves.

6. Risks and Uncertainties

Ineffective management of the Council's property portfolio has negative implications and impacts for service delivery for residents, income generation, business support and growth, partner working and regeneration. This Strategy aims to mitigate these negative impacts to ensure a cohesive, 'one Council' embedded approach to managing the Council's assets.

7. Implications

7.1. Financial Implications

A comprehensive Asset Management Strategy is fundamental to ensuring that the Council's assets are planned, maintained, and utilised in a manner that safeguards long-term financial sustainability and supports the effective delivery of statutory and community services. Changes in the asset portfolio, whether an acquisition or disposal, will be reflected in Cabinet reports with amendments as appropriate to the Capital Programme and any associated revenue budget changes.

7.2. Legal Implications

A robust Asset Management Strategy is vital to ensuring that the Council meets its statutory obligations, manages legal risk across its estate, and exercises its duties of stewardship and compliance in a transparent and defensible manner.

7.3. Equalities Implications

The Strategy aims to be fully inclusive, providing accessible services and buildings and to ensure that decisions about the Council's estate are fair, compliant with statutory duties, and support equitable access to services and facilities.

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

The Strategy provides a framework to ensure effective management of the Council's assets, which includes making sure assets are appropriate for their environment and managed effectively to actively reduce crime and disorder, comply with statutory duties, and promote safer, more resilient communities.

7.5. Biodiversity Net Gain Implications

Linking to the Council's BNG requirements to ensure decisions about the Council's estate deliver measurable biodiversity gains and comply with statutory environmental requirements.

8. Link to Corporate Priorities

The Environment	Ensuring sustainable design in new assets and working to reduce the impact of existing assets on the environment.
Quality of Life	Residents directly benefit from the effective management of a well maintained and efficient portfolio to enable effective service delivery to residents.
Efficient Services	As with Quality of Life, having well placed assets with their effective management enables services to be delivered to a high standard across the borough.
Sustainable Growth	Managing assets in the right place, effective partnership working and providing a support system for local business.

9. Recommendation

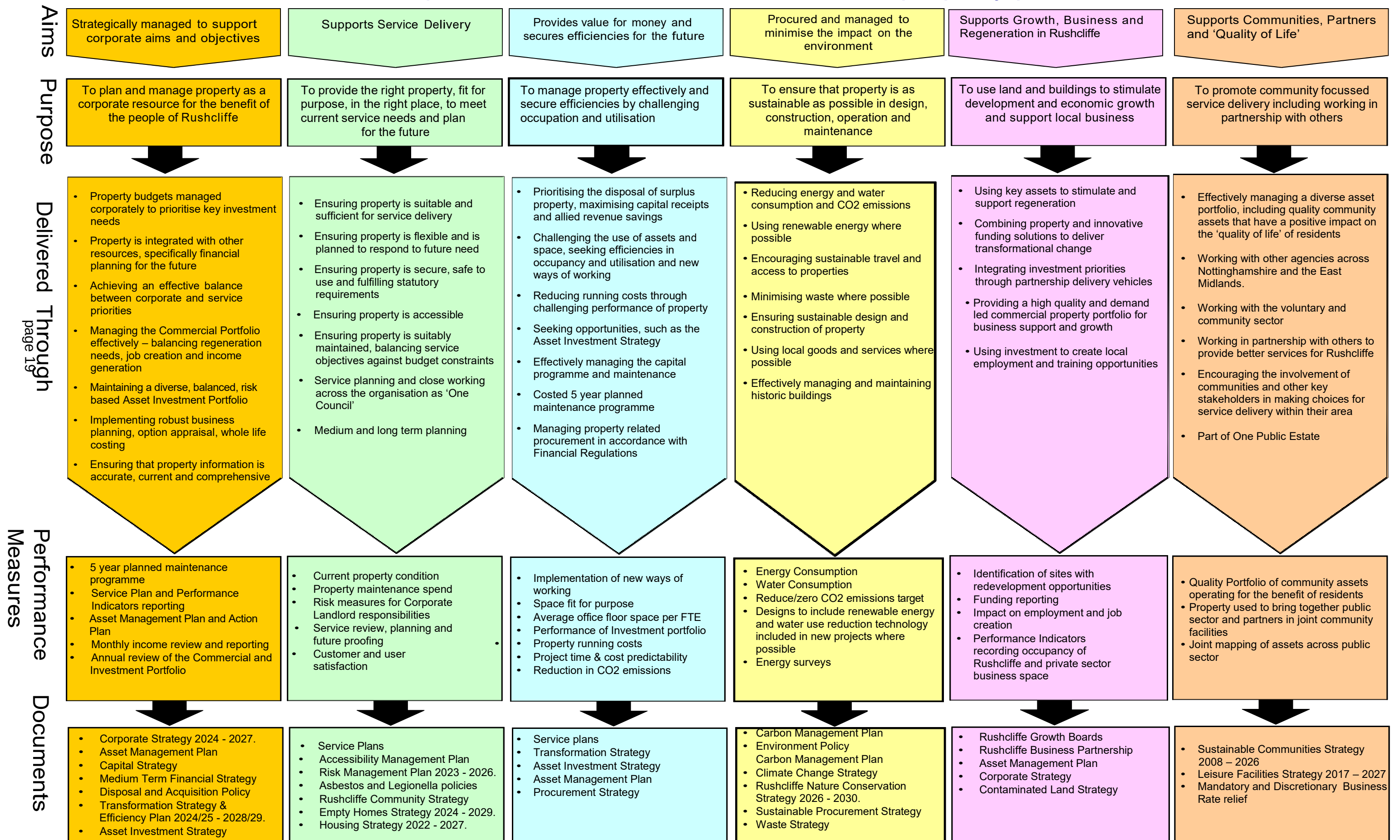
It is RECOMMENDED that Cabinet approves the Asset Management Strategy and Plan.

For more information contact:	Nick Berry Senior Property Estates Surveyor 0115 914 8549 nberry@rushcliffe.gov.uk
Background papers available for Inspection:	None
List of appendices:	A Asset Management Strategy B Asset Management Strategy and Plan 2025-2030 C Asset Management Action Plan 2025-2030 D Asset Management Action Plan 2020-2024

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Rushcliffe Borough Council – Asset Management Strategy 2025-30

Our aim is to develop an effective, efficient and economic property portfolio which....



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Rushcliffe
Borough Council

Asset Management Strategy 2025 - 2030

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Introduction

Local Authorities across the UK hold property portfolios, which include land and building assets that have been acquired, gifted or inherited over many years. Rushcliffe Borough Council (RBC) has a diverse portfolio, ranging from community assets such as community centres, parks and open spaces, leisure centres and sports pitches through to car parks and commercial and investment property – all providing for a great place, great lifestyle and great sport for our residents and businesses.

Achieving our corporate objectives relies on effective use of resources, including assets. To do this, RBC has set out its vision, ambition, values and priorities in the following documents:

- Asset Management Strategy (AMS)
- Asset Management Plan (AMP) (this document)
- Asset Management Action Plan (appended to this document)

They explain how managing our assets effectively cuts across the whole organisation and has an integral role in supporting service delivery to Rushcliffe residents and businesses.

The AMS and AMP are intrinsically linked to the Council's Corporate Strategy and priorities and the efficient use of resources to improve lives and support the community. RBC ensures the use of its assets drive our ambitions and priorities, (set out below) and sit at the core of the organisation and service delivery.

The AMS and AMP are in place for five years, providing a framework for effective asset management aligned with the Council's objectives. The Action Plan is a living document setting out tasks and projects that flow from having an active AMP and will be updated regularly.

Our Approach

As a Council, we are working harder than ever to support a sustainable, productive and prosperous Rushcliffe, a place where people are proud to live, work and do business.

Our Ambition

- Ensuring there is a resilient Medium Term Financial Strategy
- Actively working to welcome new businesses and to support existing businesses, big and small, to thrive
- Operating in an ever more transparent manner, ensuring residents feel fully informed and involved in decision making
- Maximising our impact within the wider public and private landscape
- Committed to playing our part in delivering housing growth in a sustainable way
- Considering the impact we all have on the environment
- Continuing to deliver the quality of services you expect

Our Priorities

EFFICIENT SERVICES

As an organisation it is always our intention to deliver the best services for our residents, in the most efficient way possible.

QUALITY OF LIFE

Our residents' quality of life is our first priority. When we say 'quality of life' we mean how our residents feel about living in the Borough, its environment, and the community facilities they can access.

SUSTAINABLE GROWTH

Rushcliffe is determined to play its part in shaping the future of the Borough ensuring the needs and aspirations of Rushcliffe residents are met in all future developments. We accept that sometimes we will be leading and sometimes supporting others to deliver what our community needs to grow in a sustainable way.

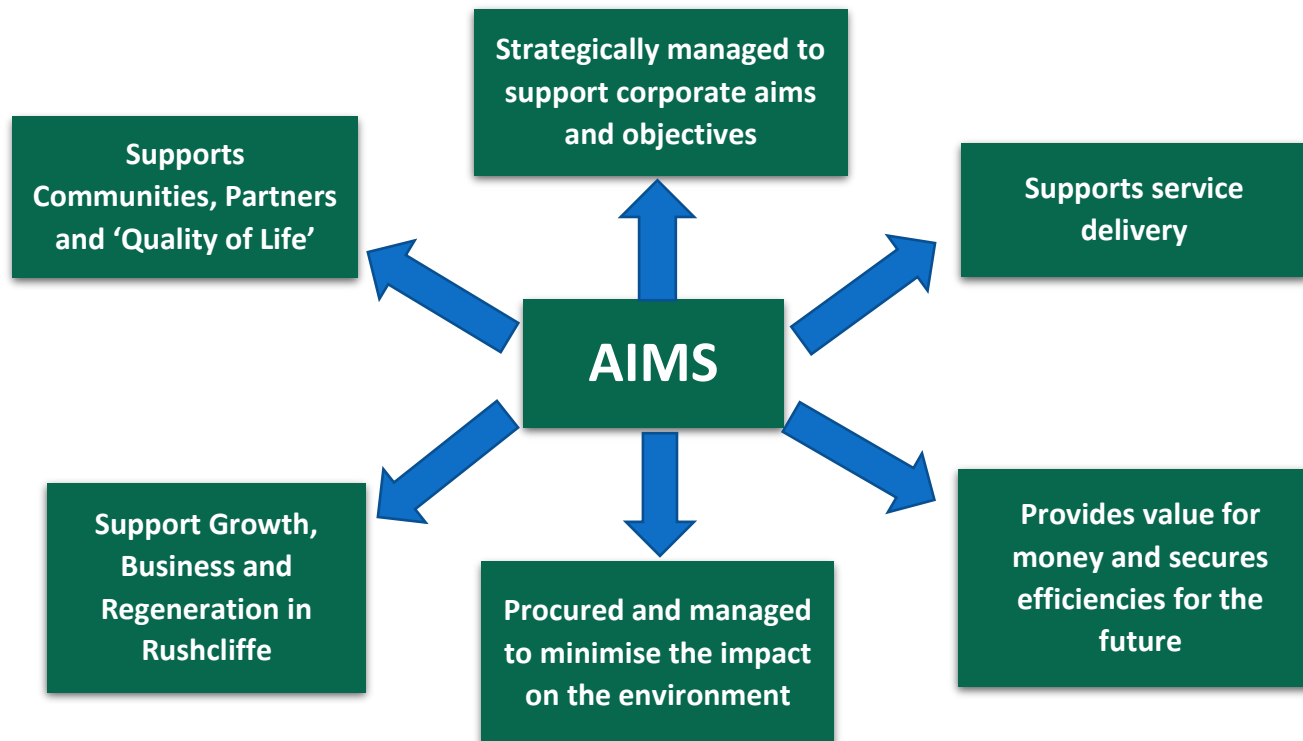
THE ENVIRONMENT

At Rushcliffe, we know that the natural environment is precious and not something we can afford to take for granted. We are fully committed to playing our part in protecting the environment today and enhancing it for future generations.



Asset Management Strategy Aims

The Asset Management Strategy (AMS) (as appended to this document) establishes some clear principles by which we manage our land and buildings, it will remain in place for the next five years but be reviewed to ensure it still reflects our ambitions. The AMS sets out six Aims (below), which are aligned with the Council's Corporate Strategy. Delivery against these Aims is further detailed in the Objectives on page 9, and this Asset Management Plan (AMP) goes on to explain how the Strategy is embedded to form effective operational service delivery.



Objectives

Objective 1 Corporate Resource

To plan and manage property as a corporate resource for the benefit of the people of Rushcliffe.

Objective 2 Service Driven

To provide the right property, fit for purpose, in the right place, to meet current service needs and plan for the future.

Objective 3 Efficient

To manage property effectively and secure efficiencies by challenging occupation and utilisation.

Objective 4 Sustainable

To ensure that property is as sustainable as possible in design, construction, operation and maintenance.

Objective 5 Economic Growth

To use land and buildings to stimulate development and economic growth and support local business.

Objective 6 Community and Partners

To promote community focussed service delivery including working in partnership with others.

Asset Management Plan

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Supporting our Services through effective management of our Land and Buildings

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The Council's property portfolio extends to over 216 land and building assets, with a current total book value of over £96m. Whilst this is not necessarily the amount that RBC would receive if we sold all of our assets, it demonstrates what a considerable resource our land and buildings are, and why they need to be carefully managed.

There are a wide range of assets within our current portfolio: it comprises community and leisure facilities, offices, car parks, public conveniences, open spaces, parks, starter units for businesses and an investment portfolio to generate a commercial income. The reasons for holding these assets will vary and, as a result, we may need to measure their performance in different ways. Performance of each asset must therefore be linked to the strategic purpose for holding it.

Without careful management, there is potential to waste money by keeping buildings that are not fit for purpose. Equally, all assets have a value and if they are no longer required, they could have a new purpose or be sold to unlock the value which can be reinvested.

As the way we deliver services changes, our assets will also need to change to support the Council as it moves forward.

We have invested in new assets to ensure we provide services fit for the future and to maximise the benefit to the people who live, work or visit Rushcliffe and this cycle of renewal and asset challenge will continue.

In support of maximising value for money, we have embedded the Corporate Landlord Approach, which centralises the maintenance and day-to-day running of our buildings. Capital works are prioritised appropriately, based on evidence from building condition surveys and in alignment with operational priorities and service delivery.

This, altogether, ensures we achieve the best value from our assets, that they are performing appropriately and provides assurance that money is spent in the right places and on the right buildings.

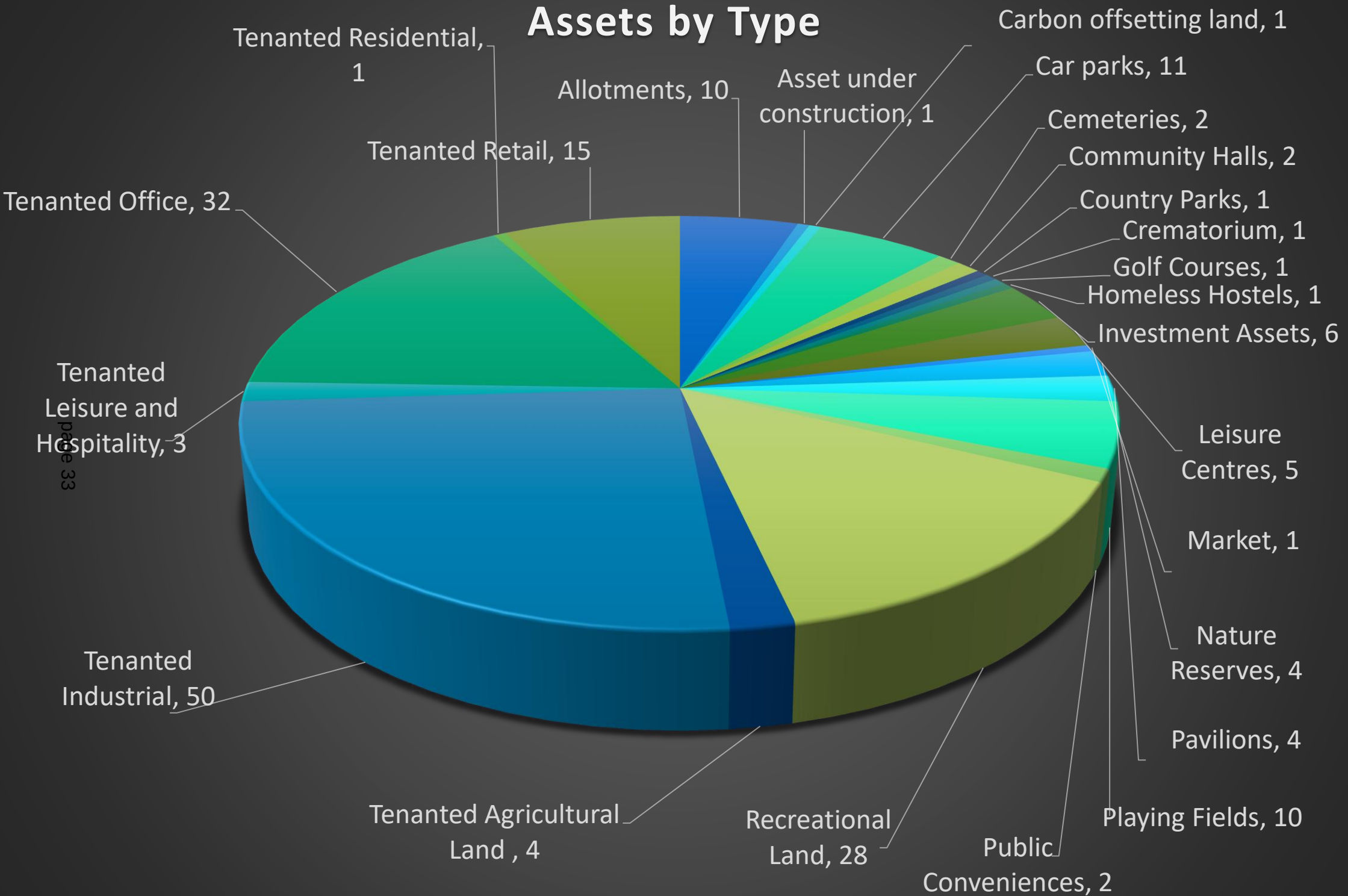
The table on the following page provides an overview of our property estate by asset type, providing a total number for each type of asset.

Asset Type	Number of Assets
Allotments	10
Asset under construction	1
Car parks	11
Cemeteries	2
Community Halls	2
Country Parks	1
Crematorium	1
Il Courses	1
Homeless Hostels	1
Investment Assets	6
Leisure Centres	5
Market	1
Nature Reserves	4
Pavilions	4
Planned Woodland	1
Playing Fields	10
Public Conveniences	2
Recreational Land	28
Tenanted Agricultural Land	4
Tenanted Industrial	50
Tenanted Leisure and Hospitality	3
Tenanted Office	32
Tenanted Residential	1
Tenanted Retail	15
Tenanted Telecoms	6

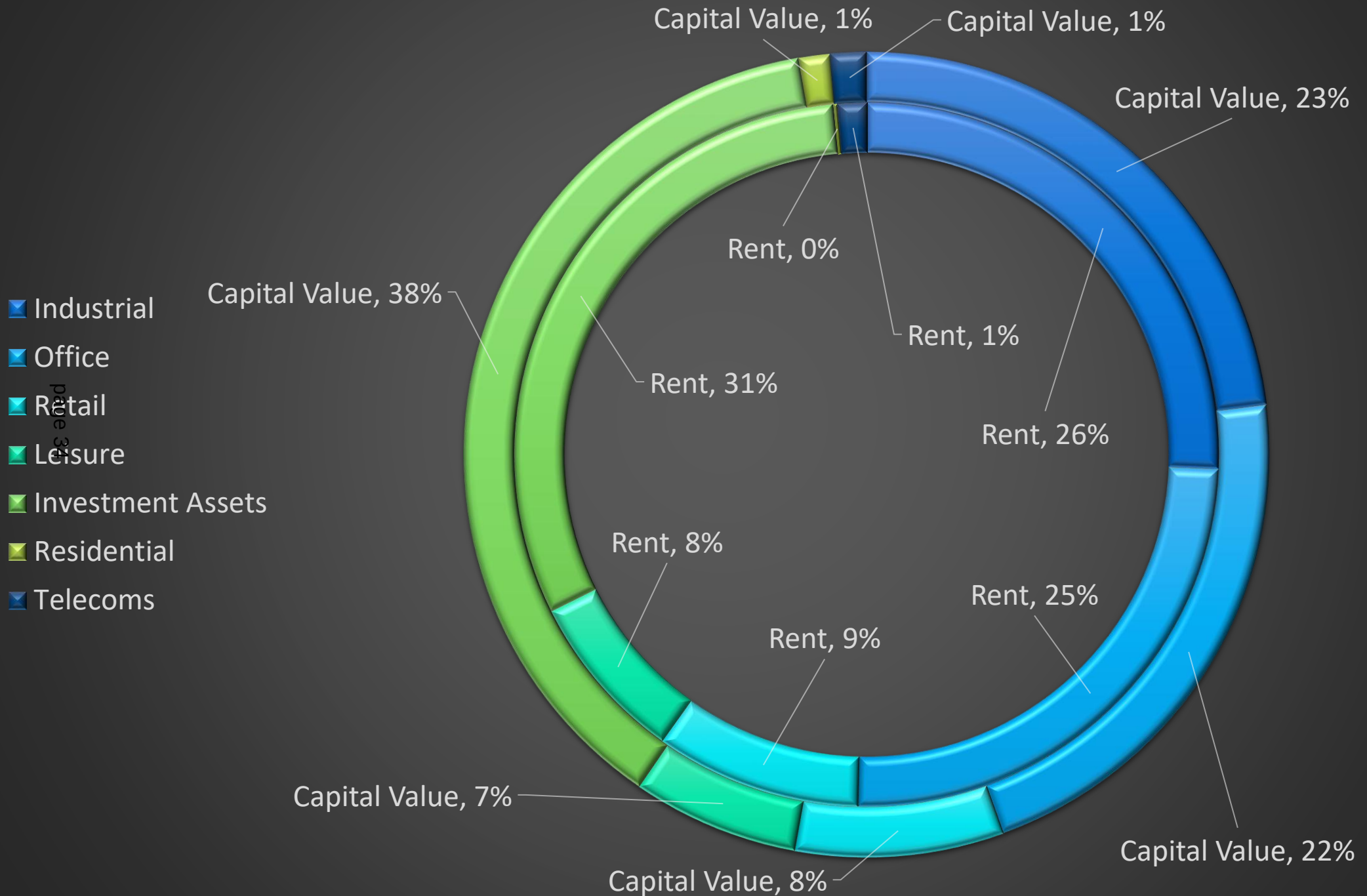
The table shows a wide variety of asset types, which deliver a mixture of front-line services, indirect service provision, and support to local communities and businesses. We don't own assets just for the sake of it, they need to have a purpose, and we are constantly challenging this.

Our Asset Challenge process means that we have the right assets in the right place, performing efficiently and effectively for the purpose for which they are held. Any assets identified as surplus to requirements will be rationalised, this may mean it is repurposed or disposed of. Savings can be generated through the reduction in maintenance and management costs, and sale proceeds can be allocated where needed to support our Medium-Term Financial Strategy.

Assets by Type



Asset Type by Rent and Capital Value



Our Money and Key Projects

Like many other councils, RBC has experienced significant funding reductions, and we need to make careful choices in where we prioritise the money we spend. This is especially true in relation to commercial and investment property, with a property related net revenue budget of £1.7m for 2025/26 and capital budget of £7.2m.

We need to ensure that every pound we spend aims to secure value for money in the light of difficult economic circumstances facing the Public Sector. Despite the financial challenges, the Council continues to be committed to supporting the Borough's economic growth and encouraging job creation and investment through its capital programme. New building development has played an important part in this and it is important to note that the Council's capital investment attracts further inward investment. This helps the local economy to grow and thrive so that every pound invested by the authority in such projects generates a local economic benefit well in excess of this initial investment.

For example, RBC have completed the transformational regeneration scheme of Cotgrave Town Centre, with funding from the Homes & Communities Agency, Local Enterprise Partnership, Nottingham County Council, Section 106 contributions and RBC capital. The regeneration incorporated the Cotgrave Phase I Retail Refurbishment, the creation of the new Cotgrave Business

Centre, the construction of 15 Employment Units, the Cotgrave multi-service Cotgrave Hub and new Public Realm, with the final Phase II construction of 4 (8,400 sqft) new retail units. All regeneration works were completed by 2022 and now provides a rental income for the Council of £210k pa.





RBC relocated its depot services to Eastcroft, co-locating with the City Council. The former depot site was sold for housing development, with a requirement to deliver 30% affordable housing, together with environmental gains from carbon neutral design requirements – an award winning development for providing an 100% electric volume housing scheme. Alongside this, the council has £4.8m earmarked within the Capital Programme up to 2029/30, to support any potential opportunities for investment in affordable housing.

RBC have also completed the construction of the new Rushcliffe Oaks Crematorium at Stragglethorpe. The land

for this development was acquired in 2019/20 with the scheme completed in 2023, providing a much valued service to the community as well as a robust business case for return on investment.

The new Bingham Arena Leisure Centre and Bingham Enterprise Centre (BEC) were both completed in spring 2023 at a respective capital cost of £13.8m and £4.5m, the latter part-funded from the Sustainable Urban Development (EU) fund. The Bingham Arena replaces the old, dilapidated Bingham Leisure Centre and offers a state of the art fitness suite and classes to the locality, as well as an 8 lane swimming pool. BEC provides 12 small office suites, which are fully let on flexible business terms to SMEs.



Other works completed include the refurbishment of Cotgrave and Keyworth Leisure Centres funded by the

UKSPF Property Fund at £5.3M, as well as the Rushcliffe Country Park Education Centre and meeting space, café and park enhancement works at £1.2m.

The Sir Julian Cahn Pavilion has benefitted from a £660k refurbishment, significantly reducing the building's carbon footprint, creating a fit for purpose community building and securing the property's long term future.

RBC are also currently constructing the new Sharphill Community Centre at a cost of £840k, with completion estimated in March 2026.

Finally, RBC have also effectively completed the community transfer of Lutterell Hall, West Bridgford to The Rock Church, by way of a 15 year lease in 2021, improving provision to the community as well as making cost efficiencies for the Council.

To ensure that the asset portfolio is compliant with statutory requirements, regular inspections and reviews of property are completed. The Council has a duty to manage the risk and assess the impact of statutory regulations on its assets, for example in relation to asbestos, fixed wiring, legionella as well as Fire Regulation compliance. Properties have to be 'fit for purpose' with a robust planned maintenance programme in place.

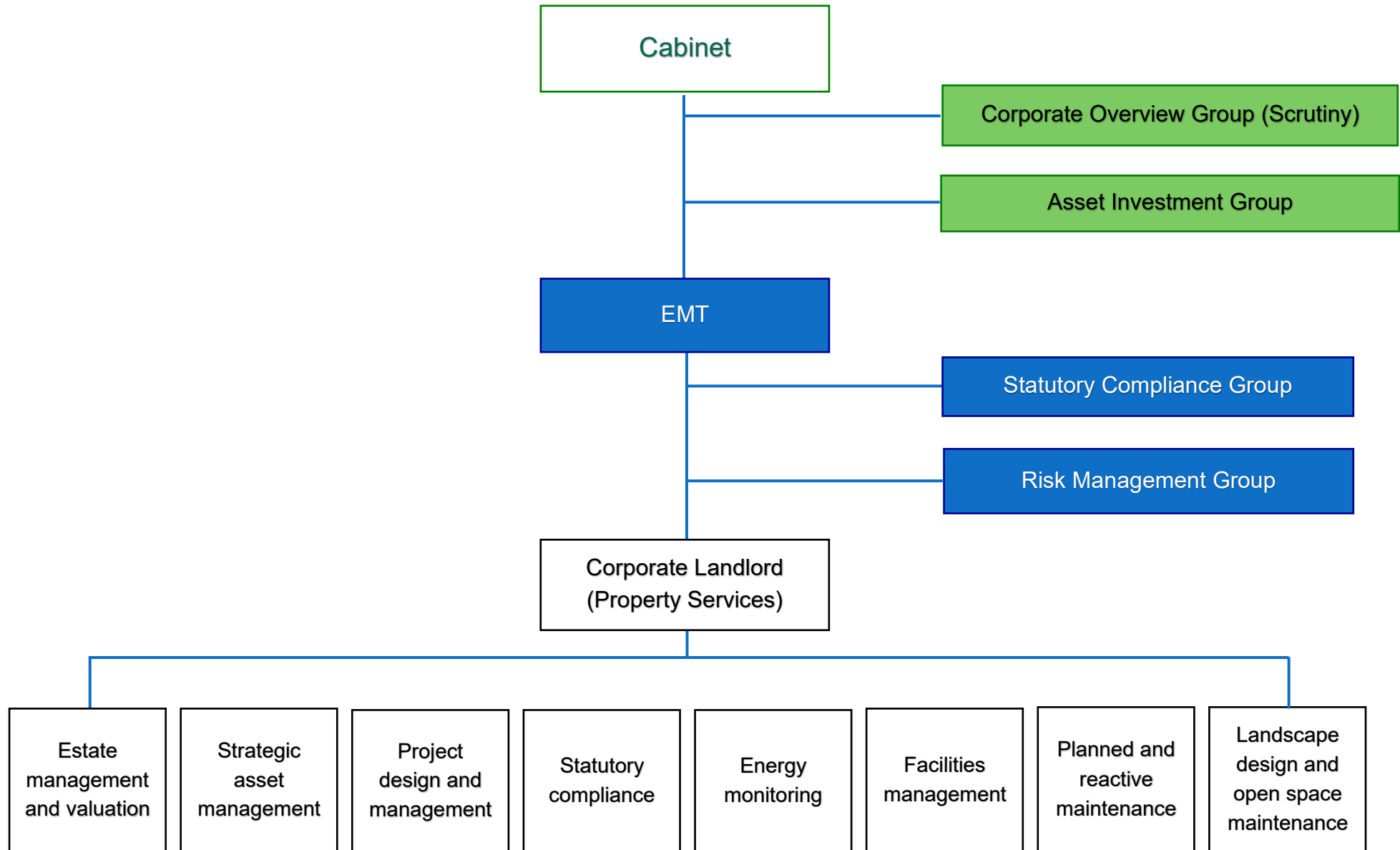
Our Corporate Landlord Approach

Like any other council resource, it is important that our property assets, including land and buildings, are effectively managed, that key stakeholders are involved in the process and that decisions made remain closely aligned to the Council's priorities and core objectives.

The Corporate Landlord Approach has moved the responsibility for managing and operating property assets away from individual service areas into the corporate core. This ensures that the Corporate Landlord has oversight and control of all property assets allowing service areas to focus their efforts on service design and delivery. A key function of the Corporate Landlord is therefore to ensure that the property requirements of the individual service areas are properly understood and appropriately accommodated.

Other key functions of the Corporate Landlord include advising on and undertaking property acquisitions, capital development and disposals. In addition, the following activities are also undertaken or co-ordinated by the Corporate Landlord:

- Estate management and valuation
- Strategic asset management
- Project design and management
- Statutory compliance
- Energy monitoring
- Facilities management
- Planned and reactive maintenance
- Landscape design and open space maintenance



Maintaining Our Assets

The maintenance and upkeep of Council owned property assets is an ongoing and essential activity to ensure that they remain:

- Safe and secure
- Fit for their intended purpose
- Are efficiently operated
- To maximise the investment
- To achieve the right balance between reactive and planned works
- To protect their market value
- To maximise efficiencies through procurement

The costs of maintenance and upkeep are significant, running to approximately £1.7m for grounds maintenance and £375k for building maintenance in 2024/25.

To ensure that maintenance activity remains appropriate and timely for the different property asset types and use, regular inspections are carried out to assess asset condition and to monitor performance. The results of cyclical property inspections are key in that they inform future budget planning and, also help to ensure that where possible works are planned in advance and not reactive, which usually results in better controlled and lower maintenance costs and better maintained assets.

Performance measures in line with Asset Management Strategy Objectives

Objective 1 - To plan and manage property as a corporate resource for the benefit of the people of Rushcliffe

- 5 year planned maintenance programme
- Service Plan and Performance Indicators reporting
- Asset Management Plan and Action Plan
- Monthly income review and reporting
- Annual review of the Commercial and Investment Portfolio

Objective 2 - To provide the right property, fit for purpose, in the right place, to meet current service needs and plan for the future

- Current property condition
- Property maintenance spend
- Risk measures for Corporate Landlord responsibilities
- Service review, planning and future proofing
- Customer and user satisfaction

Objective 3 - To manage property effectively and secure efficiencies by challenging occupation and utilisation

- Implementation of new ways of working
- Space fit for purpose
- Average office floor space per FTE
- Performance of Investment portfolio
- Property running costs
- Project time and cost predictability

Objective 4 - To ensure that property is as sustainable as possible in design, construction, operation and maintenance

- Energy Consumption
- Water Consumption
- Reduce/zero CO2 emissions target
- Designs to include renewable energy and water use reduction technology included in new projects where possible
- Energy surveys

Objective 5 - To use land and buildings to stimulate development and economic growth and support local business

- Identification of sites with redevelopment opportunities
- Funding reporting
- Impact on employment and job creation
- Performance Indicators recording occupancy of Rushcliffe and private sector business space

Objective 6 - To promote community focused service delivery including working in partnership with others

- Quality Portfolio of community assets operating for the benefit of residents
- Property used to bring together public sector and partners in joint community facilities
- Joint mapping of assets across public sector

Challenging Our Assets

The aims of Asset Challenge are to reduce costs and identify assets to be retained/invested in or which are surplus to requirements. Asset Challenge is an embedded process and the Council's asset portfolio has been reviewed, resulting in a streamlined, fit for purpose and active asset portfolio. It is good practice to keep Asset Challenge on the agenda and whilst RBC is confident its current portfolio is fit for purpose to deliver service demands, the process for future reviews is set out below and were completed in 2024/5:



Carbon Efficiency

In light of the Intergovernmental Panel on Climate Change (IPCC) declaring a climate emergency, RBC's Cabinet met in March 2020 and approved a target date of 2030 for the Council's direct operations to become carbon neutral.

The main source of emissions from the Council's own operations were from leisure centres (around 67%) and fleet vehicles (around 25%), with the remainder being from a range of sources such as buildings and business travel.

A Carbon Reduction Action Plan has been developed to achieve the Council's 2030 carbon-neutral target. The plan includes both internal and external actions structured around eight key themes: Property Assets, Fleet and Transport, Contracts and Procurement, Policy and Regulation, Waste and Recycling, Operational Activities, Community and Business, and Offsetting. The Carbon Reduction Action Plan has and will continue to form an integral part of the future management of the Council's assets to reach the 2030 target date.

It is important to note that carbon neutral is not the same as zero emissions, and it is expected that by 2030 there will still be some residual emissions from the Council's operations and that a degree of offsetting will be required.

The Carbon Reduction Action Plan is a live document and will be updated as necessary as it will evolve as research and technology develops. The plan has been developed to integrate with the overarching D2N2 Energy Strategy to support cross boundary initiatives.

Since 2009, the Council has closely monitored energy usage and carbon emissions to accurately track progress toward achieving net zero by 2030. This includes annual measurement of gas and fuel consumption (Scope 1), electricity and water usage, and energy consumed by leisure centres operated by third parties (Scopes 2 and 3). All data is converted into nationally recognised carbon emissions figures using the Department for Energy Security and Net Zero (DESNZ) greenhouse gas conversion factors.

Through a series of targeted projects, the Council has achieved a 71% reduction in CO₂ emissions (equivalent to 5,596 tonnes) since monitoring began, with 2,286 tonnes remaining. This success has been driven by an investment of approximately £6.8 million in decarbonisation projects, including £1.35 million received in grant funding. These resources have enabled significant upgrades to high-emission assets such as Cotgrave Leisure Centre. Furthermore, new developments like Bingham Arena have been designed

with sustainability at their core, incorporating low-carbon heating technologies and environmentally responsible construction materials.

Further ongoing measures include the purchase of a Renewable Energy Guarantee of Origin (REGO) tariff, combined with heat pump technologies, ensuring key facilities operate on a carbon-neutral basis. To futureproof against rising energy costs, many sites now feature solar photovoltaic (PV) systems, generating electricity on-site and reducing reliance on the grid.

Fleet emissions have also been addressed: by switching refuse collection vehicles from mineral diesel to hydrogenated vegetable oil (HVO), the Council has cut over 800 tonnes of CO₂e, as HVO produces 90% fewer emissions than conventional diesel. While this is an interim solution, it represents a significant step toward to a long-term, cost-effective net zero fleet strategy.

Recognising that some operational emissions are unavoidable, the Council has also implemented a carbon sequestration plan. One 50 acre site has already been acquired for woodland creation, with the purchase of another further 50 acre site close to completion, where native broadleaf trees will be planted to offset residual emissions and enhance biodiversity. Detailed management plans are in place to ensure these areas provide environmental benefits and public access for the community.

The Council is on target to meet carbon net zero by 2030.

Asset Investment Strategy

The Council adopted a commercial Asset Investment Strategy (AIS) as another way of supporting service delivery and the Medium-Term Financial Strategy by acquiring an asset investment portfolio. Set up in 2015 with Cabinet approval and a capital fund of £20m, acquisitions have included a Co-op convenience retail store at Trent Boulevard, an office / warehouse on Lenton Lane, an industrial unit at Bardon in Leicestershire, offices in Castle Donington and two new build Grade A tenanted office buildings in Edwalton.

The Asset Investment Group, made up of the Leader of the Council, Portfolio Holder for Finance & Corporate Services, Portfolio Holder for Development and Economic Growth, the Chief Executive, Director for Finance & Corporate Services and Director Development and Economic Growth make recommendations to Cabinet relating to land and building acquisitions and disposals.

The Group has most recently made recommendations to Cabinet on opportunities arising from the Asset Review Programme and Carbon Management Plan. The AIG enables swift recommendations to be made in order to react to market opportunities (see Appendix E for Terms of Reference).



Working with Partners

We are active members of the One Public Estate programme, an initiative that helps public sector bodies collaborate in using their shared land and buildings to improve services, generate savings, and create economic growth and make assets work better for our communities and customers.

We take opportunities to share space with our partners to support the continued delivery of efficient and joined up services. This includes locating our contact points in libraries in West Bridgford, East Leake and Cotgrave and in the medical centre in Bingham, where we work closely with the Police and other agencies.

We have relocated our West Bridgford Depot and our team are now based at Eastcroft, the City Council's Depot. This enabled the regeneration of the Council's former depot to provide high quality, carbon efficient housing, including affordable homes.

Our Borough Council offices are located within the same building as our purpose built leisure centre Rushcliffe Arena, which is operated by a partner organisation. The new leisure centre formed part of the Council's Leisure Strategy to rationalise the number of centres in West Bridgford and ensure all centres are efficient, high performing and in the right location.

Relocating the Council's offices to the same site enabled further rationalisation of the asset portfolio to dispose of the aging Civic Centre.

We have secured external funding from a number of different sources over the years to improve our own estate and therefore the services we provide. This includes Sustainable Urban Development (European Union) funding for the Bingham Enterprise Centre which provides accommodation and support for local businesses and local growth funding for the regeneration of Cotgrave Town Centre.

The Borough Council takes a proactive approach to lobby and influence Government and partners to help create further opportunities for growth and development in the borough. We have well established Community and Development Boards for all key growth areas across the borough, which bring together developers and key partners to help shape future plans for our main town centres and the borough as a whole. Through these groups we identify priority areas of work and an action plan to deliver collectively. Reporting to a Strategic Board which is being reviewed to ensure oversight of the delivery of the Economic Growth Strategy and Strategic Housing and Employment sites

The strategic objectives of the One Public Estate programme

- Creating economic growth (new homes and jobs)
- Delivering more integrated, customer-focused services
- Generating efficiencies, through capital receipts and reduced running costs.

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The Council continues to work closely with key stakeholders and partners to realise development of the former Ratcliffe on Soar Power Station. Working with the site owner Uniper, EMCCA, East Midlands Freeport, MHCLG, DfT, National Highways and other public and private bodies. Following the power station's closure in September 2024, the 265-hectare site is set to become a zero-carbon technology and energy hub, forming part of the East Midlands Freeport. A Local Development Order (LDO) has been adopted to

streamline planning and enable flexible development, paving the way for advanced manufacturing, low-carbon energy generation, logistics, and research facilities. The project is expected to create 7,000–8,000 high-skilled jobs, generate over £500 million annually for the regional economy, and support the UK's decarbonisation goals.

The LDO is due for a review in 2026, and a revised masterplan has been commissioned by Uniper, working closely with the Council, EMF and EMCCA to deliver shared objectives.

Engaging with our Communities

RBC works closely with a significant number of community, voluntary and charitable organisations across our community assets, such as community centres, parks, playing fields and open spaces. This symbiotic relationship with our community partners improves the 'quality of life' of residents and businesses in the borough, whilst making the most of our assets.

As well as using our facilities, many voluntary organisations, such as the Friends of Rushcliffe Country Park, Friends of the Hook and Friends of Sharpbill Wood play a significant role in delivering the Asset Management Plan's objectives by promoting the Park and working in a voluntary capacity to improve its facilities. This work has enabled these sites to achieve the prestigious Green Flag Award which is a mark of recognition of achieving the international standard for parks and green spaces. This also aligns with our Corporate priority of the Environment and is something which we wish to build on over the next strategy period.

To strengthen this approach, the council has allocated a disused open space for a community garden in Keyworth to deliver significant health and wellbeing benefits while strengthening community engagement. These spaces can encourage physical activity, improve access to fresh produce, and support mental health through social interaction and connection with nature. By integrating community gardening into asset planning, the council demonstrates its commitment to inclusive, sustainable use of public land, fostering resilience and civic pride while contributing to preventative health outcomes.



Community Centres have recently been subject to scrutiny and asset challenge, resulting in a new model of management for Cricket Facilities at West Park, on Loughborough Road West Bridgford. The West Park cricket facility is an underutilised cricket ground and sports pavilion and by collaborating with our strategic partners at Nottinghamshire County Cricket Club and community users, we are expecting to bring major benefits to local cricket in the area. This approach will support the full pathway from junior to academy level, including boys' cricket up to under-16s, women's and girls' development, disability cricket through the Super 1s programme, the African-Caribbean engagement initiative ACE, and an LGBTQ+ team which would base itself at West Park. The arrangement would also help attract future funding from Sport England and the England and Wales Cricket Board (ECB)

Community engagement remains central to our approach. We actively encourage residents and stakeholders to participate in decisions about local service delivery, ensuring our property portfolio is effective, efficient, and inclusive.

We are fully committed to using our assets to form long-term partnerships with suitable community organisations and strategic partners, to create stronger, more cohesive and more sustainable communities.



Local Government Reorganisation (LGR):

Implications for Asset Management

Local Government Reorganisation (LGR) will fundamentally transform the structure of councils across the UK by consolidating smaller district and borough authorities into larger unitary bodies. This reform is driven by the need to strengthen financial resilience, improve efficiency, and streamline governance. For borough councils, the transition will have far-reaching implications for the management, valuation, and strategic deployment of land and property assets.

LGR will establish larger unitary authorities, consolidating assets and operations into a single, integrated estate. This transition will demand a comprehensive portfolio review to identify duplication, underutilised properties, and opportunities for rationalisation, ensuring resources are aligned with strategic priorities and deliver maximum value.

Rushcliffe Borough Council will work in accordance with guidance and directives from the Ministry of Housing, Communities and Local Government (MHCLG). Starting now, and particularly from July 2026 when a preferred option for Local Government Reorganisation has been agreed, the Council will collaborate with neighbouring authorities transitioning into the new unitary structure. This will include aligning strategic priorities, conducting comprehensive asset audits, and establishing a robust transition framework covering governance, legal, and financial considerations.

The Council remains committed to championing sustainability by embedding carbon reduction and energy efficiency within all future frameworks. These principles, alongside a strong focus on operational efficiency and the Corporate Landlord approach, will continue to underpin and shape our long-term asset management plans. It is our intention to maintain transparent communications with stakeholders and residents, which will be critical to manage expectations and maintain trust throughout the process.

Asset Management Action Plan

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Our Forward Plan

More than ever, we need to ensure our property estate is fit for purpose, but also driving the local economy, working with partners to bring forward a cohesive public estate.

We have a proactive, positive and innovative approach to asset management in delivering the key aims and objectives to keep efficient and effective land and buildings for the community.

Pipeline projects will continue to improve the quality of our assets and services for residents and to ensure Rushcliffe remains a great place to live and do business.

With close working with stakeholders, partners, EMCCA and businesses to ensure our assets are well managed and add value and new opportunities are realised with supporting external funding.

With LGR on the horizon, a key component of asset management going forward will be the future model for delivery and aligning assets across the new unitary councils to realise the maximum benefits of not only commercial returns, but where assets can deliver measurable benefits to communities and businesses.

The Asset Management Action Plan will be managed, monitored and updated regularly to report on progress and achievements. The document will be updated to reflect achievement of actions and capturing new priorities and initiatives as they are identified.

Appendix A

Asset Management Action Plan

	ACTIONS - Ongoing	PROGRESS
	Development Corporation – power station, partnership working across boundaries	The East Midlands Development Corporation was wound up in 2024 and functions transitioned to EMCCA
	Carbon Management Policy and align to asset base.	Continue implementing Carbon Management Policy.
	Business growth promotion in Rushcliffe	Ongoing: Community and Development Growth Boards; Rushcliffe Business Partnership; Retail support, UKSPF grants
	Partnership working - continue to explore opportunities	Open project
	Capital programme implementation	Delivery of projects live for 2025/26

	Condition surveys	New 5 year planned maintenance programme being prepared.
	Asset Investment Strategy (AIS). Proactively manage the portfolio.	Opportunities are considered as they arise. Investment portfolio actively managed to ensure return on investment
	Ownership Database – continue to implement project plan to create one central database, including data and mapping information for each asset	Phase 1 complete Phase 2 complete Phase 3 under review as part of LGR
	Land and Building Assets: Review all property on a rolling programme, looking at suitability and cost. Dispose if declared surplus to requirements.	Ongoing asset reviews of commercial and operational property.
	Commercial portfolio – maximise income and business support	Effectively managed portfolio maximising rent review opportunities and supporting businesses to upsize and downsize as required maintaining a high occupancy rate.
	Health Centres – East Leake and Radcliffe on Trent With CCG and other partners	Provide support to RoT Medical Centre in respect to the proposed new extension – funding approved for an extension. Ongoing support has been provided as part of the ICB led East Leake Health Centre project.

	Radcliffe on Trent Vision Plan	Allan Joyce Architects have completed visioning exercise. Short to medium term deliverable options being reviewed. Liaising with Stakeholders.
	West Bridgford Vision Plan	Citrus Design instructed and undertaking data collection and stakeholder meetings.
	Construction of Sharphill Community Centre.	Foundations and brickwork to eaves completed. Delivery March / April 2026.
	Affordable Housing Delivery	The Council is working with developers and Registered Providers to deliver new affordable homes, using £1.2m in commuted sums to unlock stalled Section 106 sites and exploring further schemes supported by remaining funds. £4m is available for allocation.
	Decarbonisation of Gamston Community Hall	Works scheduled for completion by summer 2026.
	Purchase of Land off Fosse Way, Cotgrave for Tree Sequestration / carbon offsetting.	Land purchase to be completed January 2026, with NCC mobilising Tree Planting scheme, to be planted by March 2026.

Creation of Woodland at Upper Broughton, for Tree Sequestration / carbon off setting.	Planting to complete by end of February 2026, with 15 year grant maintenance program.
Lease agreement with NCCC in respect to West Park Playing Fields, enhancing cricket provision on all levels and promoting women's cricket.	Heads of Terms agreed with solicitors instructed. Legal completion by Feb / March 2026.
Commissioning and implementation of Woodland Management Plans for Sharphill Wood and Edwalton Golf Course.	Commissioning complete and implementation under way.
Undertake tree survey, prepare and implement programme of works	Resurvey of high risk sites ordered and taking place 2025.
Creation of new access from Moorbridge Road to Butt Field Sports Park	Early design work completed and further discussions underway with Bingham TC / Planning.
Project with stakeholders to consider bridge over the railway at Bingham station	Discussions with Network Rail, East Midlands Rail, Town Council.
Sale of the freehold of Debdale Lane	Agreement reached with Heads of Terms being drawn up.
Sale of the freehold of Hilton Crescent	Best and final bids received. Cabinet approval required.

	Sale of RBC Mast Sites	With solicitors.
	Spinney Hill, Landmere Lane – consideration of future options in lieu of Nottingham Knight roundabout enhancement works.	Liaise over planning and legal matters, with review complete by Summer 2026.
	New lease to Cotgrave Youth Club	Heads of Terms agreed and new lease being prepared by solicitors.
	De-carbonisation of Hound Road Hostel.	Property to be part internally and externally insulated with cladding, as per carbon offsetting program.
	RAF Newton Funding bid to Highways England for pedestrian footbridge over A46 linked with housing growth	Trigger date to build bridge not yet reached. National Highways funding no longer available. Progress ongoing through planning process
	ACTIONS – Completed:	PROGRESS
	Purchase of Land at Upper Broughton for Tree Sequestration / carbon offsetting.	Completed:
	Refurbishment of Sir Julian Cahn Pavillion, to improve function as well as carbon efficiency.	Completed:

	Sale of RBC old-depot Abbey Road high-quality scheme via a developer to build 76 new homes to specified Design Code to sustainable criteria.	Completed: Housing completed:
	New Crematorium, Stragglethorpe	Completed:
	Cotgrave Town Centre Regeneration Project – Phases 1 & 2	Completed:
	Construction of 15 Industrial Units at Colliers Way, Cotgrave	Completed: Fully Let.
	New Bingham Leisure Centre, Chapel Lane Implement Leisure Strategy phase 2	Completed:
	New Bingham Enterprise Centre (BEC)	Completed: Fully let.
	AIS asset acquisitions Unit 1, Edwalton Business Park	Completed:
	AIS asset acquisitions Unit 3, Edwalton Business Park	Completed:

	AIS asset acquisitions 6F Boundary Court, Castle Donnington.	Completed:
	AIS asset acquisitions Unit 1, Bardon, Coalville	Completed:
	AIS asset acquisitions 4 Finch Close, Lenton Lane	Completed:
	AIS asset acquisitions 111 Trent Boulevard	Completed:
	Hollygate Lane, Cotgrave (COT1 land) Sell site for housing development	Completed: Barratt housing under construction.
	Demolition of former RAF Officers' Mess, Flintham	Completed.
	Redevelopment of Abbey Circus Ait Raid shelter to enable visits from schools and community groups.	Completed.
	Access and Car Parking improvements at Bridgfield.	Completed.

	Footpath and grounds maintenance improvements at Gresham Sports Park.	Completed.
	Land drainage improvements at Loughborough Road, Keyworth LC and Compton Acres.	Completed.
	Open new Customer Service Centre in West Bridgford	Completed:
	Bingham Masterplan	Completed:

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Appendix B

Assets List

Property Name	Street Name	District	Property Description
Unit 1, Bardon 22	Bardon Hill	Coalville	Investment Asset
Co-op	Trent Boulevard	West Bridgford	Investment Asset
Finch Close	Lenton Lane	Nottingham	Investment Asset

Property Name	Street Name	District	Property Description
Boundary Court	Willow Farm Business Park	Castle Donnington	Investment Asset
Unit 1, Edwalton Business Park	Landmere Lane	Edwalton	Investment Asset
Unit 3, Edwalton Business Park	Landmere Lane	Edwalton	Investment Asset
Unit 1, Cotgrave Shopping Centre	Candleby Lane	Cotgrave	Investment Asset
Unit 2, Cotgrave Shopping Centre	Candleby Lane	Cotgrave	Investment Asset
Unit 3, Cotgrave Shopping Centre	Candleby Lane	Cotgrave	Investment Asset
Unit 4, Cotgrave Shopping Centre	Candleby Lane	Cotgrave	Investment Asset
Unit 1 Colliers Business Park	Colliers Way	Cotgrave	Industrial unit
Unit 2 Colliers Business Park	Colliers Way	Cotgrave	Industrial unit
Unit 3 Colliers Business Park	Colliers Way	Cotgrave	Industrial unit
Unit 4 Colliers Business Park	Colliers Way	Cotgrave	Industrial unit
Unit 5 Colliers Business Park	Colliers Way	Cotgrave	Industrial unit
Unit 6 Colliers Business Park	Colliers Way	Cotgrave	Industrial unit
Unit 7 Colliers Business Park	Colliers Way	Cotgrave	Industrial unit
Unit 8 Colliers Business Park	Colliers Way	Cotgrave	Industrial unit
Unit 9 Colliers Business Park	Colliers Way	Cotgrave	Industrial unit

Property Name	Street Name	District	Property Description
Unit 10 Colliers Business Park	Colliers Way	Cotgrave	Industrial unit
Unit 11 Colliers Business Park	Colliers Way	Cotgrave	Industrial unit
Unit 12 Colliers Business Park	Colliers Way	Cotgrave	Industrial unit
Unit 13 Colliers Business Park	Colliers Way	Cotgrave	Industrial unit
Unit 14 Colliers Business Park	Colliers Way	Cotgrave	Industrial unit
Unit 15 Colliers Business Park	Colliers Way	Cotgrave	Industrial unit
Unit 16 Colliers Business Park	Colliers Way	Cotgrave	Industrial unit
Unit 17 Colliers Business Park	Colliers Way	Cotgrave	Industrial unit
Unit 18 Colliers Business Park	Colliers Way	Cotgrave	Industrial unit
Unit 19 Colliers Business Park	Colliers Way	Cotgrave	Industrial unit
Unit 1 Manvers Business Park	High Hazles Road	Cotgrave	Industrial unit
Unit 2 Manvers Business Park	High Hazles Road	Cotgrave	Industrial unit
Unit 3 Manvers Business Park	High Hazles Road	Cotgrave	Industrial unit
Unit 4 Manvers Business Park	High Hazles Road	Cotgrave	Industrial unit
Unit 5 Manvers Business Park	High Hazles Road	Cotgrave	Industrial unit
Unit 6 Manvers Business Park	High Hazles Road	Cotgrave	Industrial unit

Property Name	Street Name	District	Property Description
Unit 7 Manvers Business Park	High Hazles Road	Cotgrave	Industrial unit
Unit 8 Manvers Business Park	High Hazles Road	Cotgrave	Industrial unit
Unit 9 Manvers Business Park	High Hazles Road	Cotgrave	Industrial unit
Unit 10 Manvers Business Park	High Hazles Road	Cotgrave	Industrial unit
Unit 11 Manvers Business Park	High Hazles Road	Cotgrave	Industrial unit
Unit 12 Manvers Business Park	High Hazles Road	Cotgrave	Industrial unit
Unit 13 Manvers Business Park	High Hazles Road	Cotgrave	Industrial unit
Unit 14 Manvers Business Park	High Hazles Road	Cotgrave	Industrial unit
Unit 15 Manvers Business Park	High Hazles Road	Cotgrave	Industrial unit
Unit 16 Manvers Business Park	High Hazles Road	Cotgrave	Industrial unit
Unit 17 Manvers Business Park	High Hazles Road	Cotgrave	Industrial unit
Unit 18 Manvers Business Park	High Hazles Road	Cotgrave	Industrial unit
Unit 19 Manvers Business Park	High Hazles Road	Cotgrave	Industrial unit
Unit 20 Manvers Business Park	High Hazles Road	Cotgrave	Industrial unit
Unit 21 Manvers Business Park	High Hazles Road	Cotgrave	Industrial unit

Property Name	Street Name	District	Property Description
Unit 22 Manvers Business Park	High Hazles Road	Cotgrave	Industrial unit
Unit 23 Manvers Business Park	High Hazles Road	Cotgrave	Industrial unit
Unit 24 Manvers Business Park	High Hazles Road	Cotgrave	Industrial unit
Unit 25 Manvers Business Park	High Hazles Road	Cotgrave	Industrial unit
Unit 26 Manvers Business Park	High Hazles Road	Cotgrave	Industrial unit
Unit 27 Manvers Business Park	High Hazles Road	Cotgrave	Industrial unit
Unit 28 Manvers Business Park	High Hazles Road	Cotgrave	Industrial unit
Unit 29 Manvers Business Park	High Hazles Road	Cotgrave	Industrial unit
Unit 30 Manvers Business Park	High Hazles Road	Cotgrave	Industrial unit
Keyworth Workshops	Debdale Lane	Keyworth	Industrial units - ground lease
The Barn	Main Street	Keyworth	Barn - Grade II Listed
Suite A The Point	Welbeck Road	West Bridgford	Office unit
Suite B The Point	Welbeck Road	West Bridgford	Office unit
Suite C The Point	Welbeck Road	West Bridgford	Office unit
Suite D The Point	Welbeck Road	West Bridgford	Office unit

Property Name	Street Name	District	Property Description
Suite E The Point	Welbeck Road	West Bridgford	Office unit
Suite F The Point	Welbeck Road	West Bridgford	Office unit
Suite G The Point	Welbeck Road	West Bridgford	Office unit
Suite H The Point	Welbeck Road	West Bridgford	Office unit
Suite I The Point	Welbeck Road	West Bridgford	Office unit
Suite A Cotgrave Business Hub	Candleby Lane	Cotgrave	Office unit
Suite B Cotgrave Business Hub	Candleby Lane	Cotgrave	Office unit
Suite C Cotgrave Business Hub	Candleby Lane	Cotgrave	Office unit
Suite D Cotgrave Business Hub	Candleby Lane	Cotgrave	Office unit
Suite E Cotgrave Business Hub	Candleby Lane	Cotgrave	Office unit
Suite F Cotgrave Business Hub	Candleby Lane	Cotgrave	Office unit
Suite G Cotgrave Business Hub	Candleby Lane	Cotgrave	Office unit
Suite H Cotgrave Business Hub	Candleby Lane	Cotgrave	Office unit
Suite I Cotgrave Business Hub	Candleby Lane	Cotgrave	Office unit
Suite 1 Bingham Enterprise Centre	Mercia Court	Bingham	Office unit
Suite 2 Bingham Enterprise Centre	Mercia Court	Bingham	Office unit

Property Name	Street Name	District	Property Description
Suite 3 Bingham Enterprise Centre	Mercia Court	Bingham	Office unit
Suite 4 Bingham Enterprise Centre	Mercia Court	Bingham	Office unit
Suite 5 Bingham Enterprise Centre	Mercia Court	Bingham	Office unit
Suite 6 Bingham Enterprise Centre	Mercia Court	Bingham	Office unit
Suite 7 Bingham Enterprise Centre	Mercia Court	Bingham	Office unit
Suite 8 Bingham Enterprise Centre	Mercia Court	Bingham	Office unit
Suite 9 Bingham Enterprise Centre	Mercia Court	Bingham	Office unit
Suite 10 Bingham Enterprise Centre	Mercia Court	Bingham	Office unit
Suite 11 Bingham Enterprise Centre	Mercia Court	Bingham	Office unit
Suite 12 Bingham Enterprise Centre	Mercia Court	Bingham	Office unit
Rushcliffe Arena Office	Rugby Road	West Bridgford	Office unit
The Hall	Bridgford Road	West Bridgford	Office unit
Brewery House	Walkers Yard	Radcliffe On Trent	Office unit
Ground Floor Enterprise Centre	Candleby Lane	Cotgrave	Office unit
The Cotgrave Hub	Rivermead	Cotgrave	Office unit
5 Cotgrave Shopping Centre	Candleby Lane	Cotgrave	Retail unit

Property Name	Street Name	District	Property Description
6 Cotgrave Shopping Centre	Candleby Lane	Cotgrave	Retail unit
7 Cotgrave Shopping Centre	Candleby Lane	Cotgrave	Retail unit
8 Cotgrave Shopping Centre	Candleby Lane	Cotgrave	Retail unit
9 Cotgrave Shopping Centre	Candleby Lane	Cotgrave	Retail unit
10 Cotgrave Shopping Centre	Candleby Lane	Cotgrave	Retail unit
12 Cotgrave Shopping Centre	Candleby Lane	Cotgrave	Retail unit
13 Cotgrave Shopping Centre	Candleby Lane	Cotgrave	Retail unit
14 Cotgrave Shopping Centre	Candleby Lane	Cotgrave	Retail unit
1 Walkers Yard	Walkers Yard	Radcliffe On Trent	Retail unit
The Hall	Bridgford Road	West Bridgford	Leisure and Hospitality
Kiosk	Bridgford Park	West Bridgford	Leisure and Hospitality
Greenacres Mobile Home Park	Adbolton Lane	Holme Pierrepont	Leisure and Hospitality
West Bridgford Joint Cadet Centre	Wilford Lane	West Bridgford	Leisure and Hospitality
Park Cottage	Bridgford Road	West Bridgford	Residential property
Mast	Buckfast Way	West Bridgford	Telecoms site
Mast 1	Rushcliffe Arena	West Bridgford	Telecoms site

Property Name	Street Name	District	Property Description
Mast 2	Rushcliffe Arena	West Bridgford	Telecoms site
Mast	Stamford Road	West Bridgford	Telecoms site
Mast 1	Wilwell Farm	Wilford	Telecoms site
Mast 2	Wilwell Farm	Wilford	Telecoms site
Router	Stable Block / Spinney Hill	Ruddington	Telecoms site
Wilwell Farm	Wilford Road	Ruddington	Agricultural Land
Wysall Lane	Wysall Lane	Rempstone	Agricultural Land
Land At Sharp Hill Wood	Melton Road	Edwalton	Agricultural Land
Allotments	Stamford Road	West Bridgford	Allotments
Allotments	Eltham Road	West Bridgford	Allotments
Allotments	Buckfast Way	West Bridgford	Allotments
Allotments	Holme Road	West Bridgford	Allotments
Allotments	Burleigh Road	West Bridgford	Allotments
Allotments	Kingston Road	West Bridgford	Allotments
Allotments	Abbey Close	Aslockton	Allotments
Allotments	Victoria Road	Bunny	Allotments

Property Name	Street Name	District	Property Description
Allotments	Forest Close	Cotgrave	Allotments
Allotments	Hill Drive	Bingham	Allotments
Market Place	Market Place	Bingham	Market Place
Bingham Arena	Chapel Lane	Bingham	Leisure Centre
Cotgrave Leisure Centre	Woodview	Cotgrave	Leisure Centre
Keyworth Leisure Centre	Church Drive	Keyworth	Leisure Centre
East Leake Leisure Centre	Lantern Lane	East Leake	Leisure Centre
Rushcliffe Arena Leisure Centre	Rugby Road	West Bridgford	Leisure Centre
Cemetery (Part)	Shaw Street	Ruddington	Cemetery
Rushcliffe Oaks Crematorium	Main Road	Cotgrave	Crematorium
St Wilfrids Cemetery	Main Road	Wilford	Cemetery
Rushcliffe Country Park	Mere Way	Ruddington	Country Park
Public Convenience	Eaton Place	Bingham	Public convenience
Public Convenience	Bridgford Park	West Bridgford	Public convenience
2 - 4 Hound Road	Hound Road	West Bridgford	Hostel
Edwalton Golf Course	Wellin Lane	Edwalton	Golf course

Property Name	Street Name	District	Property Description
Car Park	Newgate Street	Bingham	Car Park
Car Park	Needham Street	Bingham	Car Park
Car Park - Medical Centre	Main Road	Radcliffe On Trent	Car Park
Car Park - Walkers Yard	Main Road	Radcliffe On Trent	Car Park
Car Park - Nursery	Albert Road	West Bridgford	Car Park
Car Park	Bridgford Road	West Bridgford	Car Park
Car Park	Gordon Road	West Bridgford	Car Park
Car Park	Church Drive	Keyworth	Car Park
Car Park	Bunny Lane	Keyworth	Car Park
Storage Building & Car Park	Holme Grove	Lady Bay	Car Park
Car Park	Edwalton Avenue	West Bridgford	Car Park
Wilwell Farm Cutting Nature Reserve	Wilford Road	Ruddington	Nature reserve
Wilford Claypit		Compton Acres / West Bridgford	Nature Reserve
Meadow Covert	Alford Road	Edwalton	Nature Reserve
The Green Line	Selby Road / St Helens Road	West Bridgford	Nature Reserve

Property Name	Street Name	District	Property Description
West Park Pavilion	Loughborough Road	West Bridgford	Pavilion
Alford Road Pavilion	Alford Road	West Bridgford	Pavilion
Gresham Pavilion	Wilford Lane	West Bridgford	Pavilion
Gamston Community Hall	Ambleside	Gamston	Community Hall
Lutterell Hall	Church Drive	West Bridgford	Community Hall
Land at Upper Broughton	Off Bottom Lane	Upper Broughton	Woodland Planting
Bridgford Park	Bridgford Road	West Bridgford	Open space land
Land at Azimghur Road	Azimghur Road	Whatton	Open space land
Land	The Green Walk	Whatton	open space land
Land	Transferred from Bovis	Gamston	Open space land
Land	Buttermere Close	Gamston	Open space land
Land	Rugby Road	West Bridgford	Open space land
Land South of The Dial	The Dial	Cotgrave	Open space land
The Hook	Holme Road	West Bridgford	Open space land
Collington Common	Collington Way	West Bridgford	Open space land

Property Name	Street Name	District	Property Description
Public Open Space	Saltby Green	West Bridgford	Open space land
Open Space	Candleby Lane	Cotgrave	Open space land
Land at Lawrence Close	Lawrence Close	Cotgrave	Open space land
Land on	Owthorpe Road	Cotgrave	Open space land
Land at The Old Park	The Old Park	Cotgrave	Open space land
Public open space	Gotham Road	East Leake	Open space land
Public open space	Woodroffe Way	East Leake	Open space land
Abbey Park Open Space	Buckfast Way	West Bridgford	Open space land
Machins Field	Village Street	Edwalton	Open space land
Bird Estate	Swallow Drive	Bingham	Open space land
Public open space	Kielder Drive	Bingham	Open space land
Land at	Queens Court	Bingham	Open space land
Land at	Daleside	Cotgrave	Open space land
Bells Estate	Brownhill Close	Bingham	Open space land
Tree Estate	Off Sycamore Road	East Leake	Open space land
Open Space	Holmsfield	Keyworth	Open space land

Property Name	Street Name	District	Property Description
Open Space	Newbold way	Kinoulton	Open space land
Open Space	Hudson way	Radcliffe On Trent	Open space land
Land and Road at	East Moor	Cotgrave	Open space land
Playing Field	Gotham Road	East Leake	Playing fields
West Park	Loughborough Road	West Bridgford	Playing fields
Bridgfield Playing Field	Bridgford Road	West Bridgford	Playing fields
Gresham Playing Fields	Wilford Lane	West Bridgford	Playing fields
Greythorn Playing Field	Greythorn Drive	West Bridgford	Playing fields
Recreation Ground	Gotham Road	East Leake	Playing fields
Recreation Ground	East Moor	Cotgrave	Playing fields
Easthorpe Fields	St. Marys Crescent	Ruddington	Playing fields
Playing Fields - Boundary Road	Boundary Road	West Bridgford	Playing fields
Alford Road	Alford Road	West Bridgford	Playing fields

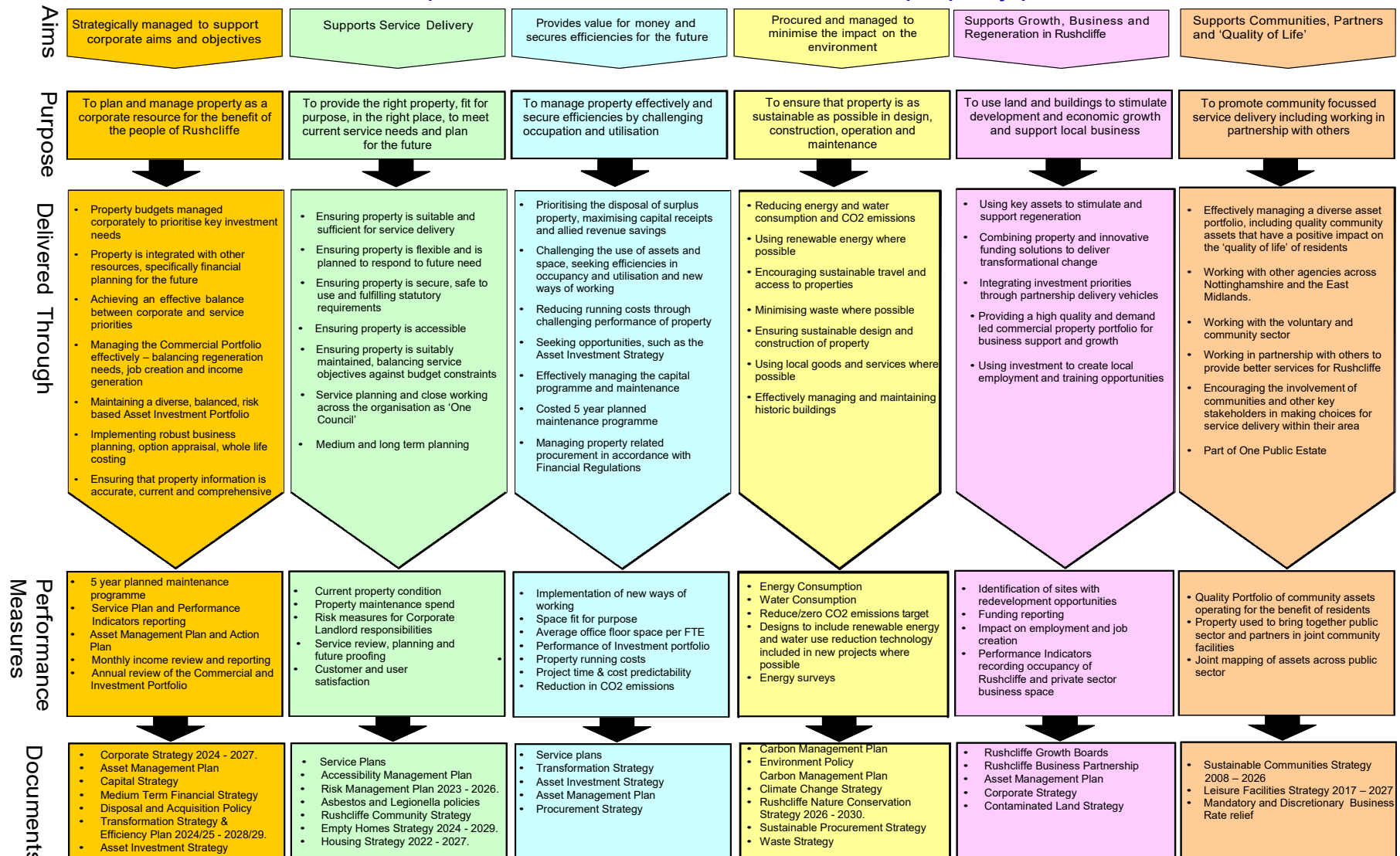
Appendix C

Asset Management Strategy

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Rushcliffe Borough Council – Asset Management Strategy 2025-30

Our aim is to develop an effective, efficient and economic property portfolio which....



Appendix D

Disposal And Acquisition Policy For Land And Buildings

1.0 Purpose

- 1.1 To provide the guidelines by which the Council shall consider the disposal or acquisition of assets in the delivery of Council services and meeting corporate objectives.
- 1.3 This policy relates to acquisitions and disposals for the freehold and leasehold interest (leasehold where the lease/licence is greater than 7 years).

2.0 Other Document Links

- 2.1 This Policy is an appendix to the Council's Asset Management Strategy 2025 – 2030 and links to the Capital Strategy, Corporate Strategy and Asset Investment Strategy and Empty Homes Strategy.

3.0 Key principles

3.1 The key principles in considering disposal or acquisition of an asset are:

- Its strategic contribution to the Council's objectives
- Potential for future strategic, regeneration or redevelopment purposes
- Disposals to be for the best consideration (in accordance with Section 123 of the Local Government Act 1972*
- Disposals at an undervalue must fall within the acceptable grounds of Local Government Act 1972, General Disposal Consent (England) 2003*
- Appropriate disposal procedures and method of disposal*
- Acquisitions assessed against the Council's capital programme
- Acquisitions meet the AIS criteria (where relevant)
- Appropriate financial appraisal
- Climate Change – environmental cost/value of the asset
- To be advantageous to the Council.

*see Annex A

Disposals

4.0 Definition of Surplus/Under Used Assets

4.1 An asset can be considered for disposal if it is surplus or under used, as defined below:

4.2 An asset is deemed to be surplus to the Council's requirements if:

- a) It makes no or minimal contribution to the delivery of the Council's services or corporate objectives
- b) It has no viable alternative use or potential for future service delivery or strategic regeneration/redevelopment or wider community purposes
- c) an alternative asset or site has been identified, which would be more cost effective in delivering the Council's services or objectives
- d) For investment properties, it does not generate sufficient income to be retained for investment purposes when compared to alternative rates of return available
- e) The sale of an asset is required to fund other Council priorities

4.3 An asset is deemed to be under used if:

- a) The income being generated from the site is below that which would be achieved from:
 - i. an alternative use
 - ii. disposing of the site and investing the receipt
 - iii. intensifying the use.

b) part of the site is vacant and is likely to remain vacant for the foreseeable future

c) it makes insufficient quantifiable contribution to the delivery of the Council's services and objectives

4.4 In the case of open spaces, amenity areas and similar sites, the surplus/under used test should also consider the community value of the asset.

5.0 Asset Identification

5.1 Assets for potential disposal may be identified in a range of ways, including:

- At asset or service review
- Identification of development opportunities
- Assets being identified as surplus or under used
- Local Plan designation
- Direct approach from an interested party
- Identification that disposal delivers another corporate objective
- Identification through day to day estates management
- Community ownership (for example, Asset of Community Value).

6.0 Asset Review

6.1 The asset review will assess the performance of the asset, for example:

- Use
- Suitability
- Condition
- Maintenance and operating costs
- Fit with corporate objectives
- Financial (business case)
- Alternative use/options
- Community value
- Environmental value/cost
- Legal
- Planning
- Consultation (for example, Councillors, residents, partners).

7.0 Disposal Considerations

7.1 The following list (not exhaustive) are considered in assessing an asset for disposal:

Legal/Legislative Considerations

- The purpose/legislation under which the Council holds the asset
- Legal constraints/powers to dispose
- Disposal within s123 of the LGA 1972 (for example, obtaining best value)*
- Implications of disposing at an undervalue (LGA 1972, General Disposal Consent (England) 2003*
- Ownership/Title constraints
- Which disposal route to follow*
- Due diligence
- Terms and conditions of sale
- Other legislation around specific disposals, for example; procurement, disposal of allotments and open space, Charities Act, State Aid implications.

*See Annex A

Financial

- Business case (for example, making a loss)
- Optimising the disposal value (for example, development potential, adjoining asset marriage value)
- Timing (for example, opportunity to increase value in future against opportunity cost)
- Potential to increase value by obtaining outline planning permission
- Cost and method of disposal
- Access to funding or a partnership
- Community arrangement (for example, Asset of Community Value)
- Market conditions
- Existing condition of the asset and operational costs.

Local Considerations

- Community and environmental 'value' (level of use)
- Any anti-social or community matters
- Cabinet and ward member engagement/consultation
- Community engagement/consultation (where appropriate)
- Local Plan (allocation of asset).

8.0 Authorisation

8.1 The Chief Executive, Director Development and Economic Growth and Director of Finance and Corporate Services (s151 Officer) have the authority to approve:

- Sales of sites for electricity sub-stations or gas governors
- Grant, surrender and renewal of leases, licences, wayleaves and easements
- Grants of grazing licences
- Grant, surrender, renewal of leases where the asset has already been let (for example, commercial properties)
- Sales of land and property under the value of £25,000.

8.2 All other disposals will be reported to Cabinet for approval.

9.0 Method of Disposal

9.1 The Property Services Manager in conjunction with the Executive Manager Transformation will determine the appropriate marketing strategy for the surplus or under used asset (see Annex A). There may be circumstances when an alternative approach is recommended, such as:

- A 'special purchaser' is identified (for example, someone who is prepared to pay a premium for the site, or where they have the only interest)
- A partner has been identified
- The asset is being disposed at an undervalue following an appraisal
- An alternative opportunity is identified.

9.2 The recommended method of disposal will be reported to Cabinet for approval, where appropriate.

10.0 Disposal

- 10.1 Once approval is in place, the Property Services Manager will be instructed to conduct the marketing, negotiations and instruct Legal to prepare transfer documentation and liaise with Finance and the appropriate service area. Once completed, they will notify appropriate Cabinet and ward members and EMT and update the land ownership database.

ACQUISITIONS

11.0 Acquisition Considerations

- 11.1 The purpose for an asset acquisition must be clear, examples may include: for the delivery of services, meeting corporate objectives, wider regeneration purposes and as part of the Asset Investment Strategy (AIS).
- 11.3 Considerations (not exhaustive) when determining to acquire an asset:

- Fit with corporate objectives
- Appraisal against capital programme and other capital schemes
- Terms and conditions of sale
- Price of asset and if considered to be reasonable/market value
- Location and condition of asset
- 'Fit for purpose' for proposed use

- Fit out works, set up costs, acquisition and associated costs
- Alternative assets for comparison
- Another way of delivering the same outcome
- Operating costs/whole life cost
- Legal, financial and planning considerations
- Timing, local market conditions
- Partnership/community arrangement
- For the wider community benefit/regeneration.

12.0 Affordable Homes

12.1 Acquisition of residential assets for the purposes of providing accommodation for homeless households.

12.2 Properties will be acquired using the Affordable Housing Capital Fund and held in the Council's general fund.

12.3 Acquisition of an asset for this purpose must meet the following criteria:

- Demonstration of need
- Location of asset where need is identified
- Managed and maintained by a Registered Provider or directly by the Council (but without providing a Right to Buy opportunity)
- A maximum of 199 properties to be acquired at any one time
- Specific characteristics of the asset to ensure:

- No structural defects
- Minimal refurbishment required (unless business case)
- Minimal management and maintenance liability
- Freehold (or long leasehold in exceptional circumstances).

13.0 Empty Homes

- 13.1 As set out in the Empty Homes Strategy 2019 – 2024, the Council will purchase empty homes in certain circumstances.
- 13.2 Properties will be purchased through specific legislation and funded by the Capital budget. Assets will firstly be considered for use as affordable homes, as set out in 13.0 above, otherwise will be resold on the open market.

14.0 Authorisation

- 14.1 The Asset Investment Group has delegated authority to approve the acquisition of investment assets that meet the AIS criteria.
- 14.2 The s151 Officer and Portfolio Holder for Finance have delegated authority to approve the acquisition of the above defined Affordable Housing.
- 14.3 The Chief Executive, s151 Officer and Director Development and Economic Growth have the authority to approve the acquisition of assets up to the value of £25,000.
- 14.4 All other acquisitions will be reported to Cabinet for approval.

15.0 Acquisition

- 15.1 Once approval is received, the Property Services Manager, reporting to/working with the Director Development and Economic Growth, will commence negotiations to acquire the asset and instruct Legal accordingly.
- 15.2 The Property Services Manager will keep Cabinet members and EMT updated throughout the process and once completed, they will also inform the relevant service areas and update records accordingly.
- 15.3 The Property Service Manager will undertake effective estates and building management thereafter.

METHODS OF DISPOSAL

There are a number of methods by which a property interest may be disposed. Sale by competition is the best way of demonstrating that the best price has been obtained but there are sometimes situations where competition is not appropriate or where best price is not the principle objective.

Sale by competition could be by the following means:

(a) **Auction**

This is useful when marketing a property has generated a widespread interest and has one advantage of being relatively quick and inexpensive. Auctions can work well where most of the potential purchasers are builders or investors used to auctions or where they are from the locality and know the market in detail. Examples of situations where an auction may be appropriate could be surplus plots of land, residential or office buildings. It is not generally suitable for complex sites or high values because potential bidders are deterred from the expense of making the necessary pre-auction enquiries to enable them to make a binding bid.

(b) **Formal Tender**

With a formal tender, potential purchasers have to make binding offers in a specified form, by a specified date and with a specified amount of deposit. Formal tenders offer a greater certainty on the timescale of the deal than the informal methods and it is relatively easy to demonstrate and defend the question of obtaining the best price. However, tender documents must be very precise and therefore detailed and as a result the Council risks incurring high abortive costs if the process fails to attract sufficient interest. It

would be good practice to prepare and include the contract in the tender documents in order to prevent post tender negotiations and to place a fixed date for completion (although circumstances don't always allow for this).

As any offer is binding it can be seen as a deterrent to potential interested parties because of the expense of making the necessary pre-bid enquiries to allow a binding bid to be made in the first place.

(c) Informal Tender

With an informal tender, non-binding offers are secured by a specified date, and a preferred bidder is selected with whom to negotiate actual terms. Theoretically this process should generate more offers than the 'Formal Tender' process, but the negotiation period can be protracted, and the offer price may be reduced in the process. If the Council receives more than one attractive offer, they may then ask bidders to submit a second or best offer. This keeps the potential purchasers in a competitive situation and thereby a potential for obtaining increased offers. The 'Informal Tender' process is more likely to be used when the interest in the property is not sufficiently certain to risk the 'upfront' costs associated with the 'Formal Tender' process.

Alternatives to Sale by Competition

a) Private Treaty

This should be considered if there is a special purchaser, this may be where the asset would not be of interest to any other buyer (i.e. small areas of land adjoined to an existing dwelling to extend a garden), or the buyer has existing property interests and so would pay a premium, perhaps to merge two sites to make it more developable. In this case, a valuation would be sought from an independent valuer to demonstrate best value had been achieved and negotiations would take place with the relevant party.

Alternatively, it may be where the Council has decided not to obtain best value and instead dispose of the asset to meet a corporate objective:

- b) Transfer to town council / parish council / charity / other community group

This should only be considered if it meets the Council's corporate objectives or business case.

- c) Considerations other than for best price

This may relate to buildings of historic interest, where disposal to a body which represents the wider public interest rather than it being redeveloped by a private company purely for profit. For example, if the Council wanted to control the development as part of a wider scheme or to preserve an asset. A valuation certificate would be obtained from an independent valuer in order to demonstrate best value.

Disposal of an Asset for the Best Consideration or at an Undervalue

Except in the case of land held for housing purposes, the requirements of s123 of the Local Government Act 1972 ('best consideration') and the related General Disposal Consent 2003 should be considered.

- a) Best Consideration

S.123 of the Local Government Act 1972 states that "... except with the consent of the Secretary of State, a Council shall not dispose of land, otherwise than by way of a short tenancy, for consideration less than the best that can reasonably be obtained".

S.123 qualifies 'best consideration' therefore it might not necessarily be the highest price. Other factors, for example, planning, can apply. 'Best consideration' will be Market Value (taking into account conditions and covenants that run with the land as well as planning issues); quality of proposals; regeneration objectives; sale conditions that might bring about other quantifiable benefits; whether the bid appears financially realistic and deliverable; whether the bid is from a special purchaser. This introduces a degree of flexibility in determining 'best consideration'.

b) General Disposal Consent 2003

There is a general consent for local authorities to dispose of land or grant a lease in excess of seven years for less than best consideration where:

- i) The Authority considers that the purpose for which the land is to be disposed of is likely to contribute to the promotion or improvement of the economic, social or environmental wellbeing of the whole or any part of its area or of all or any persons resident or present in the area.
- ii) The difference between the full Market Value of the land and the actual consideration for disposal does not exceed £2m.

The Consent provides a technical appendix describing the information which must be supplied if an application is made to the Secretary of State for approval of a sale if it does not meet these criteria or if there is doubt.

Authorities are asked to note that these provisions do not apply to certain classes of properties which are not covered by Section 123, which includes land held under the Housing and Planning Acts.

Authorities are reminded that the Consent does not override restrictions on State Aid arising under European Legislation.

Disposals of land to assist the provision of privately let Housing

A separate legal power (which applies to both housing and non-housing land) exists under Sections 24 and 25 Local Government Act 1988 (and a related general consent) to dispose of land for less than best consideration to assist the provision of “privately let housing” (an expression which includes shared ownership and shared equity schemes, as well as housing for rent). These provisions allow disposals either to registered social landlords or, on a more restricted basis (subject to an annual financial limit) to other providers of housing.

Appendix E

AIG Terms of Reference

To take account of the move away from acquisition for purely investment purposes, the Terms of Reference for the AIG are revised as follows:

1. Frequency of meetings are ad hoc dependent on when opportunities for asset acquisition or disposal avail.
2. Membership of the Group is linked to executive and professional disciplines required. The core group consists of the Leader, Chief Executive Officer, Portfolio holders for both Finance and Property and also the Directors responsible for both Finance and Property.
3. A quorate of a minimum of 4 individuals (2 Councillors and 2 officers) is required for such decision making.
4. Asset appraisal reports are completed, and input is likely from other professional disciplines in particular the Director for Neighbourhoods and the Council's Monitoring Officer (e.g. environmental and legal implications).
5. Any decisions taken will be reported to Cabinet and subject to any necessary scrutiny and the Council's finance and contract standing orders.

Appendix C

Asset Management Live Action Plan

2025 - 2030

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	External working with EMCCA	Part of Strategic Liaison Group for the Trent Arc project
	Carbon Management Policy and align to asset base	Continue implementing Carbon Management Policy Actions
	Business growth promotion in Rushcliffe	Ongoing: Community and Development Growth Boards; Rushcliffe Business Partnership; Retail support, UKSPF grants
	Partnership working - continue to explore opportunities	Open project
	Capital programme implementation	Delivery of projects live for 2025/26

	Condition surveys	New 5 year planned maintenance programme being prepared.
	Asset Investment Strategy (AIS) Proactively manage the portfolio	Opportunities are considered as they arise. Investment portfolio actively managed to ensure return on investment
	Ownership Database – continue to implement project plan to create one central database, including data and mapping information for each asset	Phase 1 complete Phase 2 complete Phase 3 under review as part of LGR
	Land and Building Assets: Review all property on a rolling programme, looking at suitability and cost Dispose if declared surplus to requirements	Ongoing asset reviews of commercial and operational property.
	Commercial portfolio – maximise income and business support	Effectively managed portfolio maximising rent review opportunities and supporting businesses to upsize and downsize as required maintaining a high occupancy rate.
	Health Centres – East Leake and Radcliffe on Trent With CCG and other partners	Provide support to RoT Medical Centre in respect to the proposed new extension – funding approved for an extension. Ongoing support has been provided as part of the ICB led East Leake Health Centre project.
	Town/Village Masterplanning - Radcliffe on Trent Vision Plan - West Bridgford Vision Plan	Options being prepared for West Bridgford and Radcliffe on Trent.

	• East Leake • Ruddington • Keyworth	Works commencing East Leake and Ruddington Awaiting request from Keyworth Liaising with Stakeholders.
	Affordable Housing Delivery	The Council is working with developers and Registered Providers to deliver new affordable homes, using £1.2m in commuted sums to unlock stalled Section 106 sites and exploring further schemes supported by remaining funds. £4m is available for allocation.
	Construction of Sharphill Community Centre	Wind and watertight, first fix completed. Delivery expected end April 2026.
	Decarbonisation of Gamston Community Hall	Works scheduled for completion by summer 2026.
	Purchase of Land off Fosse Way, Cotgrave for Tree Sequestration / carbon offsetting	Land purchase completed January 2026, with NCC mobilising Tree Planting scheme by March 2026.
	Creation of Woodland at Upper Broughton, for Tree Sequestration / carbon offsetting	Planting to complete by end of February 2026, with 15 year grant maintenance program.

	Lease agreement with NCCC in respect to West Park Playing Fields, enhancing cricket provision on all levels and promoting women's cricket	Heads of Terms agreed with solicitors instructed. Legal completion by Feb / March 2026.
	Commissioning and implementation of Woodland Management Plans for Sharphill Wood and Edwalton Golf Course	Commissioning complete and implementation under way.
	Undertake tree survey, prepare and implement programme of works	Resurvey of high risk sites ordered and taking place 2025.
	Creation of new access from Moorbridge Road to Butt Field Sports Park	Early design work completed and further discussions underway with Bingham TC / Planning.
	Project with stakeholders to consider bridge over the railway at Bingham station	Leading discussions with Network Rail, East Midlands Rail, Town Council.
	Sale of the freehold of Debdale Lane	Agreement reached with Heads of Terms being drawn up.
	Sale of the freehold of Hilton Crescent	Best and final bids received. Cabinet approval required.
	Sale of RBC Mast Sites	With solicitors.

	Spinney Hill, Landmere Lane – consideration of future options in lieu of Nottingham Knight roundabout enhancement works	Liaise over planning and legal matters, with review complete by summer 2026
	New lease to Cotgrave Youth Club	Heads of Terms agreed and new lease being prepared by solicitors
	De-carbonisation of Hound Road Hostel	Property to be part internally and externally insulated with cladding, as per carbon offsetting program
	RAF Newton Funding bid to Highways England for pedestrian footbridge over A46 linked with housing growth	Trigger date to build bridge not yet reached. National Highways funding no longer available. Progress ongoing through planning process

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Appendix D

Asset Management Action Plan

2020 - 2024

	Purchase of Land at Upper Broughton for Tree Sequestration / carbon offsetting.	Completed
	Refurbishment of Sir Julian Cahn Pavillion, to improve function as well as carbon efficiency.	Completed
	Sale of RBC old-depot Abbey Road high-quality scheme via a developer to build 76 new homes to specified Design Code to sustainable criteria.	Completed Housing completed
	New Crematorium, Stragglethorpe	Completed
	Cotgrave Town Centre Regeneration Project – Phases 1 & 2	Completed
	Construction of 15 Industrial Units at Colliers Way, Cotgrave	Completed Fully Let
	New Bingham Leisure Centre, Chapel Lane Implement Leisure Strategy phase 2	Completed
	New Bingham Enterprise Centre (BEC)	Completed Fully let
	AIS asset acquisitions Unit 1, Edwalton Business Park	Completed

	AIS asset acquisitions Unit 3, Edwalton Business Park	Completed
	AIS asset acquisitions 6F Boundary Court, Castle Donnington.	Completed
	AIS asset acquisitions Unit 1, Bardon, Coalville	Completed
	AIS asset acquisitions 4 Finch Close, Lenton Lane	Completed
	AIS asset acquisitions 111 Trent Boulevard	Completed
	Hollygate Lane, Cotgrave (COT1 land) Sell site for housing development	Completed Barratt housing under construction
	Demolition of former RAF Officers' Mess, Flintham	Completed
	Redevelopment of Abbey Circus Ait Raid shelter to enable visits from schools and community groups.	Completed
	Access and Car Parking improvements at Bridgfield.	Completed
	Footpath and grounds maintenance improvements at Gresham Sports Park.	Completed
	Land drainage improvements at Loughborough Road, Keyworth LC and Compton Acres.	Completed
	Open new Customer Service Centre in West Bridgford	Completed

	Bingham Masterplan	Completed

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Cabinet

Tuesday, 10 March 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 revised draft SPD was previously considered by Cabinet on 13 January 2026. It decided to pause the SPD approval process in response to comments made to the public consultation, whilst more detailed information was sought on highways related matters from the relevant site landowners and developers, Nottinghamshire County Council as Highway Authority and National Highways. The responses received from all the various bodies are appended to this report for Cabinet's consideration.
- 1.4. 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 prior to the determination of planning applications.

4. Supporting Information

- 4.1. The revised draft SPD was considered by Cabinet on 13 January 2026. It decided to pause the SPD approval process in response to comments made to the public consultation, whilst more detailed information was sought on highways related matters (particularly the connectivity of the site to and across the A52), from the relevant site landowners/developers, Nottinghamshire County Council as Highway Authority and National Highways. This more detailed information was requested by the Leader of the Council and responses received from the various bodies are considered further at paragraphs 4.27 to 4.42.

Local Plan proposals and policy

- 4.2. 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.
- 4.3. 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 network 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.

- 4.4. 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

- 4.5. In the period following the site's allocation in December 2014 there were 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.
- 4.6. 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.
- 4.7. 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.

- 4.8. 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

- 4.9. 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.
- 4.10. 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.
- 4.11. 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.
- 4.12. 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.
- 4.13. 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.
- 4.14. 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.
- 4.15. 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.
- 4.16. 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 to guide 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.
- 4.17. 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

- 4.18. 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.
- 4.19. 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.
- 4.20. 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 to correct any errors. These changes are set out in 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.
- 4.21. 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;

- Additional text at paragraph 3.23 to provide more explanation as to the process for assessing risks from potential land contamination on site;
- 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 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.

- 4.22. 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 and as part of planning applications.
- 4.23. 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 is a whole new process requiring a public examination of the draft SP, thereby adding months to the preparation process and further delaying the site's vital contribution to the Borough's housing land supply.
- 4.24. 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 complementary manner. The suitability of more detailed transport and highways information being established in the IDP and as part of planning applications, rather than as part of the SPD, is considered further below at paragraphs 4.27 to 4.42.
- 4.25. 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. Nonetheless, it is considered helpful to add to the text at paragraph 3.23 of the SPD to provide more explanation in respect of the process for assessing risks from potential land contamination.

- 4.26. A note has also been prepared by Pinsent Mason LLP which summarises the SPD's purpose and benefits. Pinsent Masons LLP has been appointed to provide legal advice to the Council in relation to the site and has specifically advised the Council on the preparation of the SPD. This note, which supports the case for adopting the SPD, is set out at Appendix 3.

Further consideration of highways related matters

- 4.27. The letters sent by the Leader of the Council to the relevant site landowners/ developers, Nottinghamshire County Council as Highway Authority and National Highways requesting more details in respect of highways related matters are set out at Appendix 4 and their letters in reply are set out at Appendix 5.
- 4.28. The site landowners/developers were asked for clarity on three areas:
- On there being a comprehensive highways solution for the whole allocation;
 - An update on transport modelling and evidence of active engagement with Highway Authorities; and
 - Details of infrastructure requirements, including confirmation that an A52 bridge and an off-site park and ride are being considered.
- 4.29. A joint response has been received from all the relevant landowners/ developers: Taylor Wimpey, Barwood Land, Vistry Group and Nottinghamshire County Council/Arc Partnership. It is confirmed that there is now a single, aligned highways access strategy for the entire strategic allocation. Amendments are being made to the existing planning applications so that they all propose the same three A52 junctions, thereby providing a comprehensive and coordinated approach across the allocated site. It is identified that any forthcoming application (new or amended) will align with this strategy.
- 4.30. It is also confirmed that they are working jointly and collaboratively with each other, National Highways, NCC as Highway Authority, and the Borough Council to finalise transport modelling. Strategic and more detailed transport modelling has progressed substantially, and a unified evidence base will be used to support all planning applications. This work will be completed in due course and then submitted through the planning application process.
- 4.31. Finally, it is confirmed that potential mitigation measures, including an A52 bridge and park and ride provision, are being actively assessed as part of the transport evidence to establish whether they are necessary and justified to mitigate development impacts. While the IDP (which will be required by the SPD once adopted) cannot be finalised until the transport modelling is complete, the landowners/ developers have submitted with their letter an interim schedule to demonstrate that significant work is underway by them collectively in order to ensure that the allocation will be supported by the necessary infrastructure, delivered at the appropriate time.
- 4.32. NCC as the Highway Authority and National Highways were asked to provide confirmation and reassurance that both are committed to working positively with each other, the developers and the Council to identify a suitable highways

solution for the site. They were also asked to provide an understanding of the resourcing that is being made available to ensure full engagement in the development of a highway's solution and the provision of timely comments to information provided by both the developers and Council.

- 4.33. NCC has confirmed that it is fully engaged with both National Highways and Active Travel England on this matter and that it has sought to fully engage and be as proactive as possible with the Borough Council, and it will continue to prioritise the timely provision of comments and technical feedback to ensure progress is not delayed. NCC highlight that it and National Highways have for some time been calling for a single, fully comprehensive transport assessment covering the whole of the allocation to provide a robust evidence base upon which to determine the infrastructure requirements contained within the SPD.
- 4.34. It is important to note that the Borough Council has also been calling for a single comprehensive transport assessment for several years. Achieving a comprehensive solution has been challenging whilst Nottinghamshire County Council as a key landowner has, until recent months, been a lot less engaged in the masterplan process than other site promoters. NCC own a significant and strategically important part of the allocation and their recent commitment to delivery has now contributed to the single highway's solution being unlocked.
- 4.35. NCC also makes the point that there is a need for high-quality pedestrian and cycle connections over the A52, including consideration of a bridge, to ensure the strategic allocation is both sustainable and well connected. NCC comment that the final wording of the SPD offers significant leeway regarding the delivery of the bridge, making it appear more optional than a clearly defined requirement. NCC therefore has requested that the wording of the document is amended to require a bridge to be provided unless it is demonstrated to be unfeasible.
- 4.36. The response by National Highways, similarly, confirms that it has been actively engaged with the Council, NCC, the developers, and their consultants throughout both the live planning applications and the SPD process, and that it will continue to work collaboratively with all parties to progress the outstanding matters and to identify an appropriate highways solution for the strategic allocation.
- 4.37. National Highways highlights that a holding recommendation remains in place pending the submission of further information, including completion of the outstanding transport modelling which underpins the access strategy. It makes the point that this information is necessary to fully understand the development's impacts and will help inform the progression of the SPD. There are holding recommendations from National Highways in respect of both the live planning applications, which ask the Council not to determine the planning applications pending the submission of such highways related information.
- 4.38. The collaborative and aligned approach between all the main landowners and developers is a significant and positive change in circumstances from the situation previously, when differing and competing highways solutions were

being progressed, different supporting transport evidence was being prepared, and some landowners were not engaging in the process in a meaningful way.

- 4.39. The Borough Council has engaged with NCC Highways and National Highways over many years, convening numerous meetings to achieve a highways consensus and it is therefore welcoming to receive their communication providing commitment to support the identification of a suitable highway's solution for the site. The comments made in respect of the need for the completion of a single, fully comprehensive transport assessment to provide a robust evidence base to support the access strategy and determine the infrastructure requirements are noted and has been the position the Borough Council has been promoting with all parties for many years.
- 4.40. In response, NCC and National Highways should be reassured that there is now a clear, comprehensive, coordinated and deliverable route to resolving the outstanding highways and infrastructure matters, with the landowners/developers working towards a single and aligned highways solution that will be supported by a common evidence base. This joint approach by the landowners/developers should also provide reassurance that more detailed highways matters do not need to be fully resolved prior to adoption of the SPD. There are no statutory or national policy requirements for highways or other transport matters to be addressed in any more detail within the SPD than is already the case. It is entirely appropriate and legitimate, and particularly so now given the joint approach of the landowners/developers, for these details to be finalised through the IDP and planning application processes; supported and guided by the SPD's framework, masterplan and other associated guidance.
- 4.41. Specifically in response to the NCC Highway's letter, Borough Council officers have actively sought their engagement over many years to work collaboratively to seek the best possible highways solution for this site. Where NCC Highways have raised issues and concerns, the Borough Council have followed this up with the offer of face to face and online meetings rather than through an exchange of letters, and the Borough Council has hosted several meetings and calls over a long time period in order to proactively address the issues and seek resolutions at pace.
- 4.42. With respect to NCC's comments in relation to the potential for a bridge, as is referred to above at paragraph 4.21, new text is proposed for inclusion within the SPD to set 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. It is proposed that the SPD states that this could be a bridge crossing. Until this work is completed, however, it is considered inappropriate to prioritise one option above the other. The site promoters have confirmed that the proposed amendments to the current live planning applications will assess a scenario with the A52 bridge and are open to its inclusion, enabling the Council, informed by the Highway Authorities, to determine whether such provision is required.

Sustainability appraisal

- 4.43. The draft SPD is accompanied by a Strategic Environmental Assessment and Appropriate Assessment Screening Report, provided at Appendix 6.

LDF Group recommendations

- 4.44. The proposed revisions to the draft SPD were considered most recently by the LDF Group on 25 February 2026. The Group, apart from one abstention, supported the revisions and recommended to Cabinet that the draft SPD be adopted.

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 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 Planning and Compulsory Purchase Act 2004 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

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.
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.

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: https://www.rushcliffe.gov.uk/planning-growth/planning-policy/supplementary-planning-documents/ 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 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 Draft Greater Nottingham Strategic Plan is available to view at: www.gnplan.org.uk/media/dsrndti2/gnsp-publication-draft-march-2025.pdf

List of appendices:	Appendix 1: Revised Draft East of Gamston/North of Tollerton Development Framework Supplementary Planning Document Appendix 2: Draft East of Gamston/North of Tollerton Development Framework Supplementary Planning Document – summary of consultation responses Appendix 3: East of Gamston/North of Tollerton Development Framework Supplementary Planning Document: Note on benefits of proposed SPD – February 2026 Appendix 4: Letters from Rushcliffe Borough Council Leader to site landowners/promoters, Local Highway Authority (Nottinghamshire County Council) and National Highways Appendix 5: Letters from site landowners/promoters, Local Highway Authority (Nottinghamshire County Council) and National Highways Appendix 6: Draft East of Gamston/North of Tollerton Development Framework – Sustainability Appraisal and Appropriate Assessment Screening Opinion Report

**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.](#)

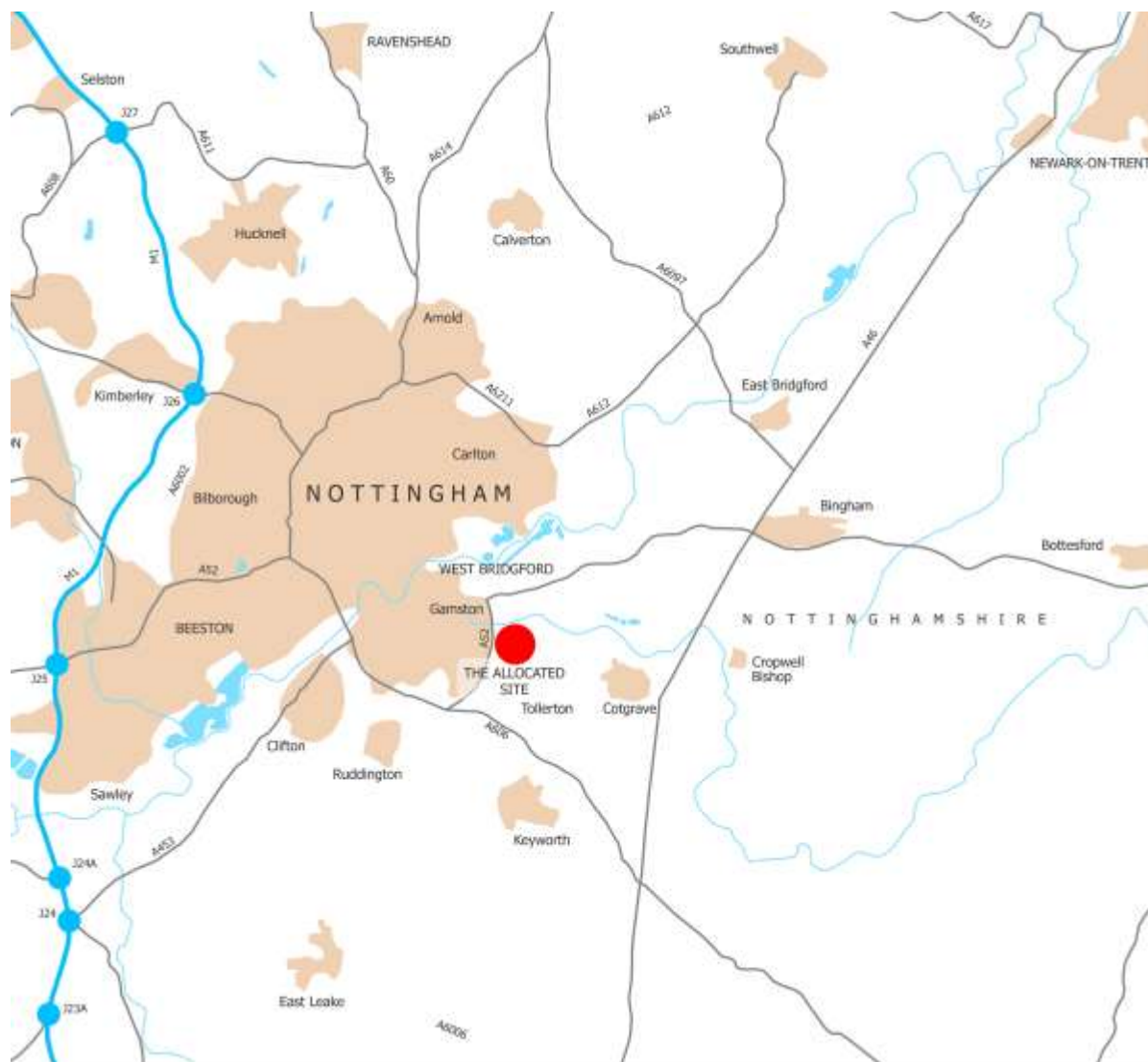


Figure 1. Location Plan

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.

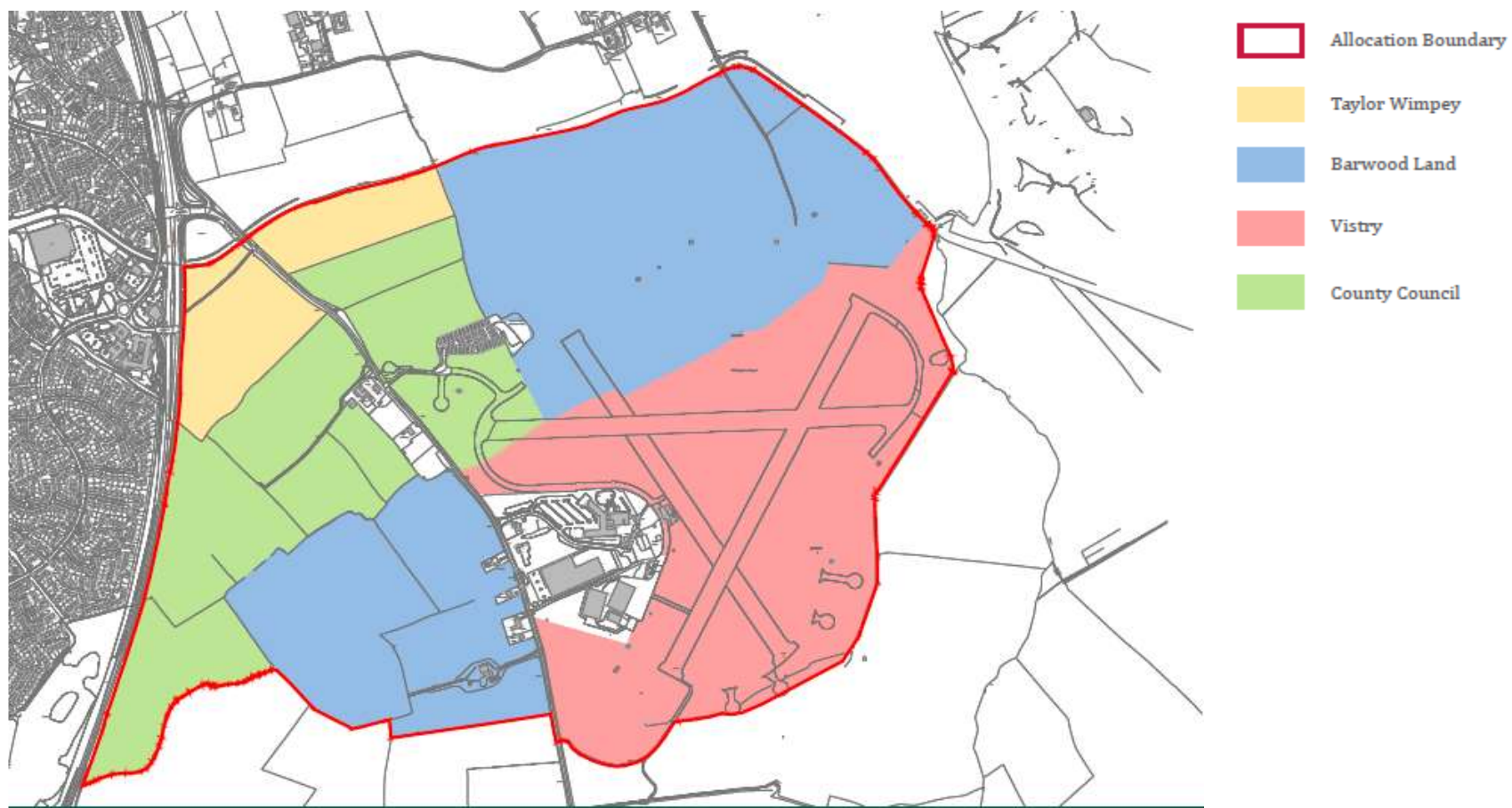


Figure 2. Land Ownership Plan



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 A6005 (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.

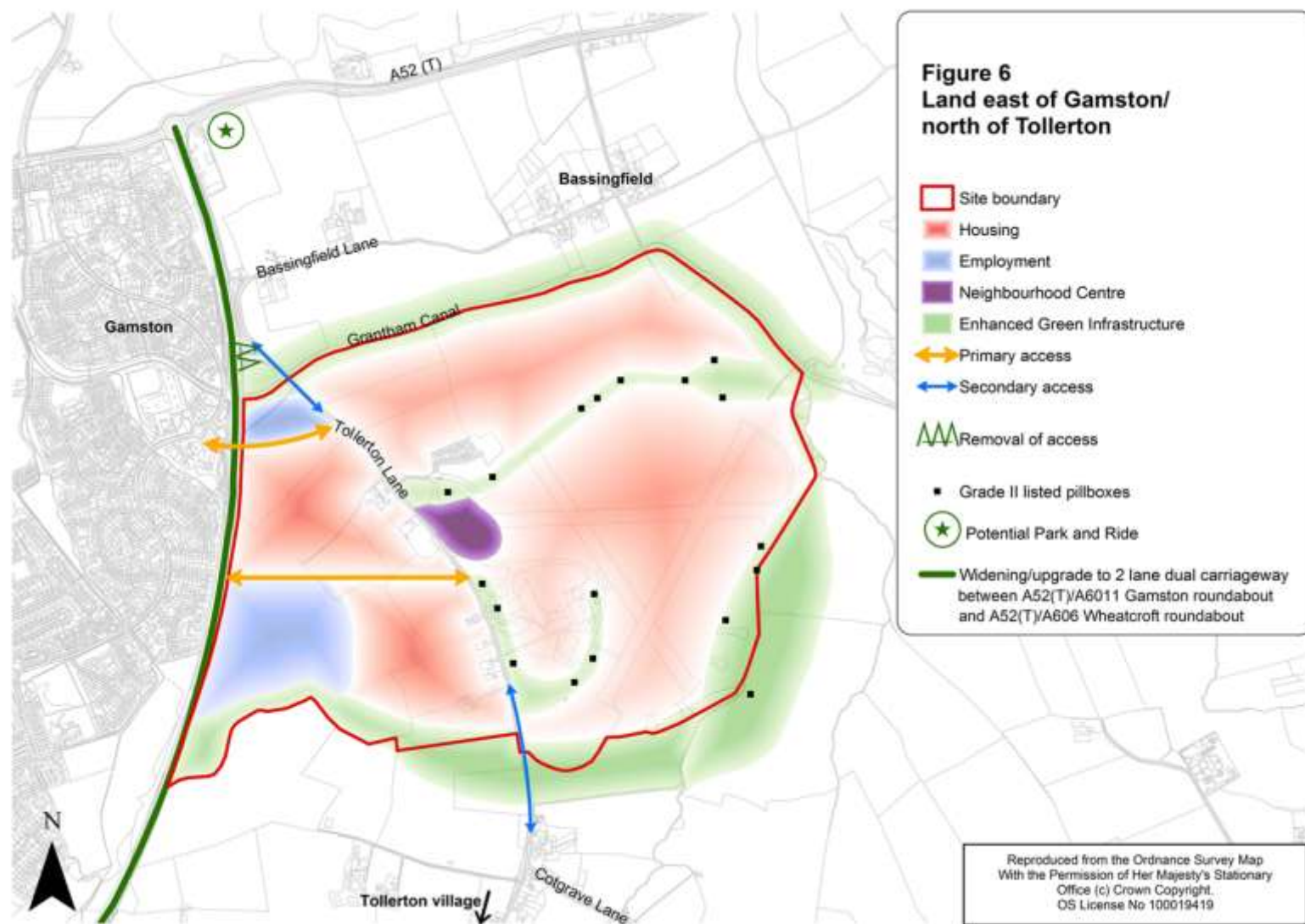
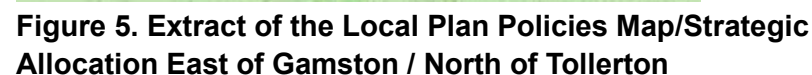


Figure 4. Extract of Figure 6 Land East of Gamston / North of Tollerton - Local Plan Part 1: Rushcliffe Core Strategy

- 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.



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

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.

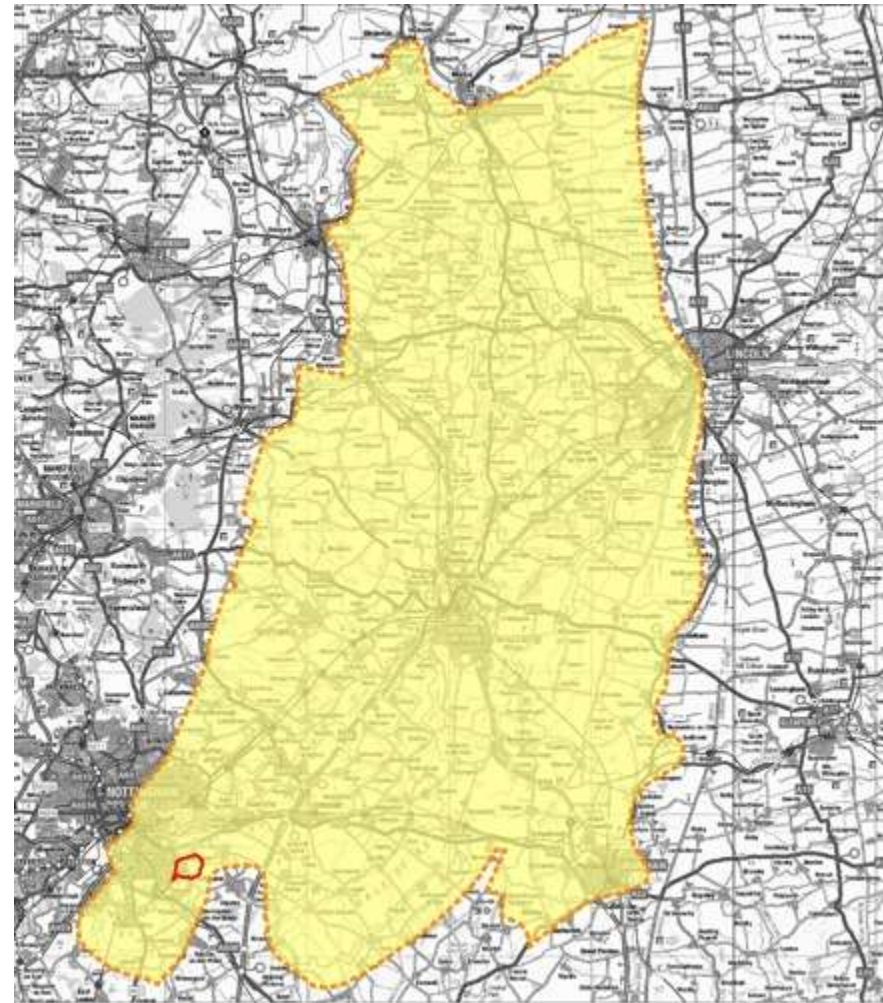


Figure 7 - NCA Landscape Area 48

- 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

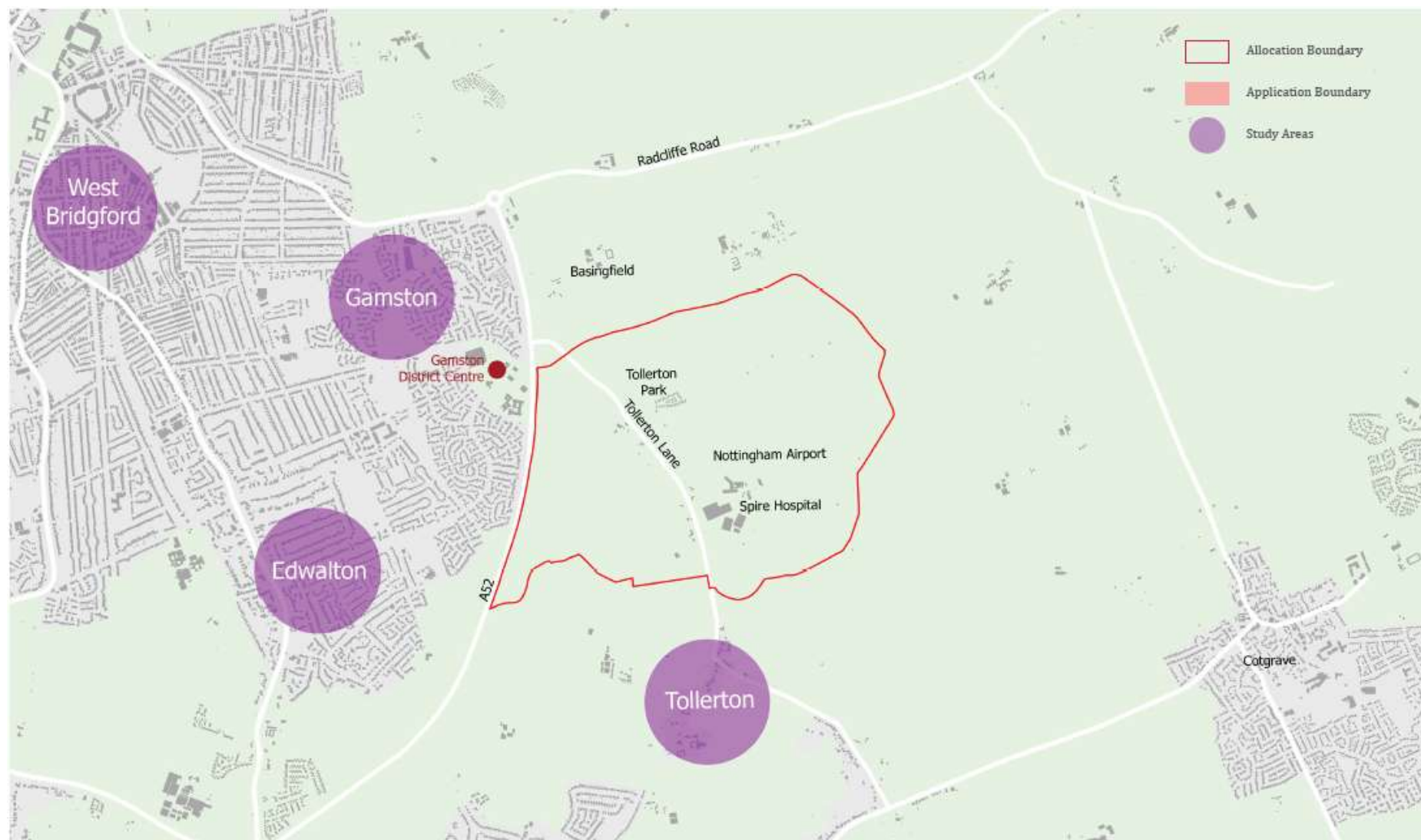


Figure 9. Local Character areas of interest

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 **emph**ase~~emphasise~~ 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 as part of the planning application process, with any suitable mitigation proposed where necessary.

3.XX For all relevant planning applications on the site, there is a requirement to include an initial land contamination assessment. It is likely that if planning permission is granted, a pre-commencement planning condition will be imposed to 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.

3.XX This further investigation and assessment must be carried out in accordance with the Land Contamination Risk Management (LCRM) Framework and underpinning good practice guidance. Where the findings from the further investigation and assessment identifies unacceptable risks to human health and/or the environment, a detailed remediation scheme will be required, to be approved by the Council. All associated documentation provided to the Council as part of the planning application or in respect of a pre-commencement planning condition will be assessed by a competent person as defined in the National Planning Policy Framework, including external consultants where deemed necessary by the Council, and the written comments will be published.

3.XX 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.

3.XX The Council will liaise as necessary with other agencies including the Environment Agency and the radiation team at the UK Health Security Agency (UKHSA).



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.

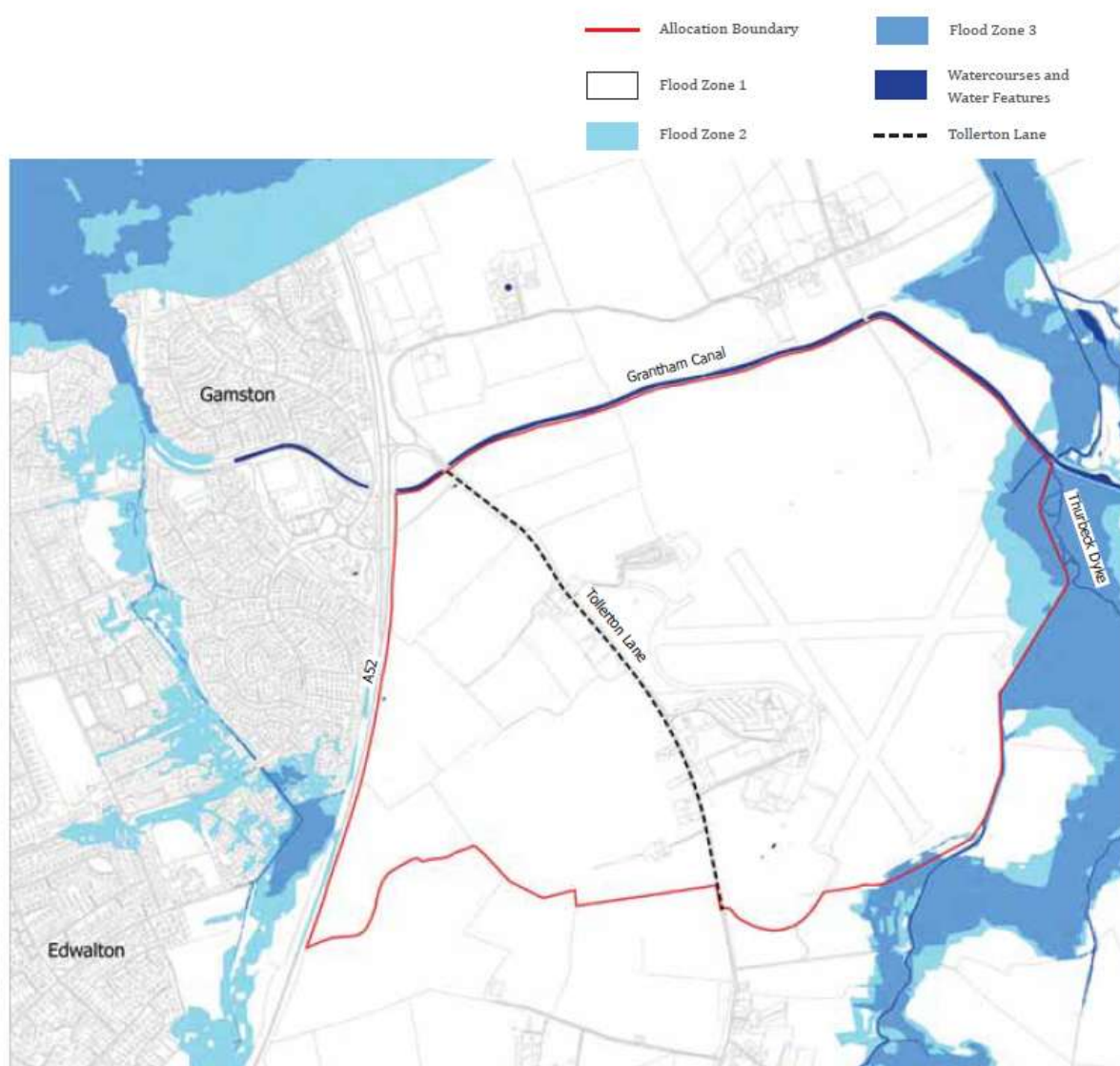


Figure 11. Environment Agency Flood Mapping showing existing watercourses and flood zones. (This risk modelling is subject to further, more detailed flood risk modelling undertaken by individual applicants.)

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.

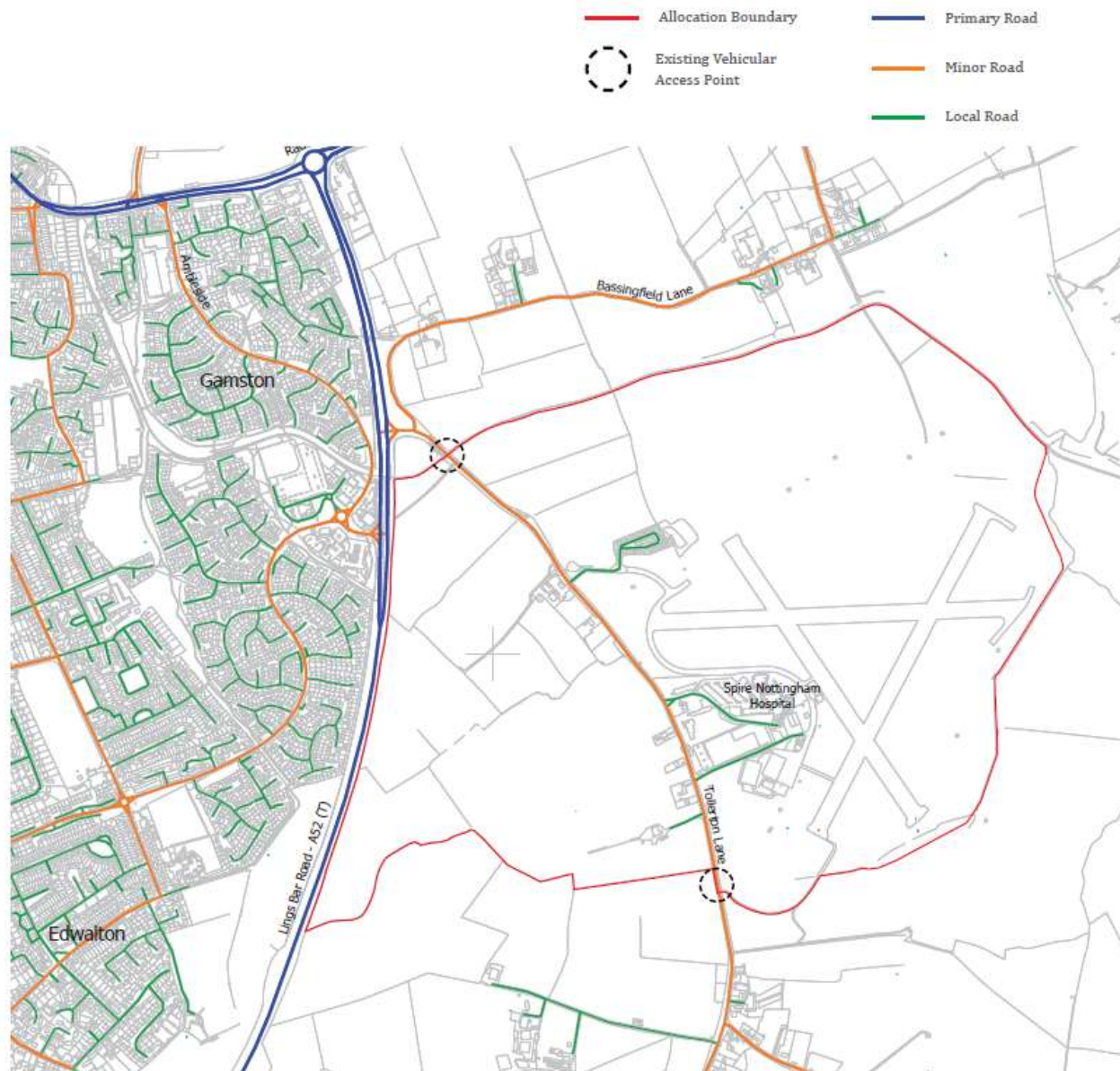


Figure 12. Local Movement Network

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.

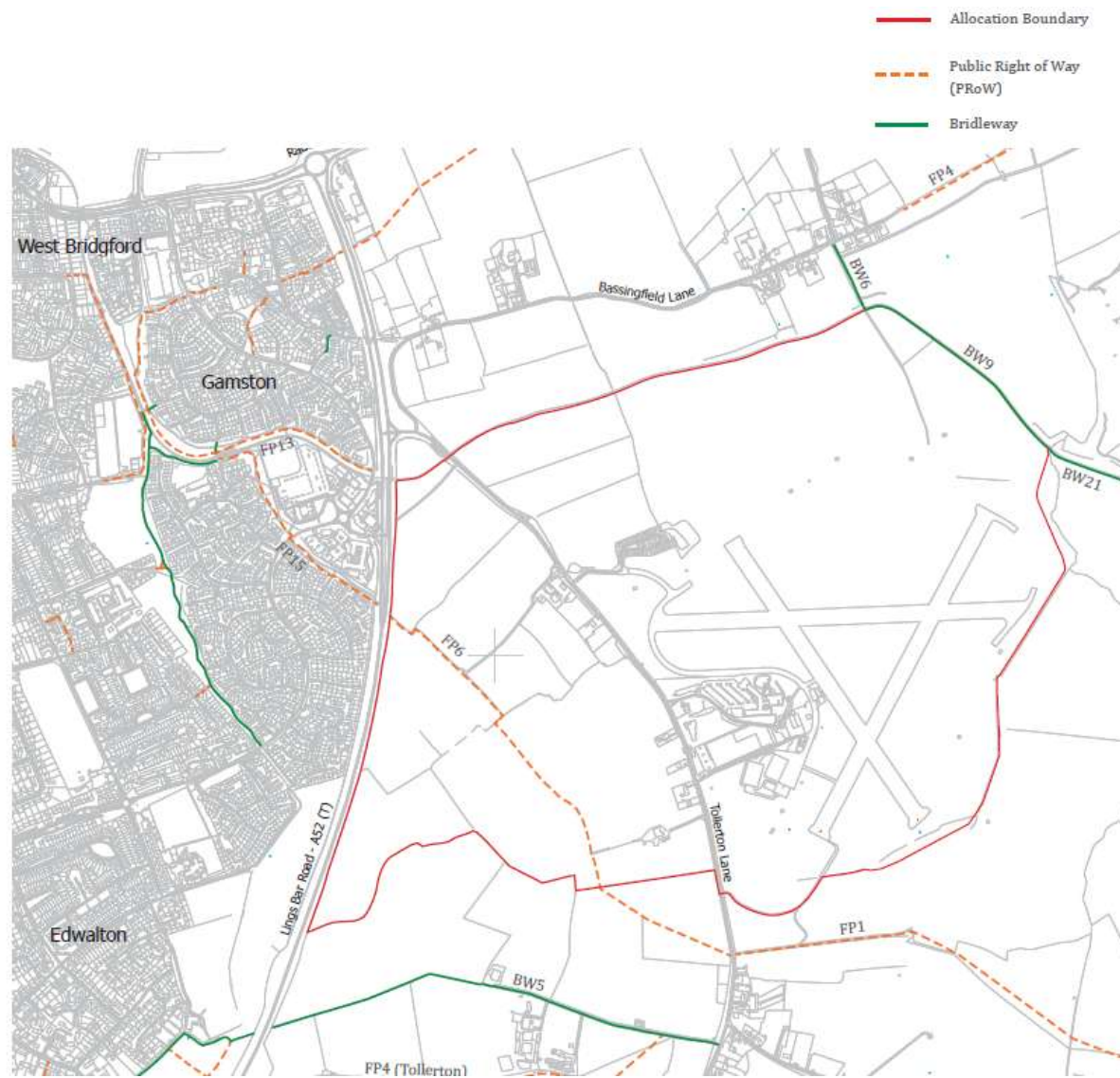
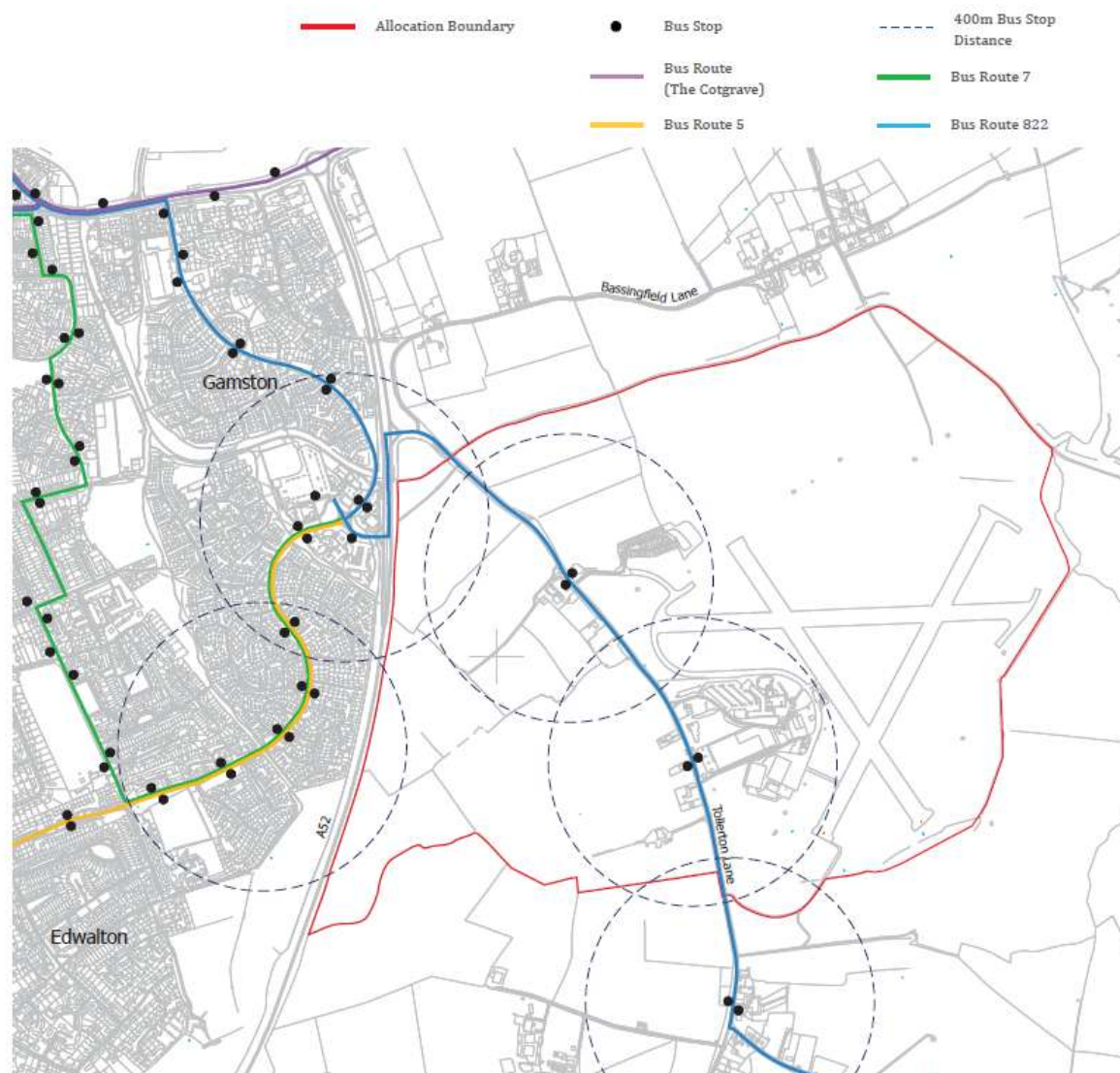


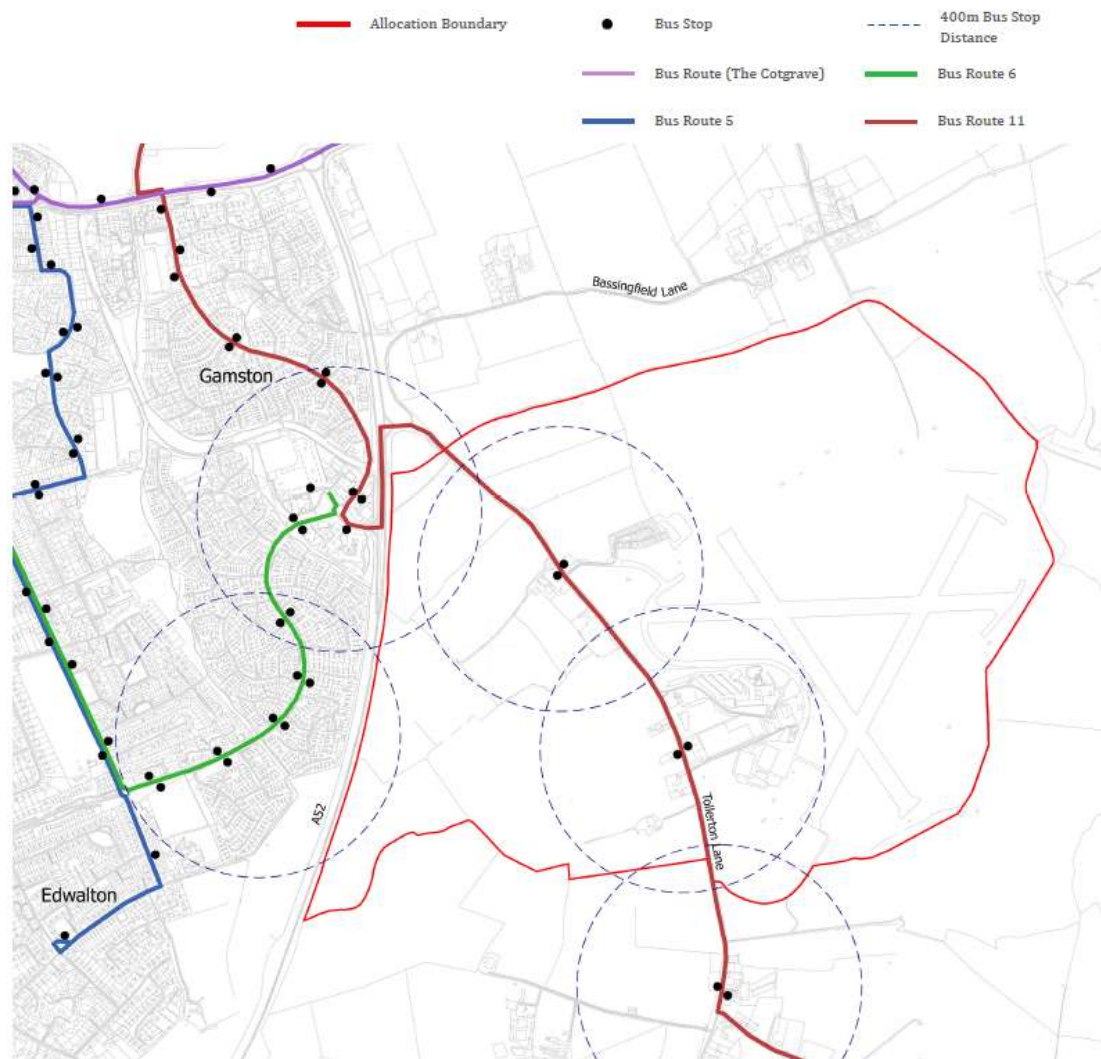
Figure 13. Local Pedestrian & Cycle Movement

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.

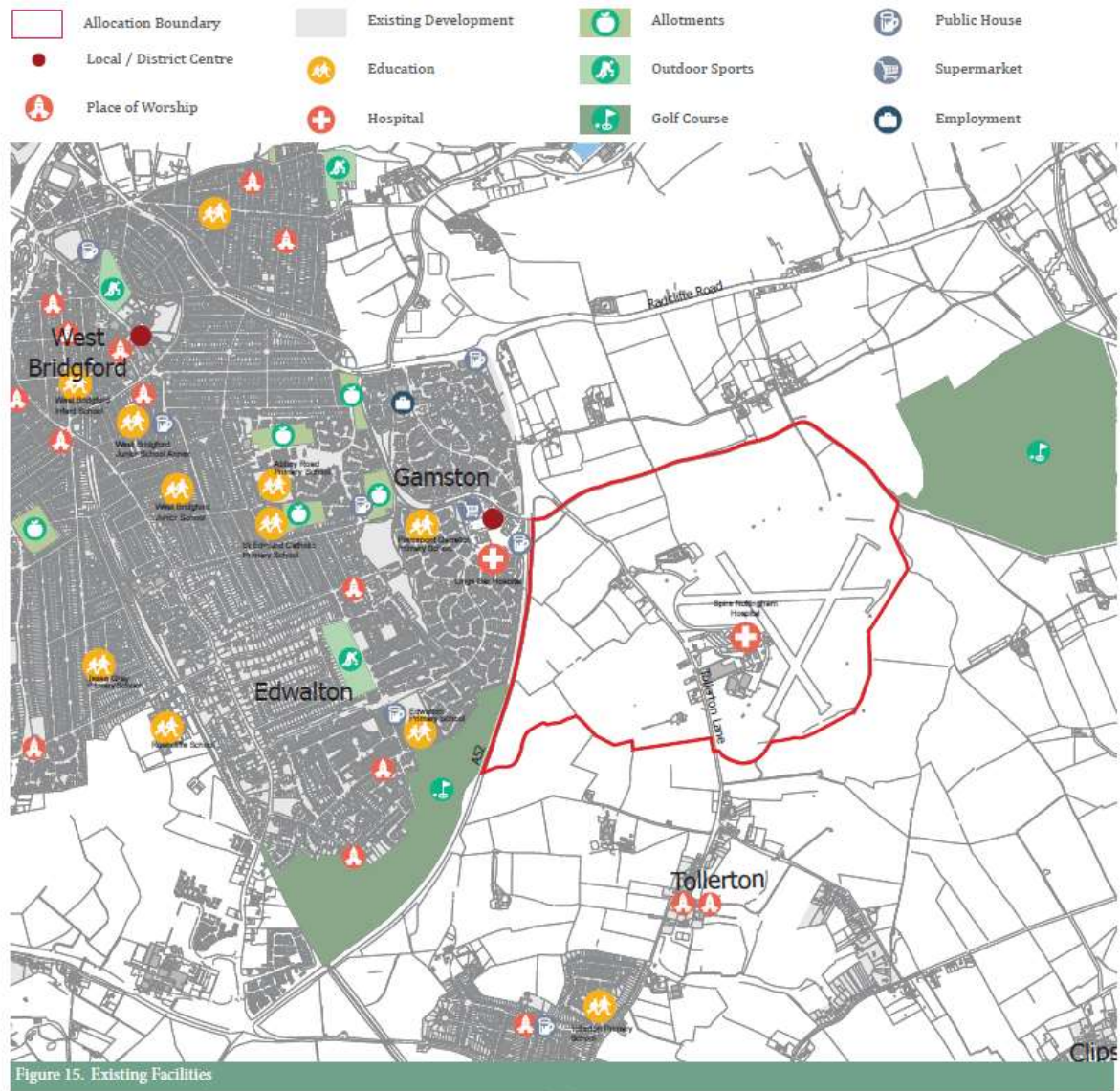


Figure 15. Existing Facilities - schools, hospitals, places of worship, supermarkets etc

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).

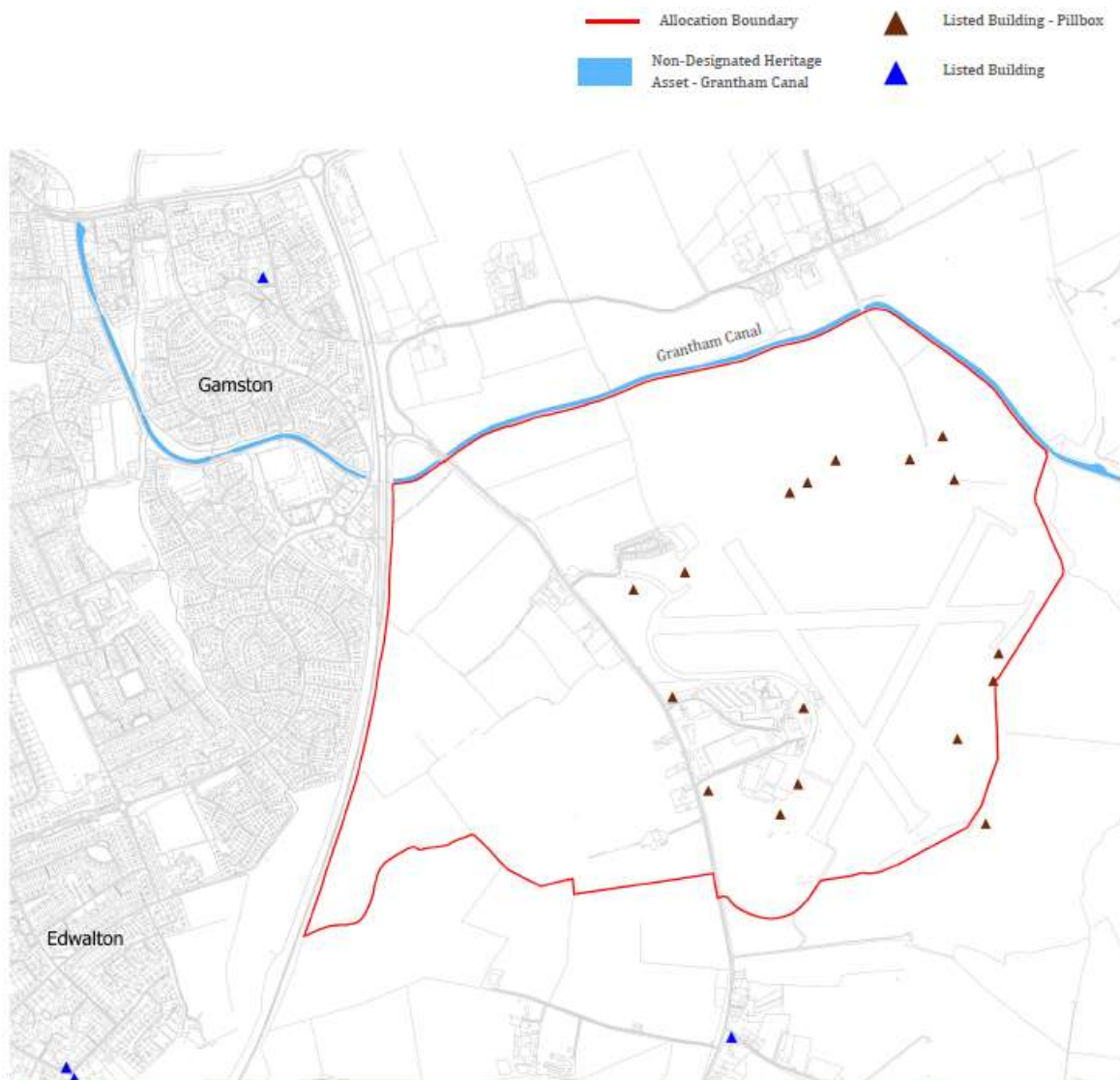


Figure 16. Heritage Plan

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.

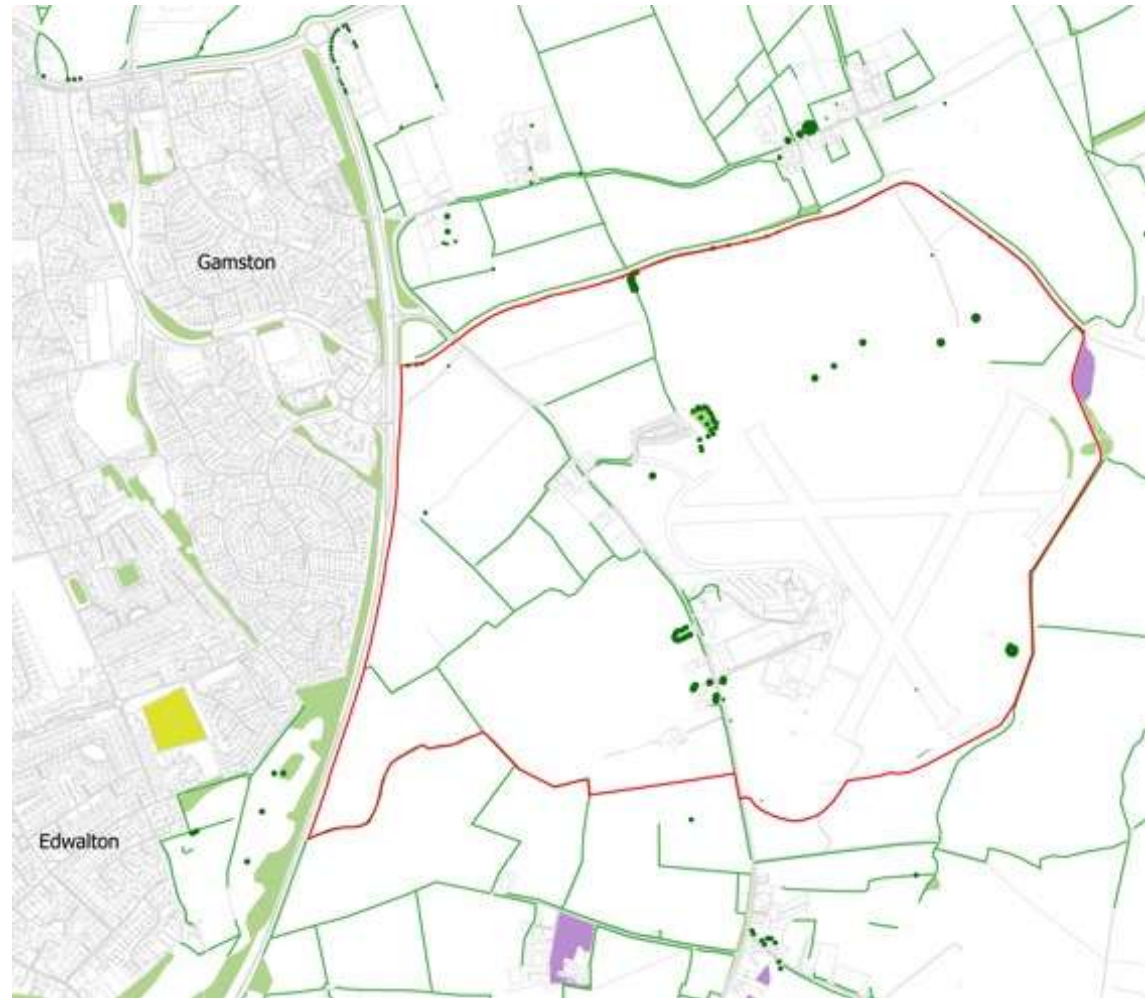


Figure 17. Ecology Features

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 on certain parts of the allocated site, where 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.

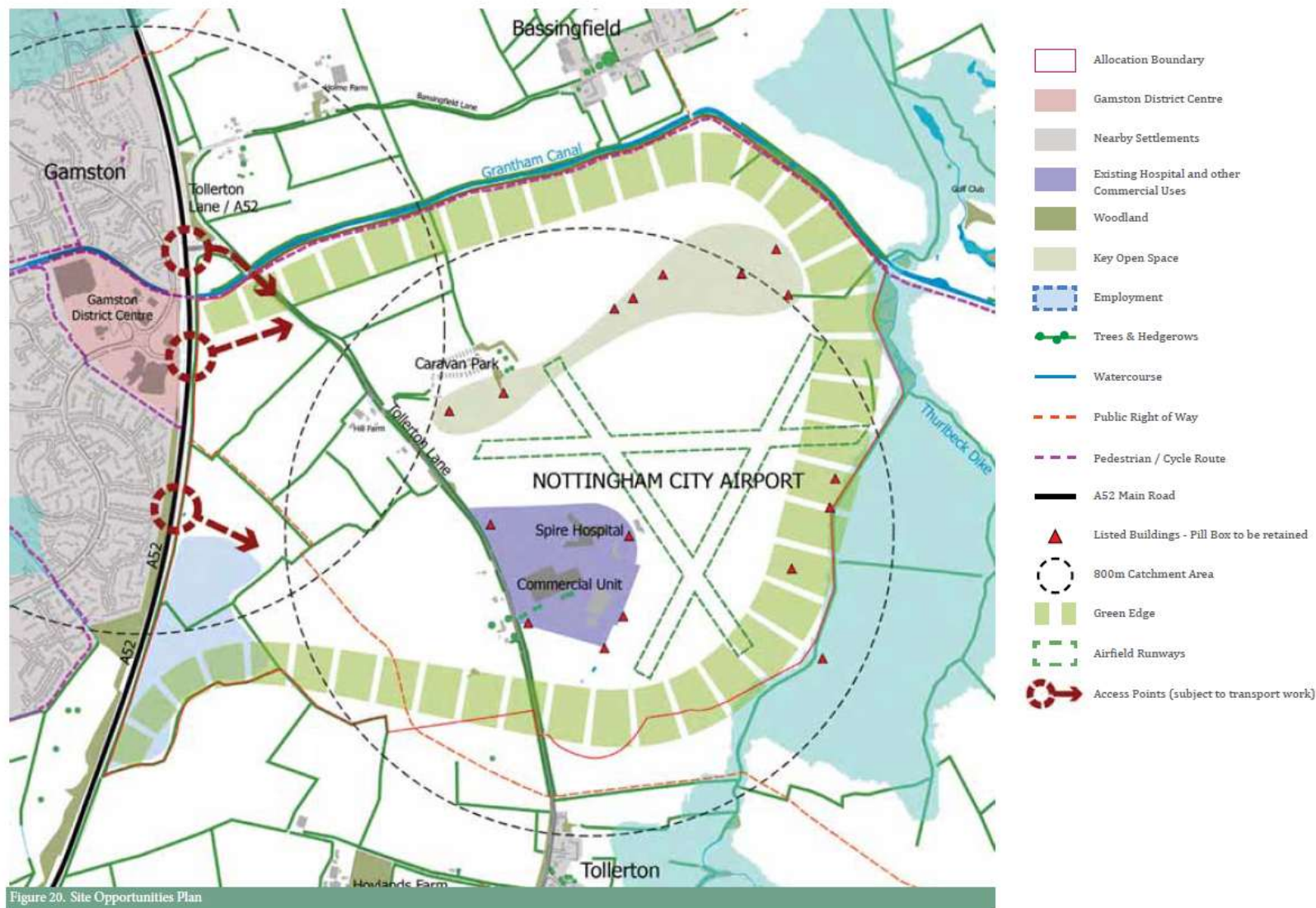


Figure 20. Site Opportunities Plan

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'

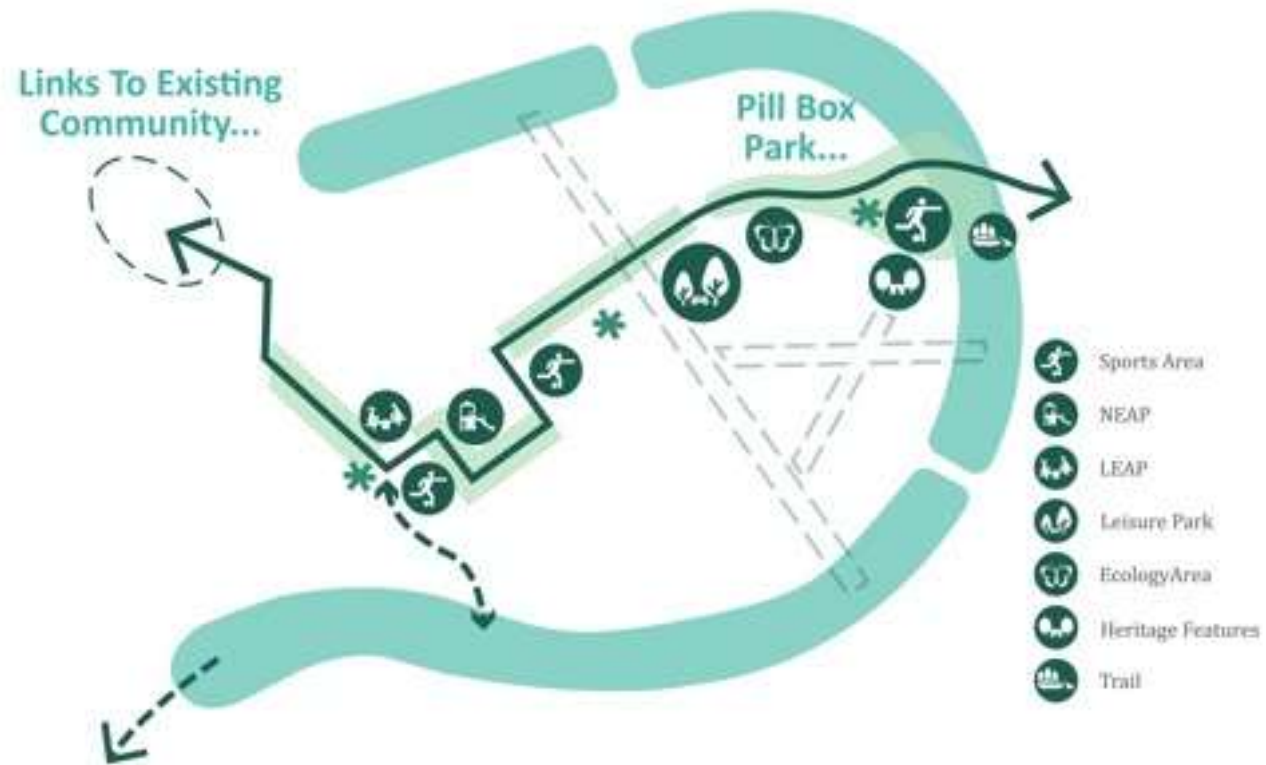
The outer edges will be defined through different landscape typologies and setting the development positively within the existing context. Water Meadows (east) which borders the Polser Brook will contain much of the required drainage attenuation features and deliver a more naturalistic informal 'water 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'

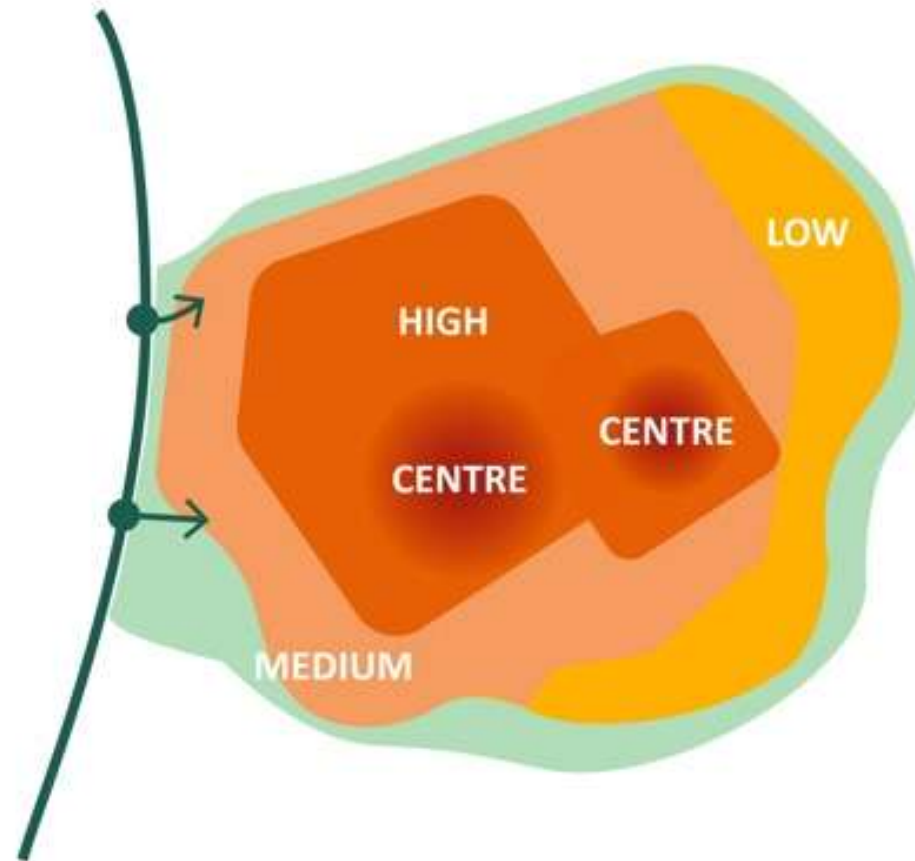
The creation of an East-West 'green' connection will be achieved by linking the existing community of Gamston to the west of the A52(T) with the existing Public Right of Way (PRoW) and then eastwards through the three Sports parks and, in the western edge of the development into the Pillbox Park. Connections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



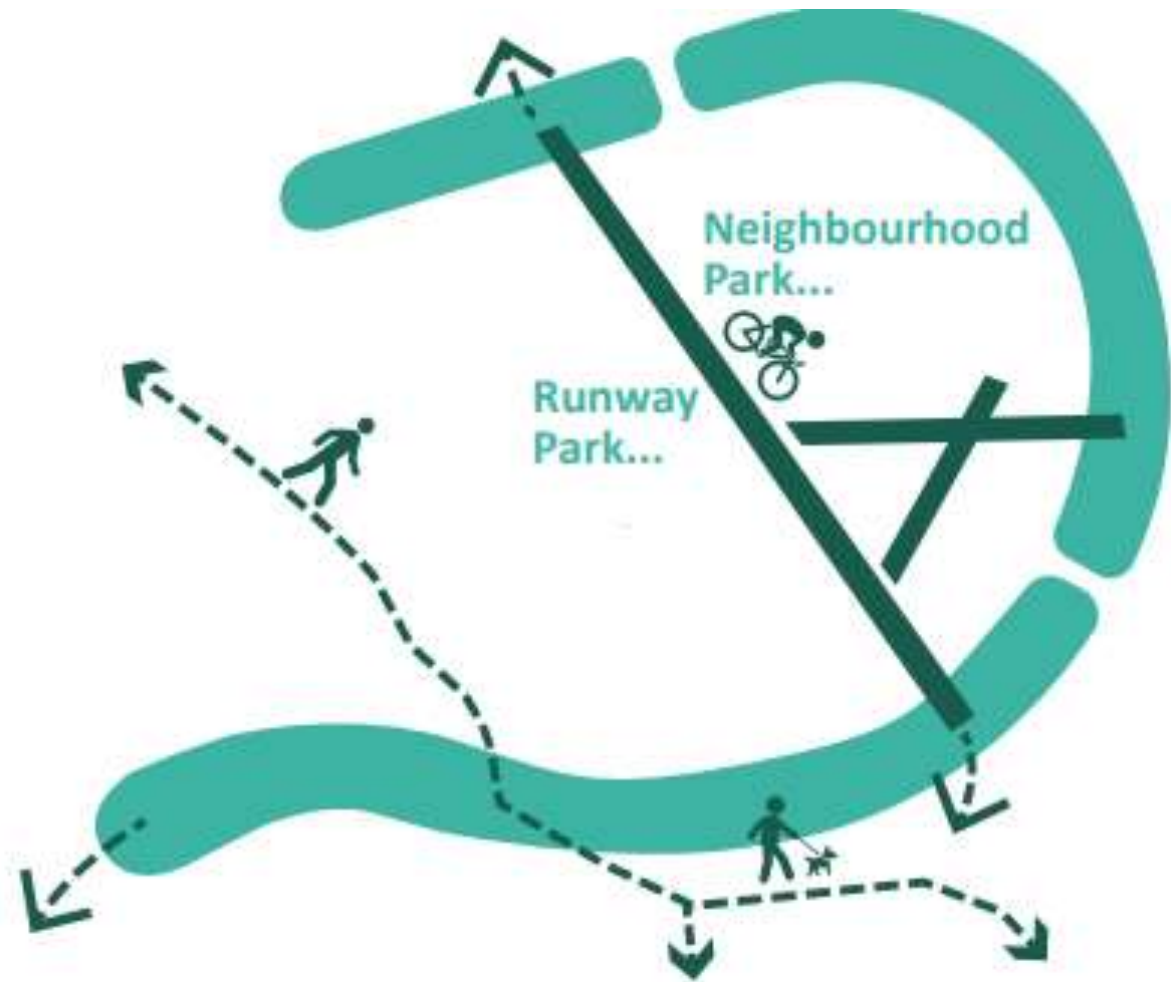
Density

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.



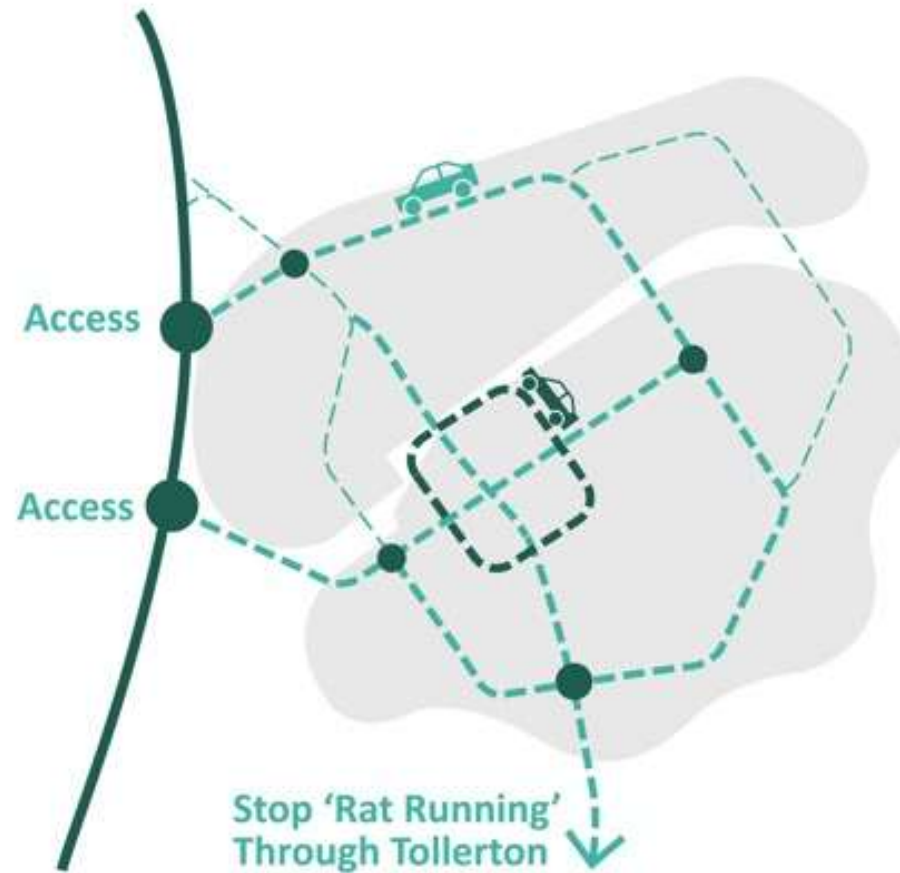
Health & Wellbeing

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.



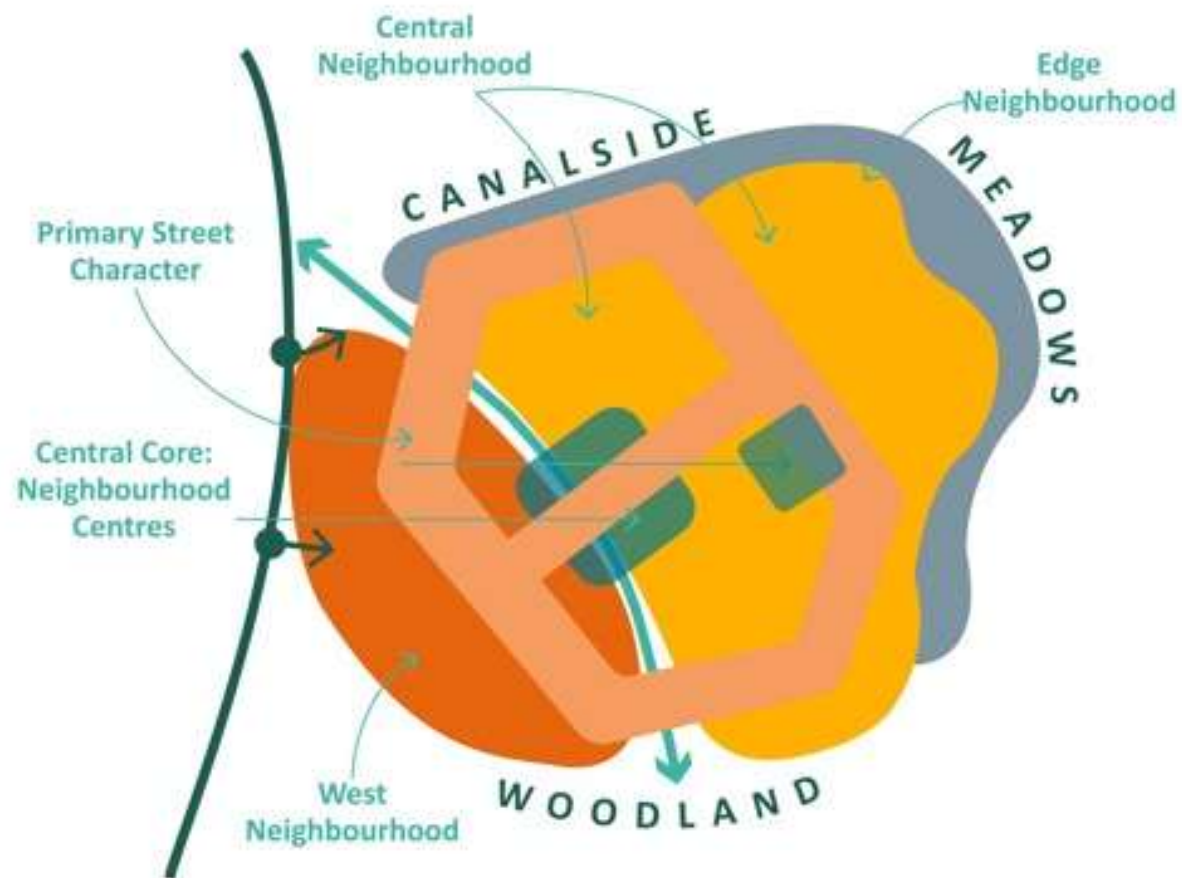
Movement & Circulation

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.

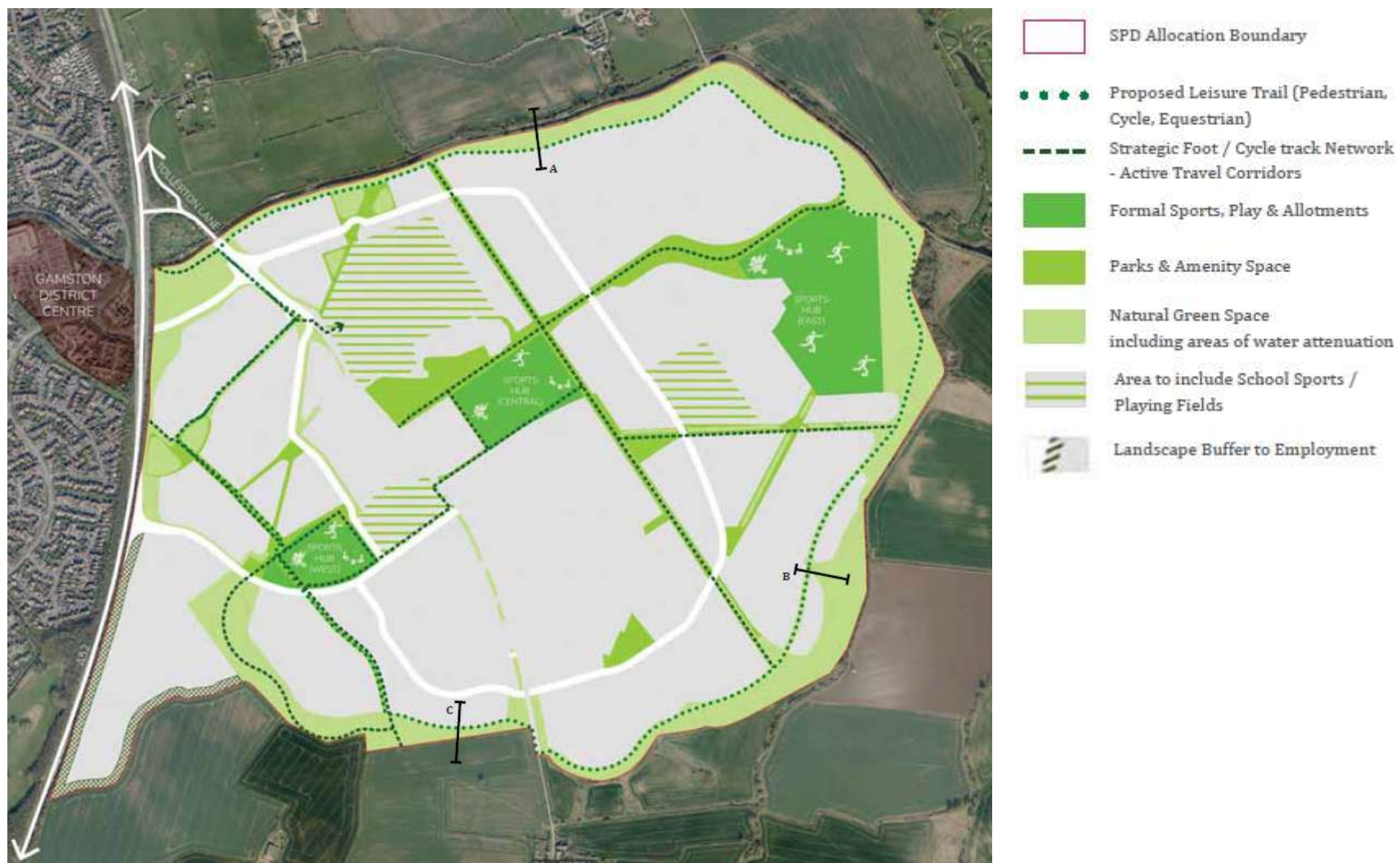


Figure 24. Open Space Strategy

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

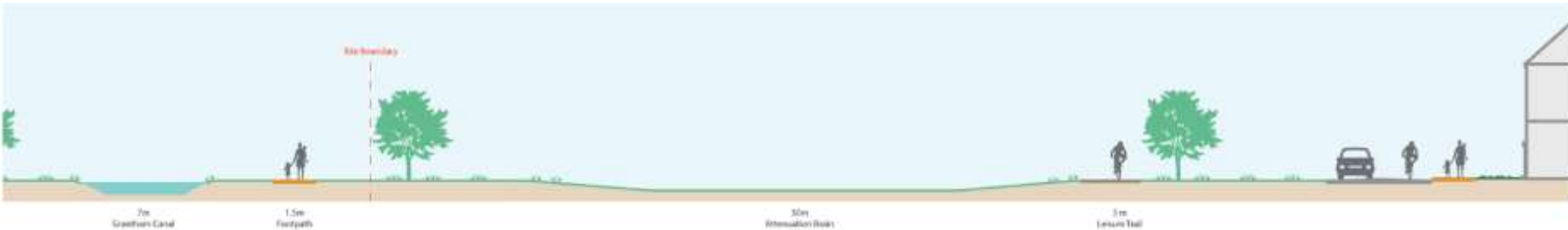


Figure 25. Section A

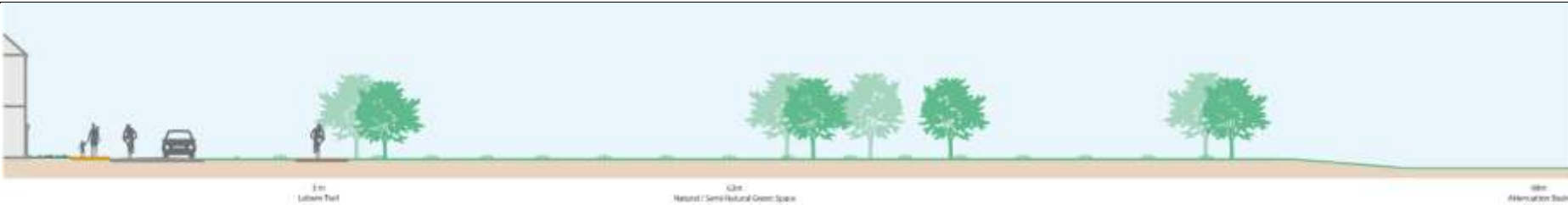


Figure 26. Section B

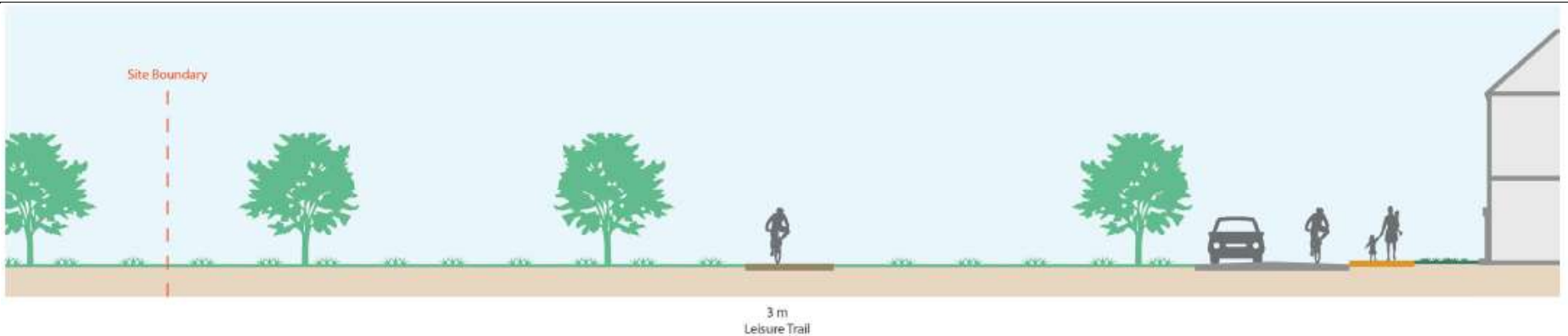


Figure 27. Section C

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.



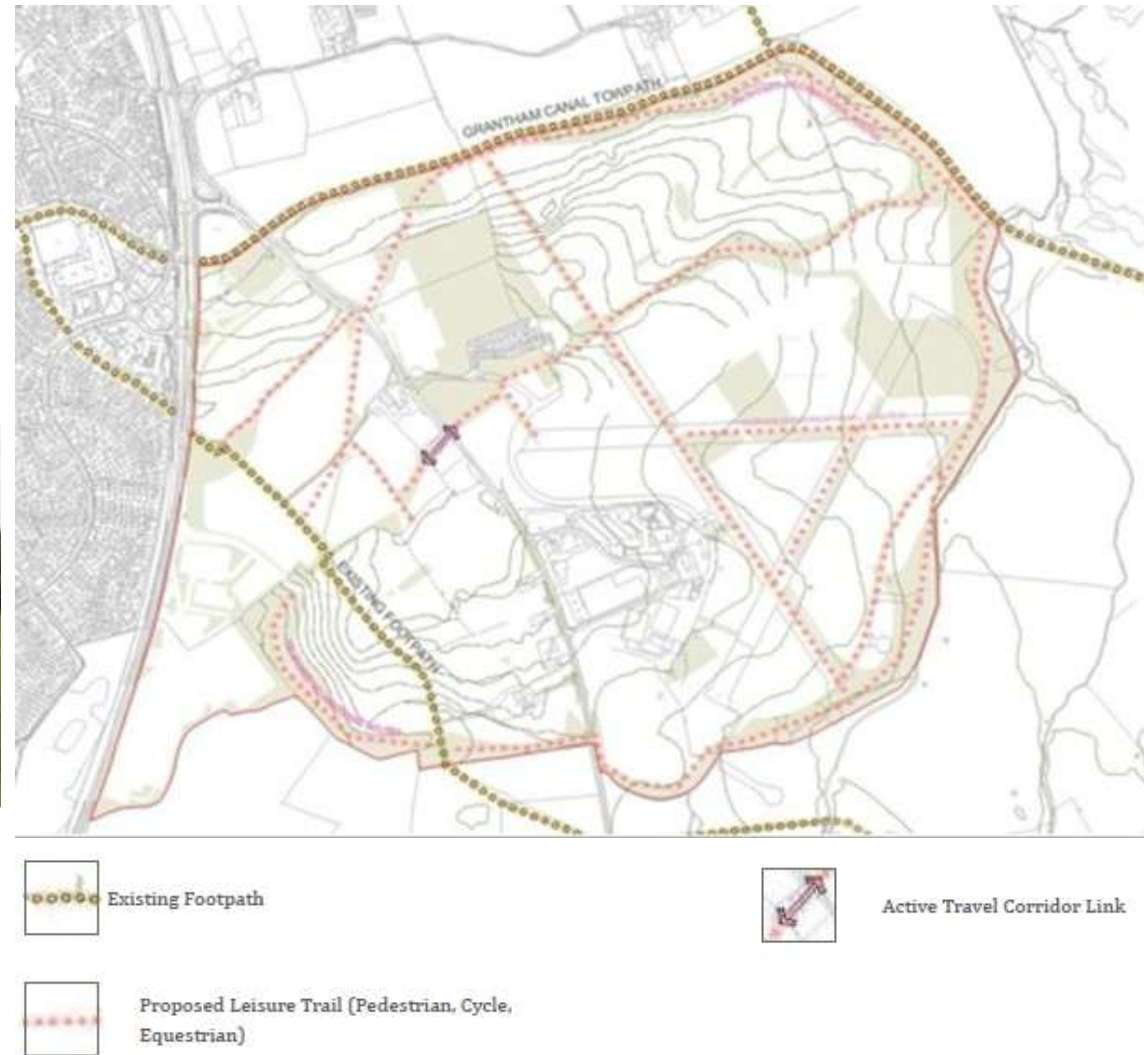
[DELETE THIS PLAN] Figure 31. Green Corridor Strategy



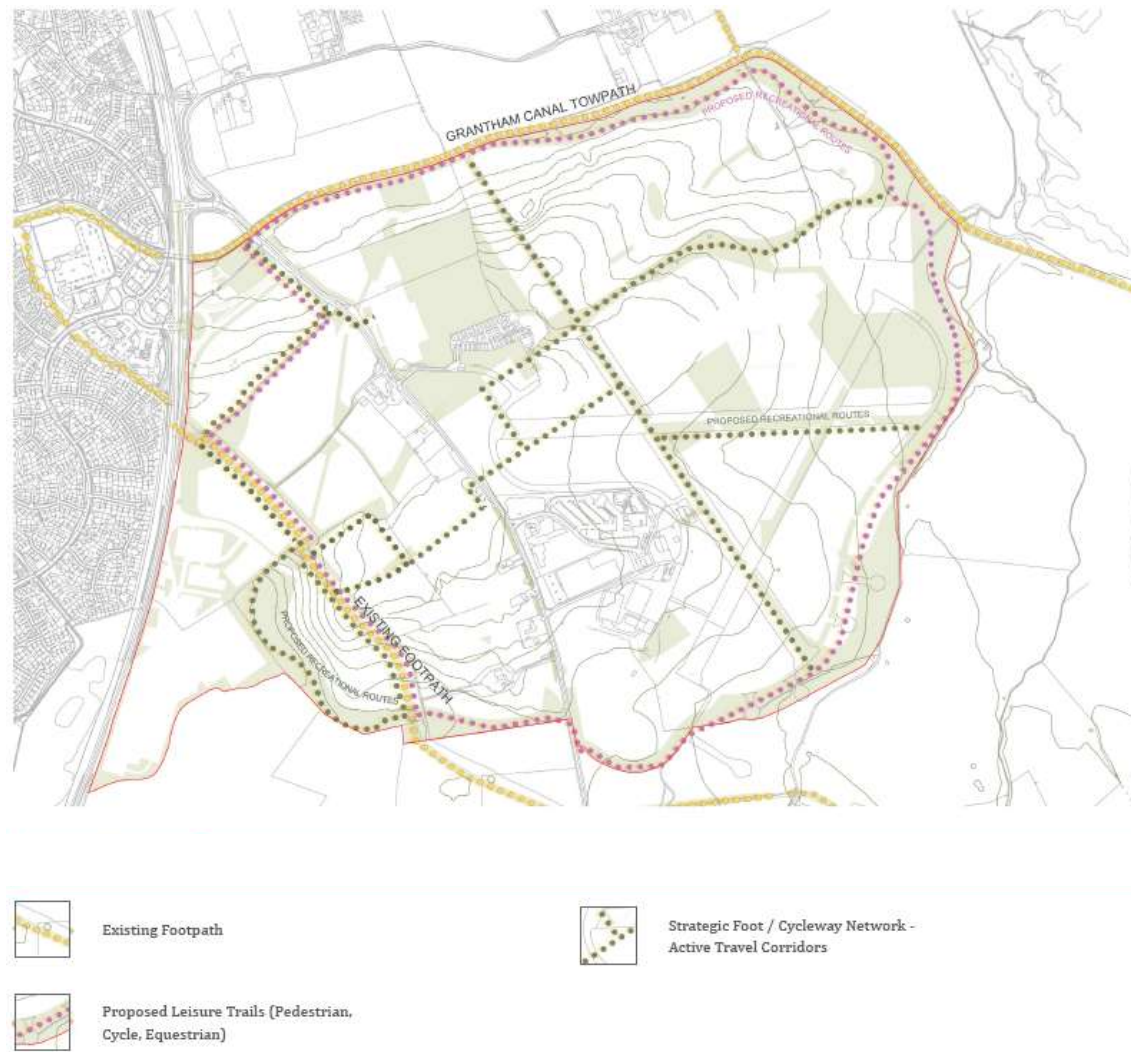
[INSERT NEW PLAN] Figure 31. Green Corridor Strategy

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.



[DELETE THIS PLAN] Figure 32. Connectivity Plan



[INSERT NEW PLAN] 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.

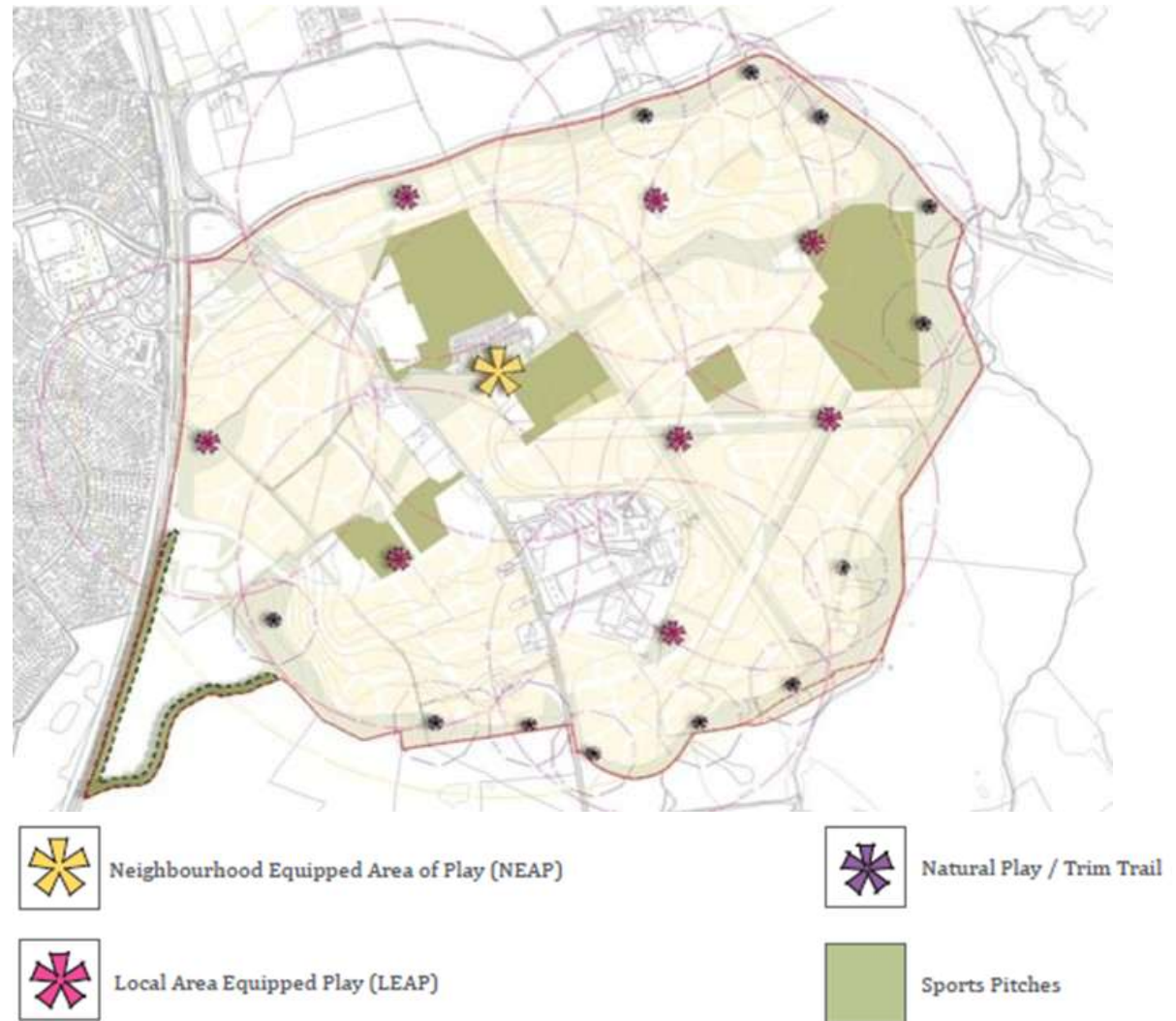


Figure 33. Play Strategy Plan



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.

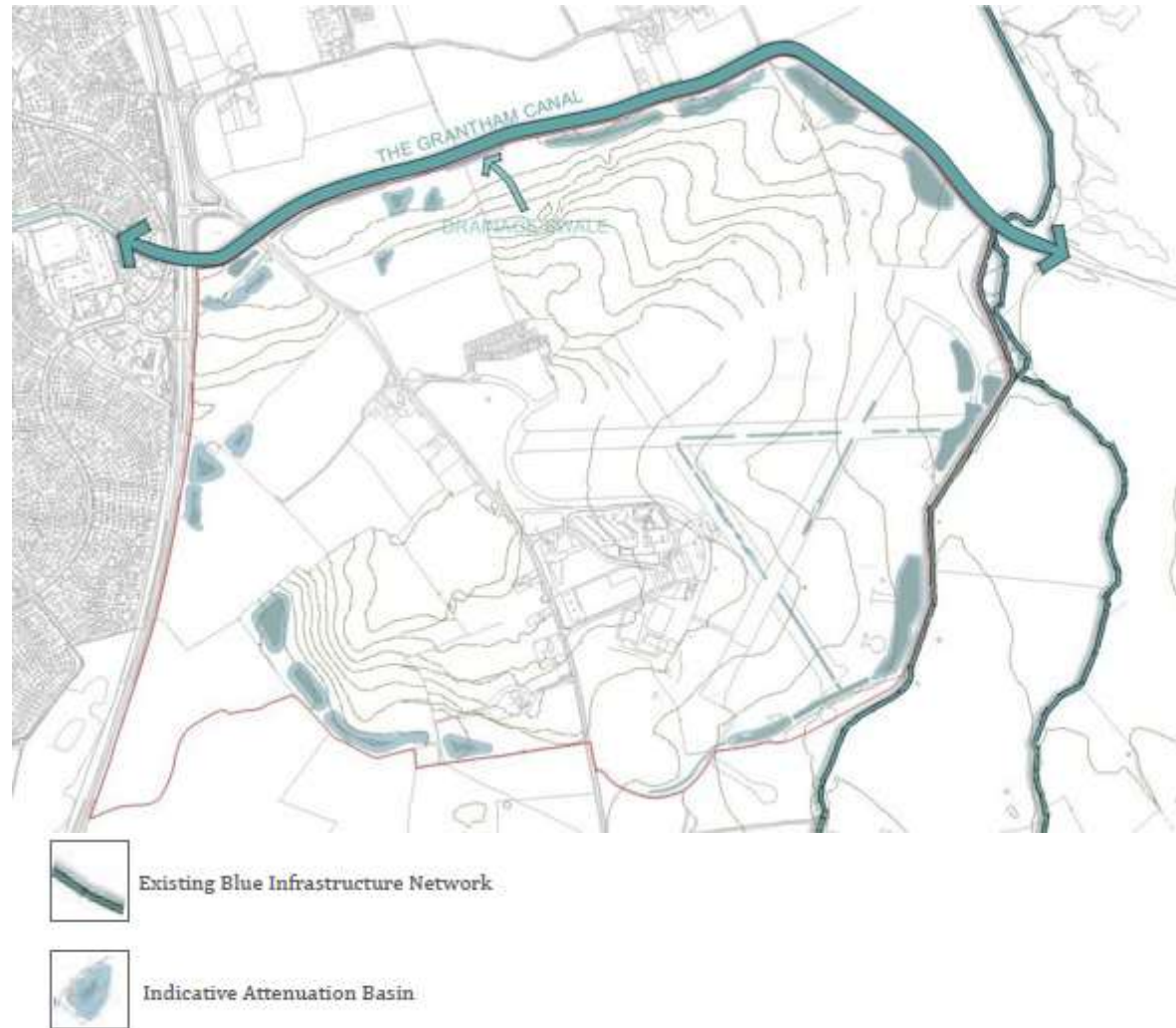


Figure 34. Blue Infrastructure Plan

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 \(1 in 100 year flood event plus an allowance for climate change\) 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 [originally](#) 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.

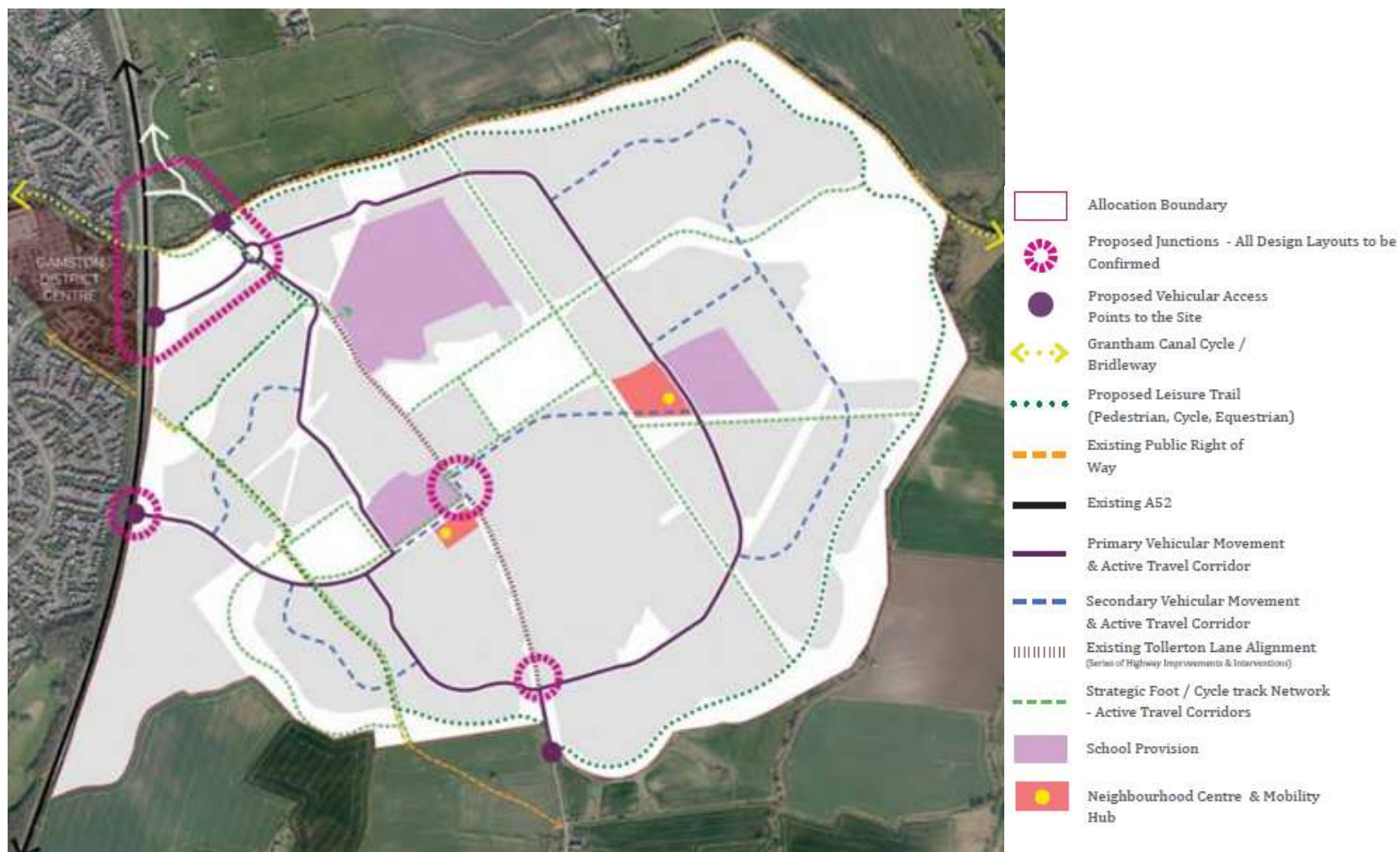


Figure 35. Access & Movement Strategy

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.

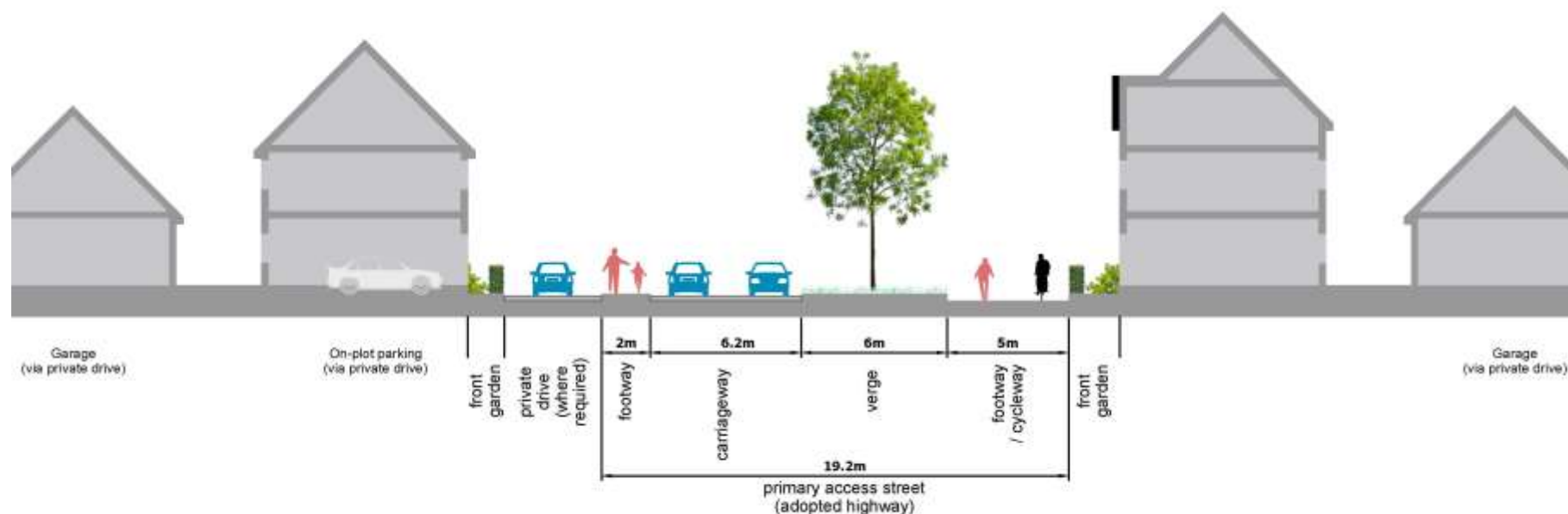


Figure 36. Indicative Primary Street Section –Section A

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.](#)

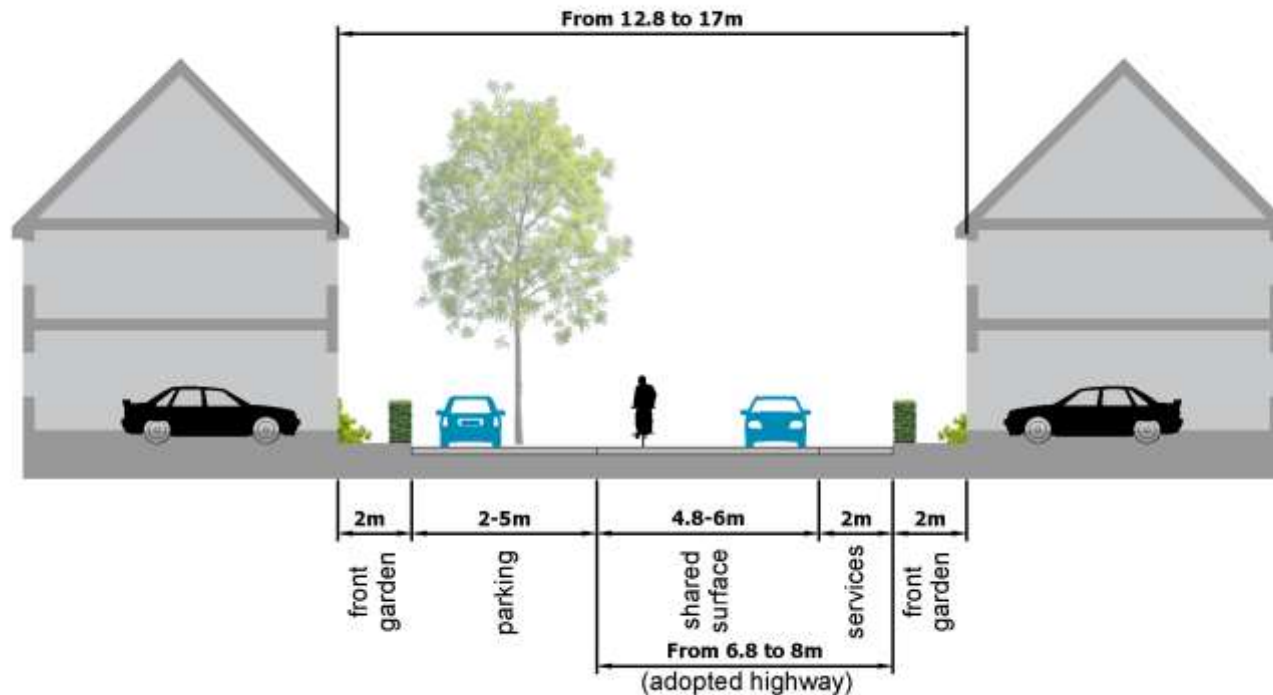


Figure 40. Indicative Secondary Street Section

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.

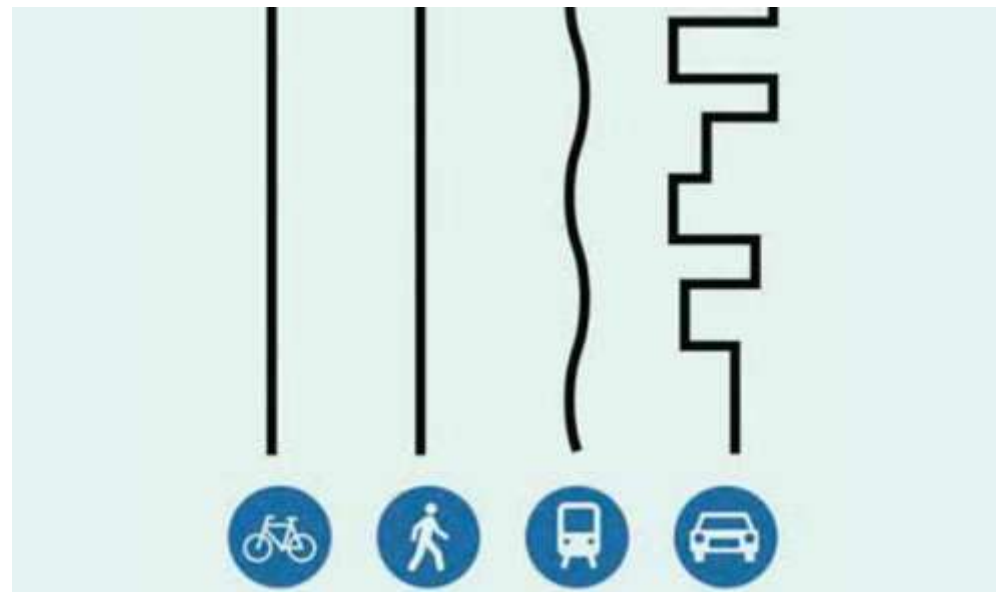


Figure 42. Sustainable Transport Concept (from Copenhagenize Design Co.)

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).

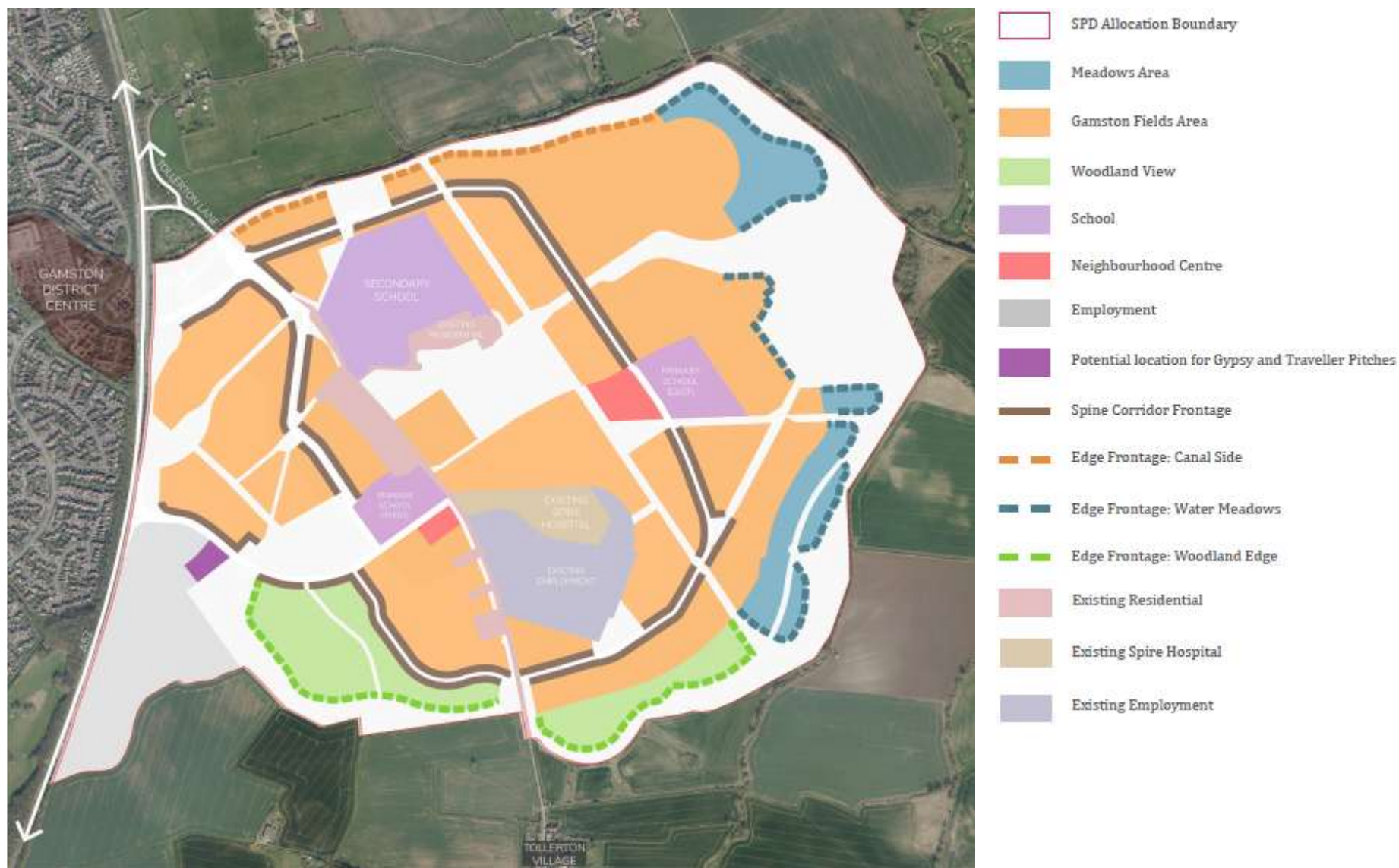


Figure 43. Character Areas Plan

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.

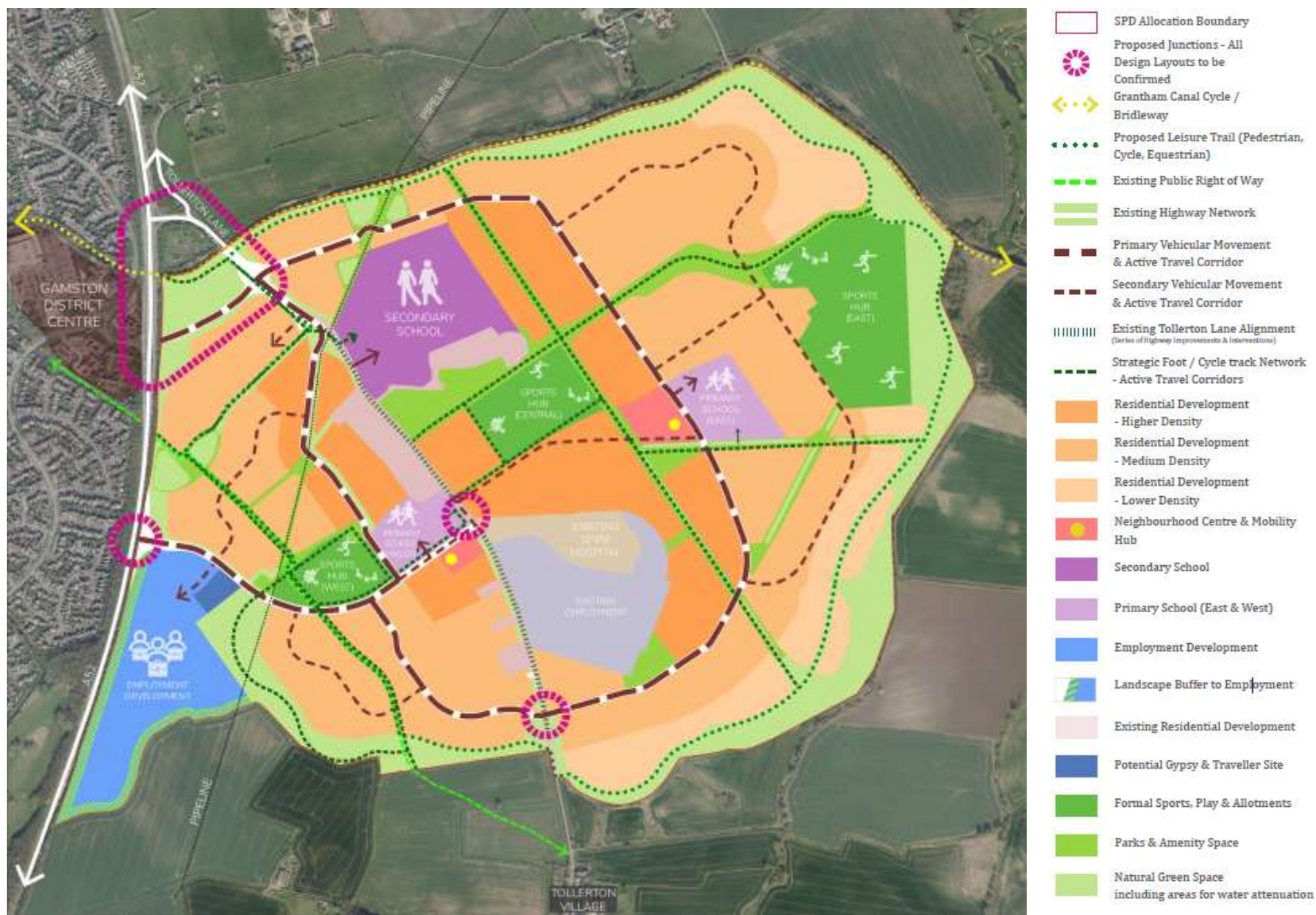


Figure 44. Allocation Masterplan Framework

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 100-150 ~~m2~~ 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 (636 ~~m2~~ square metres and 318 ~~m2~~ 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~~ leases. ~~they~~ They include EV charging.
- ~~Facilities~~ facilities and reduce the need for roads fronting houses / parking required on plot, ~~and~~ 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 5.41-12 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.

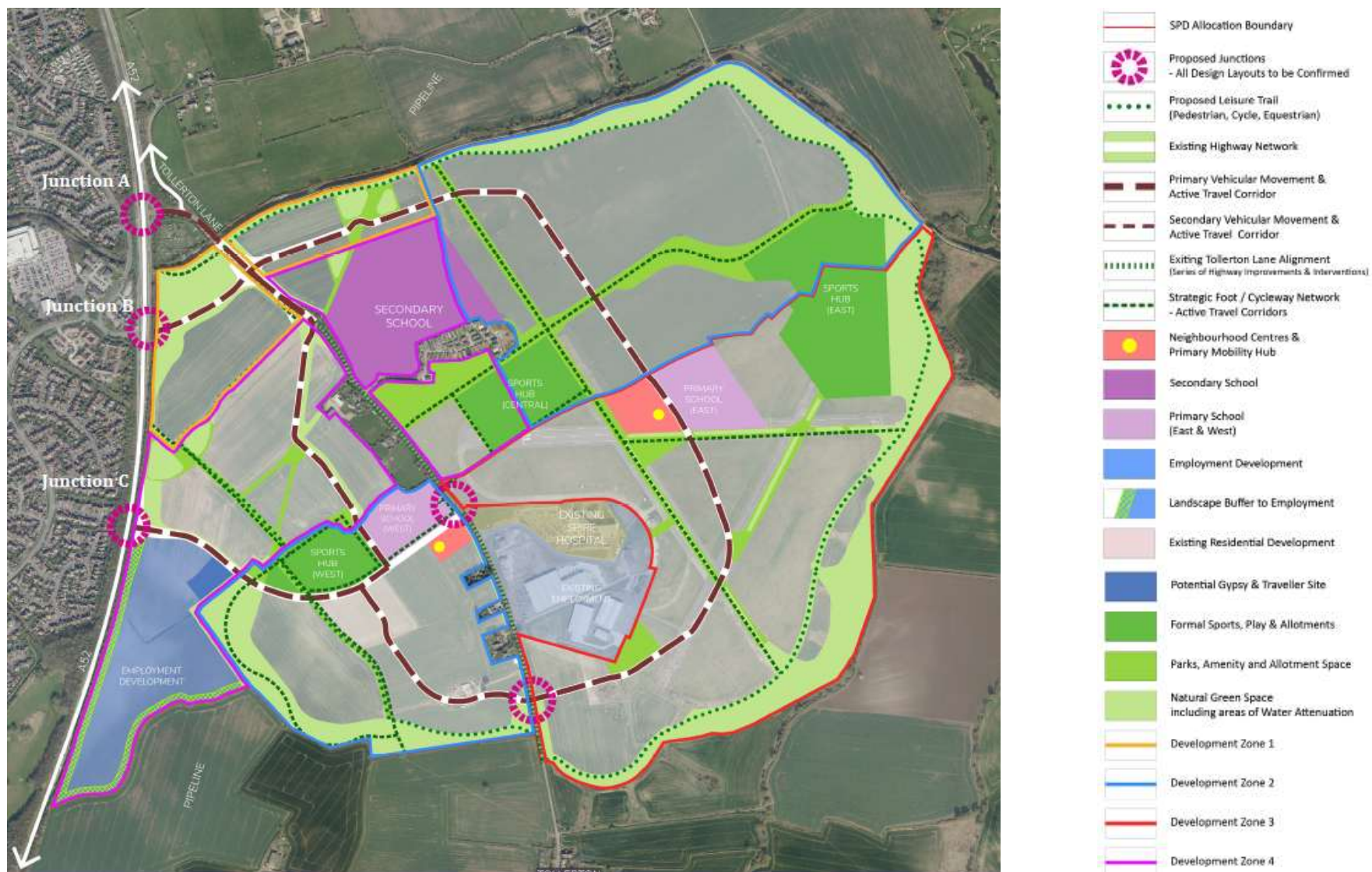


Figure 45. Whole Site Infrastructure Plan

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 (Option 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: • 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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1.0 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.

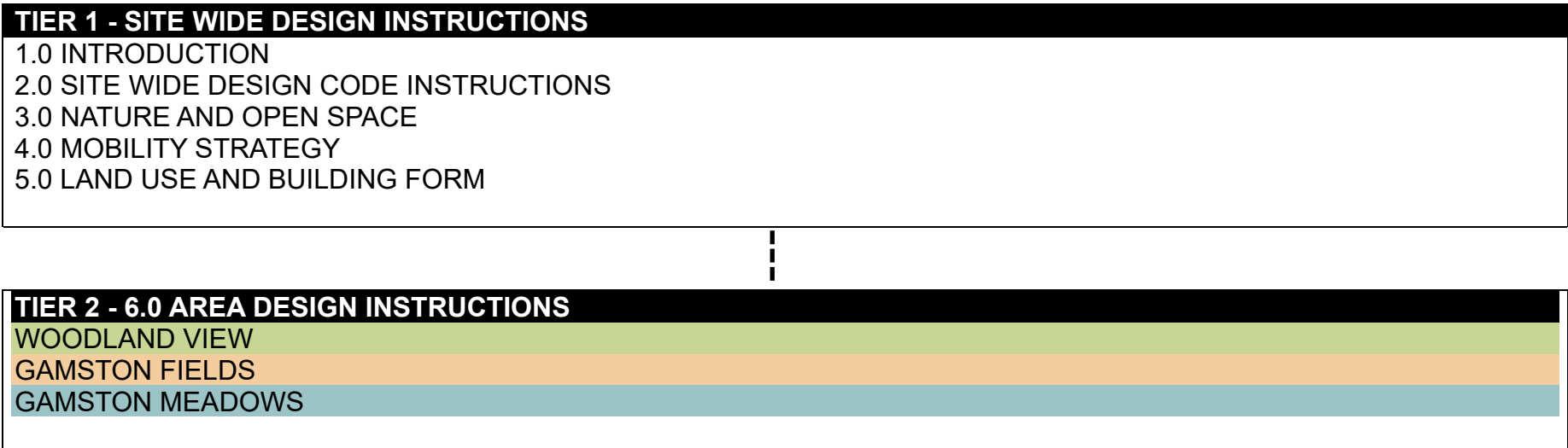


Figure 1: Document Structure

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.

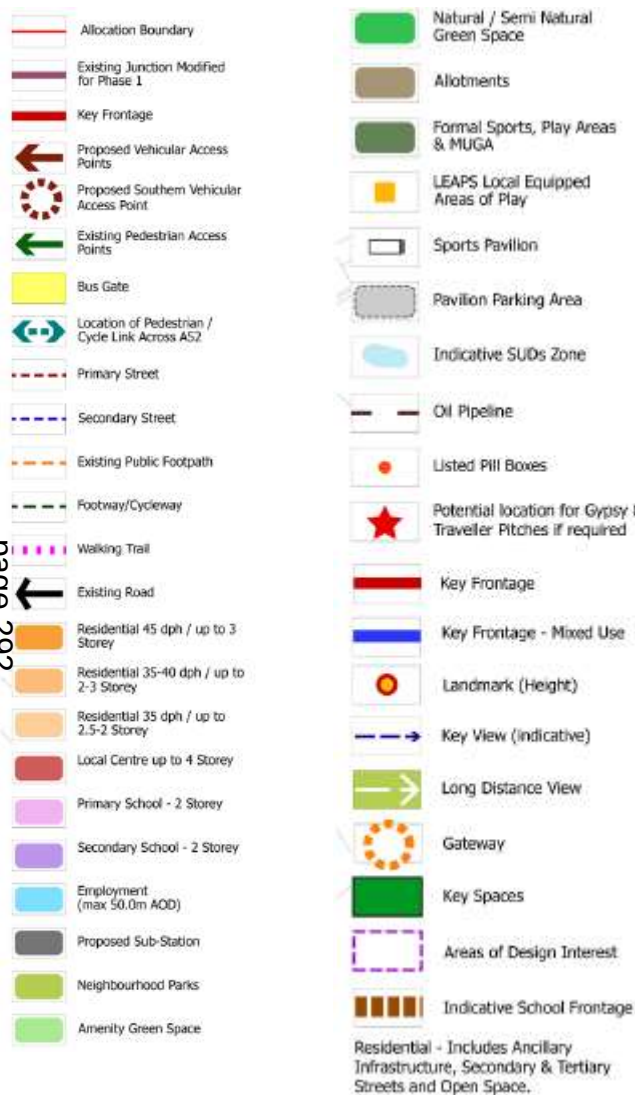


Figure 2: Site Wide Design Coding Plan **[DELETE THIS PLAN]**

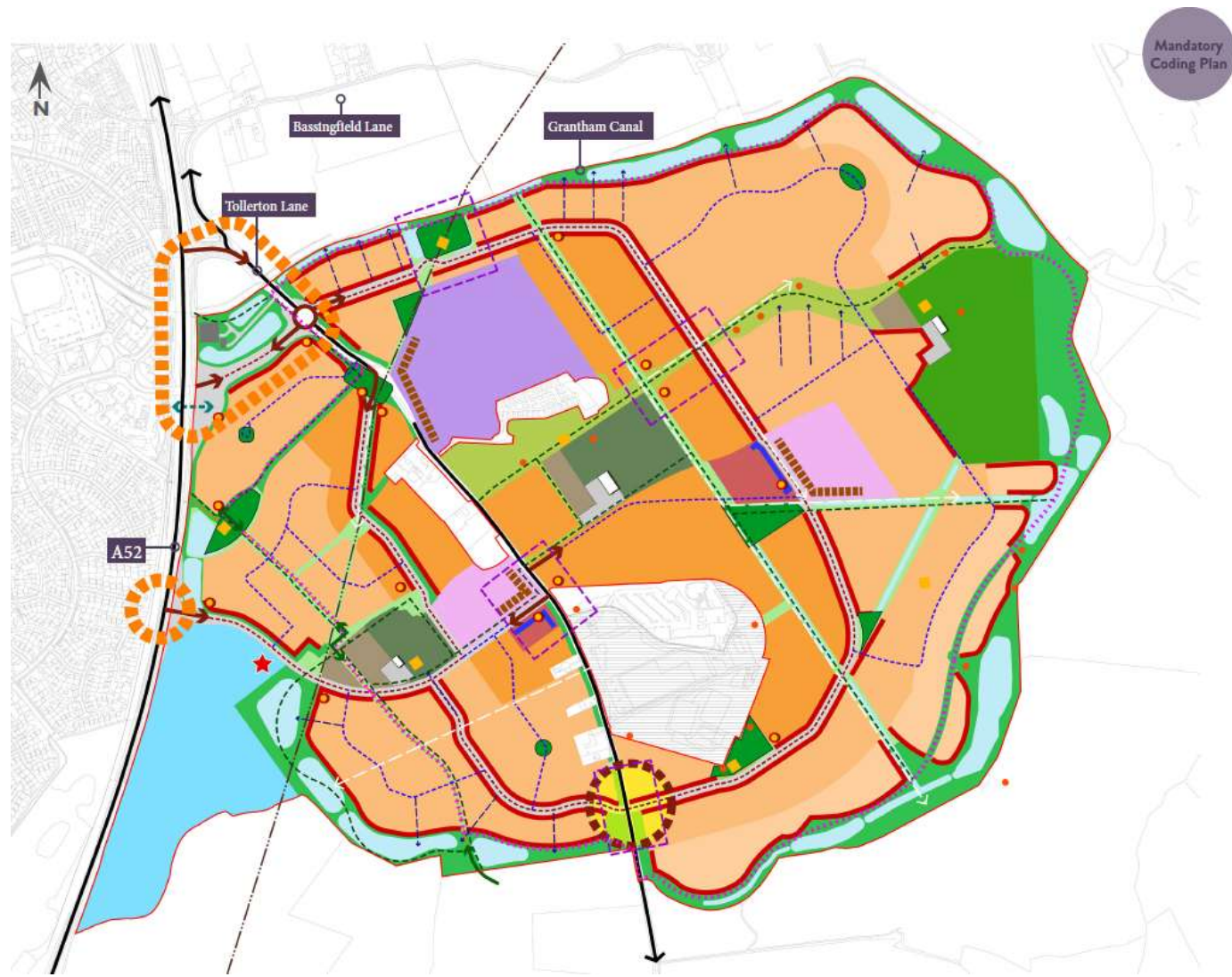
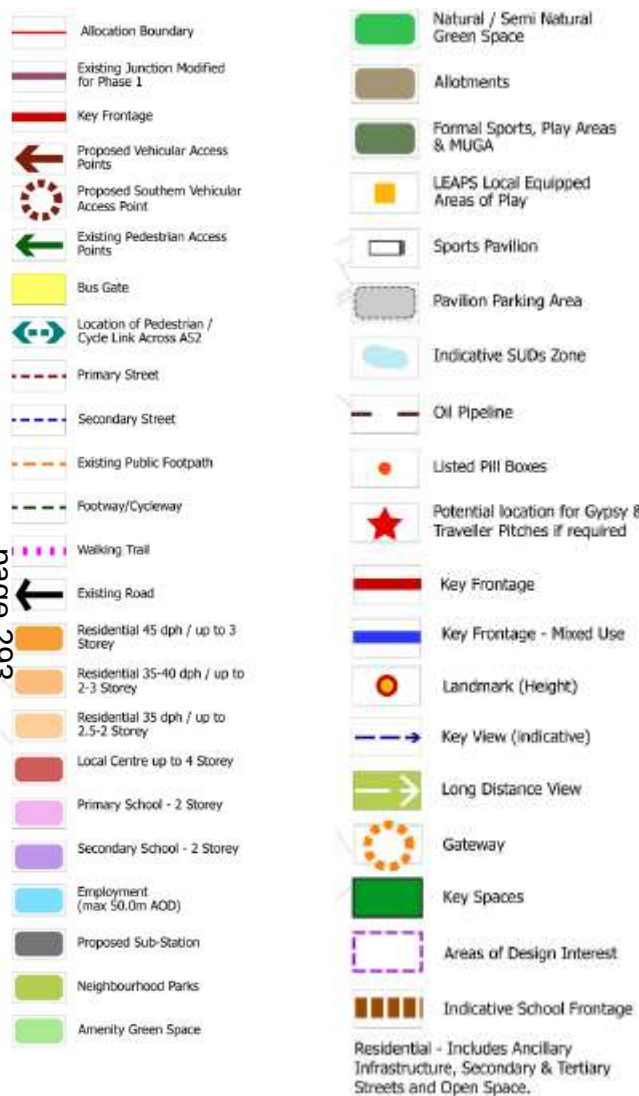


Figure 2: Site Wide Design Coding Plan [INSERT THIS PLAN]

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 an 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.

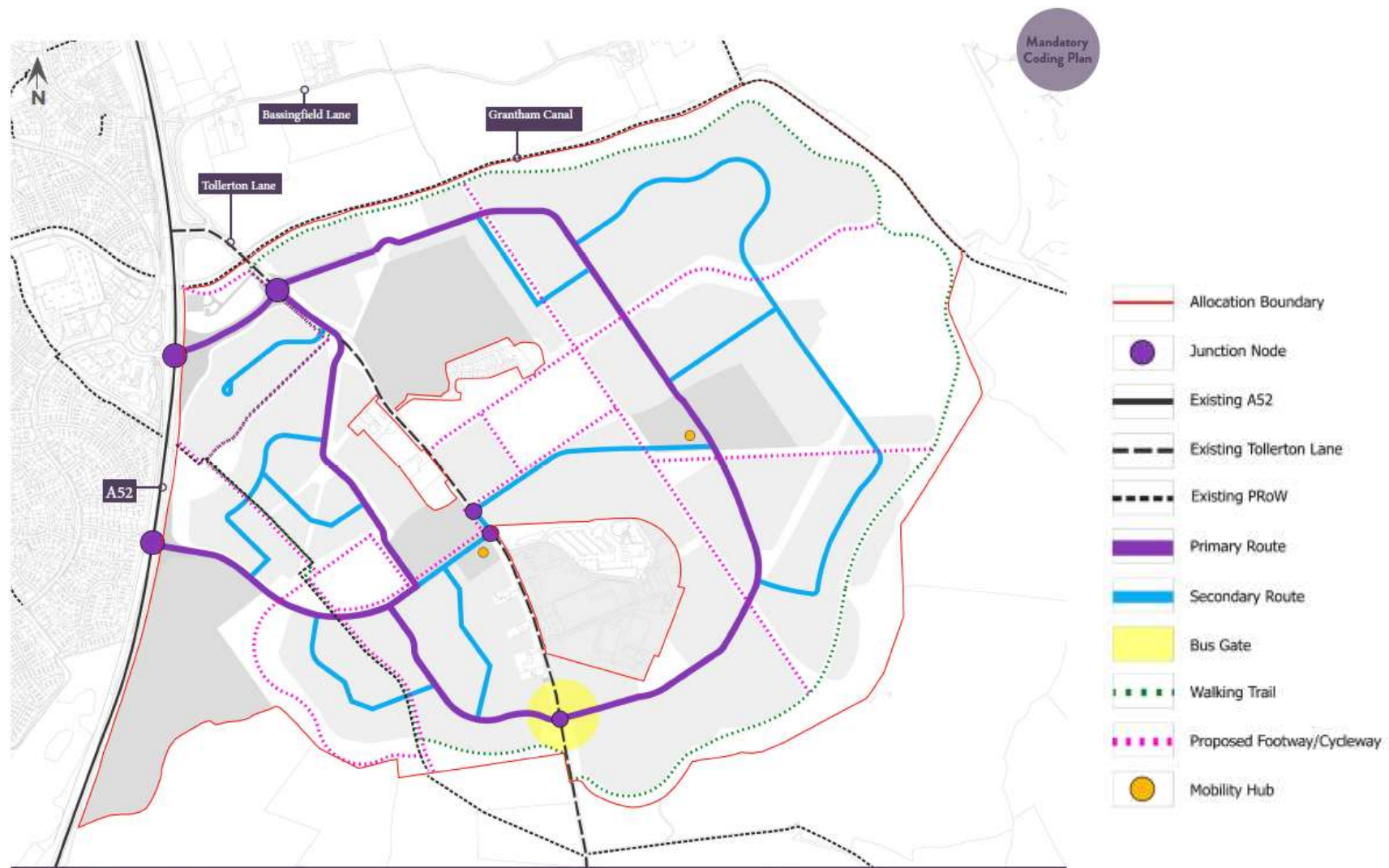


Figure 5: Mobility Strategy Plan

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.

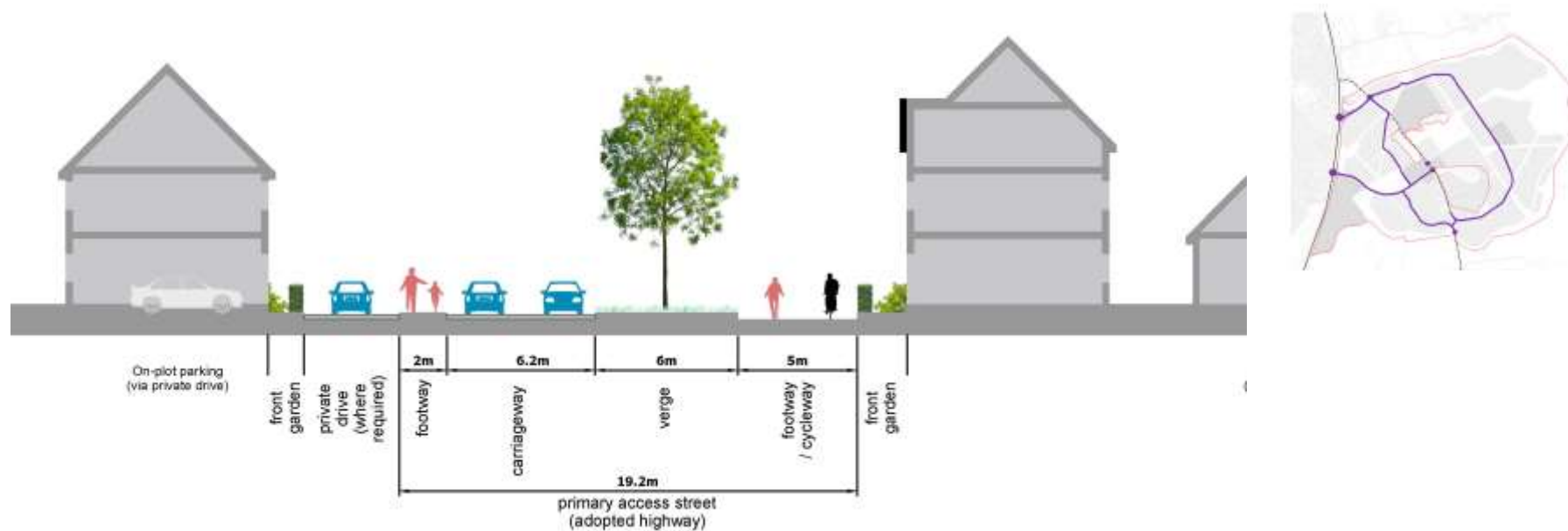


Figure 6: Indicative Primary Street Section



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 [16/100d^w 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.



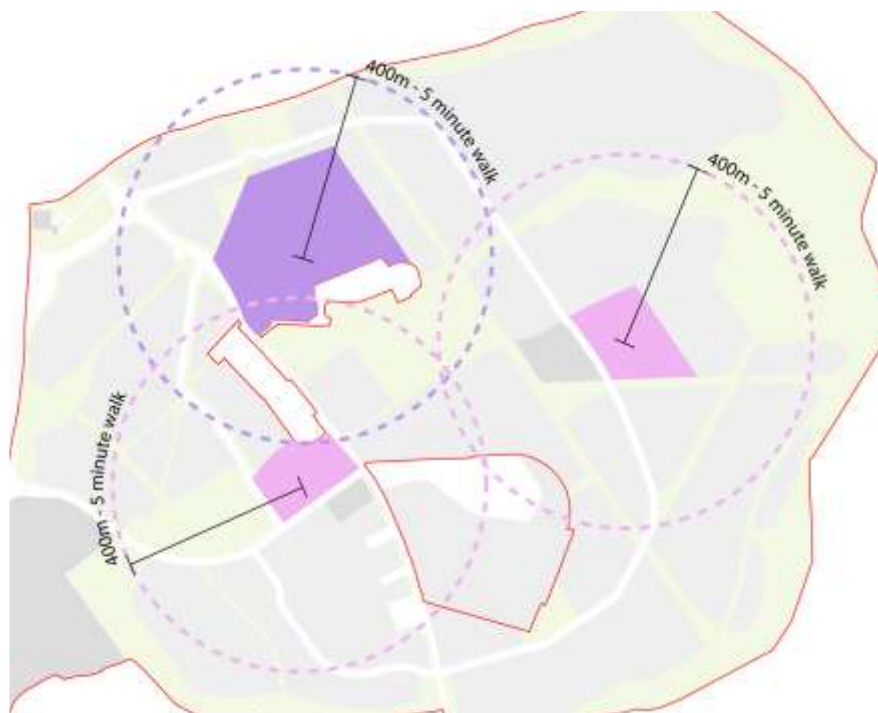


Figure 10: Proposed school locations



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.

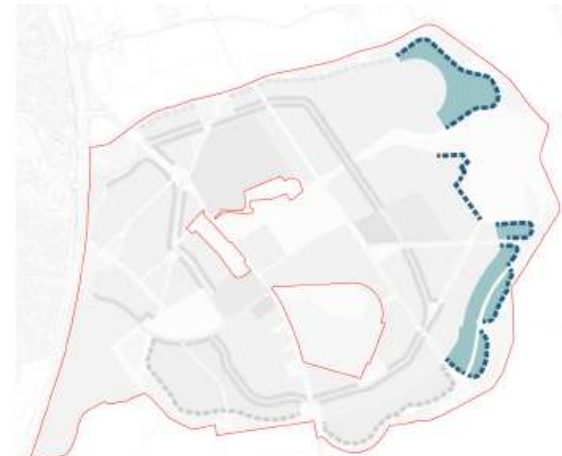


Figure 18: Gamston Meadows Key Plan



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 Resident 292 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 Resident 291	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

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
				manner. The applications on the site have yet to be determined and the Council has made 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	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 189 Resident 192 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.

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
20.	Resident 179 Resident 182 Resident 192 Resident 195 Resident 199 Resident 205 Resident 211 Resident 221 Resident 240 Resident 292	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. 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. <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.
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	One of the roles of the SPD is to help support and encourage delivery of a large site that is in

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
			owned by the City Council which is not already purchased.	the control of multiple landowners and developers.
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	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 254 Resident 260 Resident 266 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.	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. 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.
28.	Tollerton Parish Council Resident 31	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

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
page 347	Resident 43			development plan for the area covering the site.
	Resident 57			
	Resident 70			
	Resident 76			
	Resident 83			<u>Modification</u>
	Resident 87			Include after paragraph 1.36 a new paragraph highlighting the importance of the Tollerton Neighbourhood Plan.
	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			

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
	Resident 245 Resident 250 Resident 252 Resident 262 Resident 266 Resident 268 Resident 273 Resident 275 Resident 277 Resident 283 Resident 287			
29. page 348	Notts County Council (Property) Tollerton Against Backdoor Urbanisation 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	General – procedure	Concern about the adequacy of consultation 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.

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
	Resident 262 Resident 282 Resident 287 Resident 293			
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 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	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

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
page 350	Resident 121 Resident 129 Resident 132 Resident 139 Resident 142 Resident 223 Resident 233 Resident 234 Resident 239 Resident 245 Resident 253 Resident 254 Resident 257 Resident 262 Resident 273 Resident 285 Resident 286			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 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.	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

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
			Add reference to Active Design (Sport England/ATE guidance). Promote aspiration for BHL Commendation (nine green lights).	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.
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

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
				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 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. <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.
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,

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				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 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

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				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 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

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				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.
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.	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: - 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) It helps sets expectations as to what will be acceptable when development phases are delivered.

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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 naturally lead into the referenced stewardship working group	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 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.

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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 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	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 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

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				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. Requests there be an enforceable minimum set back distance from the canal to new houses.	Specific interventions including tree and hedgerow planting as well as maintenance of the existing greenery along the canal will come 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

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
				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.
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.	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. <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</u>

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				<u>watercours</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.'
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 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.	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. 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.

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				<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.
76.	Resident 85 Resident 118 Resident 211 Resident 220 Resident 236 Resident 237 Resident 239 Resident 246 Resident 250 Resident 275 Resident 283	3.13 Landscape and Visual Context	Concerned the document suggests bunds may be allowed instead of green infrastructure improvements along southern edge of development.	What is established in the SPD is that along the southern edge of the site, planting of new 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. <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...'
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	The top left image on page 26 is a house on Tollerton Lane.

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			properties in Lady Bay, West Bridgford and Gamston.	
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.
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 - 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	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

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			- Independent verification that the remediation process is being carried out as agreed with results published	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. This further investigation and assessment must be carried out in accordance with the Land Contamination Risk Management (LCRM) Framework and underpinning good practice guidance. 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. 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. It considered helpful for reasons of clarity to expand the text at paragraph 3.23 to provide more explanation in respect of the process for

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
				assessing potential risks from potential land contamination, as follows: “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 <u>as part of the planning application process</u>, with any suitable mitigation proposed where necessary. <u>3.XX For all relevant planning applications on the site, there is a requirement to include an initial land contamination assessment. It is likely that if planning permission is granted, a pre-commencement planning condition will be imposed to 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.</u> <u>3.XX This further investigation and assessment must be carried out in accordance with the Land Contamination Risk Management (LCRM) Framework and underpinning good practice guidance. Where the findings from the further investigation and assessment identifies unacceptable risks to human health and/or the environment, a</u>

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82.	Resident 55 Resident 206 Resident 217 Resident 218 Resident 222	3.23 Contamination	Requests full contamination survey includes findings of any: - PAHs - PFOS and PFOA - Radium 226 - Asbestos - Lead and arsenic Requests publication of SEPA standard radiation test	<u>detailed remediation scheme will be required, to be approved by the Council. All associated documentation provided to the Council as part of the planning application or in respect of a pre-commencement planning condition will be assessed by a competent person as defined in the National Planning Policy Framework, including external consultants where deemed necessary by the Council, and the written comments will be published.</u> 3.XX 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. 3.XX The Council will liaise as necessary with <u>other agencies including the Environment Agency and the radiation team at the UK Health Security Agency (UKHSA).</u>
				Response as above at Ref 81.

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			Requests detailed remediation and containment plan with costings Requests independent contamination assessment and mitigation be a pre-commencement condition on planning permission Reassurance to residents and the public that their health will not be negatively affected. Lack of requirement in SPD to consult with Public Health England	
83.	Tollerton Parish Council Holme Pierrepont and Gamston Parish Council Cllr Richard Butler Cllr Jonathan Wheeler Cllr Debbie Mason Resident 4 Resident 8 Resident 15 Resident 28 Resident 31 Resident 33 Resident 34 Resident 37	3.23 Contamination	Concern over contamination of site and remediation process. Some claims of WWII aircraft being buried on site	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.

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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.
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.	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. 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.

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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 attractive (LTN 1/20 core principles) to access the high order facilities west of the A52 as described. This section needs to also include reference to the Local Cycling and Walking Infrastructure Plan (LCWIP) work.	This section of SPD attempts to reflect the reality of current circumstances. Reference to the Local Cycling and Walking Infrastructure Plan can be usefully added. <u>Modification</u> 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>
90.	Resident 148 Resident 226	3.35 Public Transport	Requests figures are amended to reflect recent bus service changes	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. <u>Modification</u> Update Figure 14 with amended map of existing bus routes.

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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.
92.	Historic England	3.43 Heritage	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. 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). 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.	The Council notes support for the SPD
93.	Resident 14 Resident 21 Resident 52 Resident 54	3.43 Heritage	Concerns the development will not contribute to preservation or enhancement of listed assets and the	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

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
94.	Resident 71 Resident 72 Resident 73 Resident 87 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		setting of the airfield and contradicts local plan policies	two stage process for the protection of heritage significance: a heritage strategy to be applied at outline planning application stage and surveys etc to be carried out through the reserved matters stage.
	Resident 52 Resident 54 Resident 121 Resident 126 Resident 132 Resident 142 Resident 224 Resident 245	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.

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	Resident 268			
95.	Resident 110 Resident 121 Resident 125	3.43 Heritage Strategy	Suggests the SPD does not meet legal or procedural requirements with regards to heritage assets, the environment and consultation.	This is not accepted. The SPD outlines how heritage assets on the site will be protected 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.	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	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)

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			construction and new residents to heritage assets.	detailing all the assets in the vicinity of the development and their sensitivities. It is accepted that the document does not explicitly refer to the impacts from construction and other traffic although this will be a consideration at planning application stage
98.	Nottinghamshire County Council	Heritage	<u>Heritage & Archaeology</u> 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.	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. The SPD does recognise the Grantham Canal as a non-designated heritage asset (see, for example, Figure 16 of the SPD).
99.	Resident 219	Heritage	The SPD has many inconsistencies / errors throughout. Take pillboxes for	As recognised in the SPD, there are 18 pillboxes in the vicinity of the site, the locations

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
			example, the document refers to 18 pillboxes on the page 11 map, whilst 17 retained pillboxes are referred to in the 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?	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 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

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				measures such as landscaped buffers will further protect residential amenity.
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.	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. 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.
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

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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. Requests that a Section 106 Agreement makes provision for: - 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	SPD establishes that an easement in line with the legislative requirements will need to be provided. The requested provisions for Section 106 Agreements are noted and these would need to be considered further as part of relevant planning applications.
107.	Resident 49	3.64 Green Infrastructure	Asks that easement either side of the pipeline be respected.	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.
108.	Sport England	4.25 Secondary School	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	The Council notes the offer of support in respect of design of sports facilities.

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			design of outdoor and indoor facilities and other issues such as sports lighting. Sport England will also welcome discussion for 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	<u>Education</u> Early delivery of secondary school and first primary school is critical. The SPD should require on-street parking and pick up/drop off facilities near schools. Sites must be serviced and accessible for walking/cycling.	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. 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.

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			SPD should include triggers and collaboration mechanisms for school delivery. 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"	The need to update section 5.7 of the site wide design code is noted. <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	The development and opening of schools on site will be informed by further engagement with the County Council as local education authority.

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			there is no funding available from the DfE or The County Council For them	
115.	Resident 277	Education	Requests that the SPD establish school sites, if not delivered, will not be repurposed for further commercial development and instead relandscaped or turned into public space	There is no reason to assume that the schools will not be delivered. If one was the school 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.	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. 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.

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page 383				<u>Modification</u> Replace paragraph 4.13 with the following text: '<u>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.</u>' 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>'
	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

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				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 questioning whether migrants will be housed.	The SPD sets out requirements for affordable housing in line with the Rushcliffe Local Plan 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.

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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 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	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. <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) wheelchair adaptable compliant. On a scheme of 4,000 dwellings this equates to 40 dwellings.</u>'

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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
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	Expresses concern that any businesses delivered may not be beneficial to the	The neighbourhood centre would be expected to provide for a smaller scale retail provision than seen at the business park in Edwalton.

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		Community Hub	community such as the car dealership delivered at Edwalton	The SPD suggests a small supermarket, shops, hairdressers, takeaways and a pub may be permitted.
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	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

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	Resident 40 Resident 133 Resident 161 Resident 168 Resident 179 Resident 219 Resident 186 Resident 238			Assessment (2021) establishes the need for further accommodation.
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

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				surgeries and support services alongside housing. More detailed requirements will be confirmed within the IDP and then at the 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

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				carriageway although National Highways oversee implementing their own strategies.
142.	Cllr Steve Calvert	4.25 Secondary School	Queries the meaning of 4FE+ with reference to the secondary school.	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. <u>Modification</u> Text is added to paragraph 4.25 to help explain what 4FE+ means.
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 Resident 292	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

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				delivery. It would not be appropriate or 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	Suggests reference be made 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 • S5: Urban Tree Canopy Cover Standard 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.	Agreed. <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.
153.	Resident 107	4.31 Green and Blue Infrastructure	Suggests the proposed green space is redundant as the site already offers access to nature and "Authentic rural landscapes".	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.

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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 394 160.	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.	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. <u>Modifications</u> Change paragraph 4.32 (first bullet) to refer to '...proposed <u>water-based</u> infrastructure...'
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.

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
			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. Sport England would request that clarification is given here as these two approaches would contradict each other. Suggest “Sports” is removed from page 60?	<u>Modification</u> Within chapter 4, change the ‘Sports & Play’ title to ‘Play’ only.
176. page 400	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.	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. <u>Modification</u> Change title preceding paragraph 4.43 to: ‘Sports and <u>Community Hall</u> provision’
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

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
182.	Canal and River Trust	4.48 Drainage Strategy	Request canal is referenced within drainage strategy and that safeguards to prevent flow of uncontrolled runoff into the canal. 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.	Attenuation basins are planned between the canal and much of the residential development and therefore runoff into the canal should be limited 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. <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>
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	Concern that the site assessment does not consider existing flooding events in the neighbouring villages or mitigate for this.	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.

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
	Resident 160 Resident 171 Resident 176 Resident 202 Resident 216 Resident 222 Resident 242 Resident 245 Resident 260			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. <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>'
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	Clarification in this respect could be usefully included in the SPD. <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 flood event plus an allowance for climate change) and ideally outside flood zone 2.</u>'
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.	The Council notes the offer of support in developing Natural Flood Management measures for the east of the site. <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>'
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 are 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

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
				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.

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
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 more focused 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.

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
197.	Tollerton Against Backdoor Urbanisation 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.	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. 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. 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.
198.	Resident 75	4.48 Drainage Strategy	Concern that flood water will naturally flow towards Bassingfield as it is between the site and the river. Suggests there is insufficient detail regarding the scale of upgrades required to sewers.	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

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
page 408				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. 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 SPD’s approach to surface water will ensure a low impact on the surface water sewerage infrastructure.
	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	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.

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
page 409	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			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. <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>’

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page 410	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	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.	The Council welcomes support for the drainage strategy. It would be appropriate to add reference to government's national standards for sustainable drainage systems and the drainage hierarchy within it. <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>

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
				<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 - 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

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
				management of drainage will be expected not to 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 as to whether they provide an acceptable Biodiversity Gain Plan. In respect of those submitted before statutory BNG requirements came into place 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 this was the case will be required to demonstrate an acceptable BNG strategy.
214.	Resident 26 Resident 160 Resident 191 Resident 192	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 2019 Rushcliffe Local

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
	Resident 199 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	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 net 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

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
page 416	Resident 82 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			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 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.

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	Resident 243 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 expectation is that 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.	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. 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

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
				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.	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. 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 the subject of early delivery.
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 that mention is included at paragraph 3.65 to better ensure that the impact of additional traffic through the village of Tollerton <u>and Bassingfield</u> will be carefully considered and suitable mitigation measures

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				adopted and 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 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

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			Proposes a link to the A52 north of the site may mitigate congestion on the section south of the city.	one at the Ambleside junction of the A52. It is 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	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). 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,

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				this would fundamentally prejudice ensuring 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.	These details cannot be fully established at this stage, ahead of the completion of transport work. The SPD provides the necessary

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			- Funding arrangements - Cost sharing - Trigger points	framework to allow transport mitigation requirements to be subsequently established within the IDP and as part of the planning application process. The reasons for not delaying the SPD's completion until after transport assessment work is completed are set out above – see Ref 231.
236.	Nottinghamshire County Council	Transport	<u>Transport & Connectivity</u> 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.	The purpose of the SPD it to provide a high-level framework to enable the delivery of a site with a number of landowners/developers. 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. 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. The reasons for not delaying the SPD's completion until after transport assessment work is completed are set out above at Ref 231. In light of the comments by the County Council, Active Travel England and others

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			Access arrangements to the A52 are currently unclear from the SPD. There will be a requirement for bus services from the outset. Mobility hubs need clearer planning. Bassingfield and Tollerton villages require early mitigation measures to avoid increased “rat running” 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. 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	about the potential active travel bridge across 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 assessed alongside an at-grade crossing option. See the Modification below at ref 282 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. 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.

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			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. Triggers for infrastructure delivery, including for transport, must be defined in SPD, and not left to individual applications.	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. <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.’ 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. However,</u>

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				<u>should access to private vehicles be maintained. The the...</u> 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> 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.
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.	The relevant planning consents will require a construction method statement which will need to set out appropriate mitigation measures for construction. 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

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				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 mitigation, 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 demonstrate that the impacts of development are not unacceptable on highway safety, or that 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. Other 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	Considers Bassingfield has not received proportionate mitigation measures and requests: - 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.

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			- 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,

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				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

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	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?	The SPD indicates the broad active travel network for the site, but more details would be established as part of the planning application process. At paragraph 4.80, the reference to access to facilities within 10 minutes needs to refer to walking distance and that this should “ideally” be the case. <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;’
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. More details as to what and

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			facilities. Spire Hospital is indicated as an existing service and facility, however it is private and does not serve the community.	when will 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.	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. 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. 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.

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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 locations more 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 inappropriate 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 services 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.

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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	The wording of the paragraph is not clear and departures in the approach should only be where this is to satisfaction of the local planning authority. <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

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				~~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.'
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. 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.

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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 route, helping to 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 provide an opportunity to fund improvements to the canal tow path, particularly regarding active travel infrastructure. Nonetheless, 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

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				required to active travel infrastructure off the site, funding will be secured for reasonable and necessary improvements through planning permissions and associated Section 106s.
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.

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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.
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 the 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	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.

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			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.	
272.	Tollerton Against Backdoor Urbanisation 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	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. 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.
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	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

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				cost as well as input from the highways authority. 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.
274.	Resident 48 Resident 191	4.67 Active Travel	Concern the SPD lacks detail of required active travel infrastructure beyond the site to Morrisons at Gamston or other local schools 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. Concerned movement circulation diagrams are preoccupied with vehicular movement and do not clearly portray active travel routes	The SPD primarily establishes a high-level approach to active travel measures within the 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. 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.
275.	Resident 69 Resident 169	4.67 Active Travel	Requests following improvements to active travel and public transport infrastructure: - Footpath along Tollerton Lane - Allowances made for future tram extension - Pedestrian access over the A52 at Edwalton Golf Course	Upgrades to Tollerton Lane will include a footway alongside it in line with the site wide 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

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			- Provision of a new cycle path connecting to the new bridge at Lady Bay	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.
276.	Resident 80 Resident 90 Resident 91 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	4.67 Active Travel	Requests for safe cycle provision along Tollerton Lane including 30mph speed limit and foot and cycleway either side	The SPD establishes that along all primary streets in the development there will be adjacent segregated cycleways and for all 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.

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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 guidance for walkability and to promote active travel.
278.	Active Travel England	Active travel	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. Elsewhere in the document there is insufficient emphasis on active travel and some of the details within the SPD could be improved.	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	<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.	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

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280.	Active Travel England	Active travel	<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 Secondary streets: reduce on-plot parking; consider car-free street strategies.	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. A number of detailed comments made by Active Travel England would be expected to be 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.

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				<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 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> At the Delivery Strategy chapter (chapter 5) include as a new bullet point to 'B Off-site infrastructure' the following text: <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> <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>

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page 444				<u>The costs and benefits of each option shall be set out, including the contribution towards pedestrian and cycle connectivity and safety.'</u> Within Whole Site Transport Infrastructure table at Chapter 5 includes, as a new Active Travel Item, the following text: <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> With its trigger being: <u>'Delivery trigger to be agreed, but likely to be early delivery.'</u>
	283. Notts CTC	Active travel	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	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.

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			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 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.
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

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				measures between the site and Tollerton will need to be implemented through planning permissions.
286.	Active Travel England	Transport	<u>Development Framework</u> Design Objectives (p.44–45): Add explicit movement objective prioritising active/sustainable travel. Greenways and linear parks: ensure routes are suitable for everyday trips (lit, all-weather, safe). Movement & Circulation: address A52 crossing and developer responsibilities for active travel. Neighbourhood Areas: prevent disconnected layouts; promote permeability and active frontages.	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. The SPD specifies that strategic infrastructure including active travel is a shared responsibility of all developers on site. The SPD states that buildings fronting onto public realm should have active frontages and overlook the street. 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
287.	Notts County Council (Property)	Transport	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.	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. The need for a potential active travel bridge across the A52 to be considered further has

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				now been added to the SPD (see above at Ref 282).
288.	Notts CTC	Transport	Notts CTC organises more than 200 group rides per year and a relatively high 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.	There are traffic calming interventions proposed to reduce the impact on the 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.	The requests are noted. The site wide design code includes as a mandatory requirement within the access and movement section the

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			appropriate surface treatment, good lighting etc	requirement for development to include signage to facilitate wayfinding and legibility.
291.	Pedals	Transport	List of external links recommended for improvement - 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	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. 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	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 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.
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

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				well as the provision along leisure routes. These connect various destinations within the development.
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 Tollerton Against Backdoor Urbanisation 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	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 restricting parts of Tollerton Lane to particular modes of transport 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.

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page 450	Resident 84			
	Resident 87			
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	Resident 239 Resident 245 Resident 250 Resident 252 Resident 254 Resident 255 Resident 275 Resident 277 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 that mention is included at paragraph 3.65 to better ensure that 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. 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	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

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
	Resident 39 Resident 41 Resident 42 Resident 47 Resident 62 Resident 121 Resident 161 Resident 252 Resident 266 Resident 271 Resident 284 Resident 285 Resident 290			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.
page 452 299.	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 to help support the site's development.
301.	Resident 46 Resident 208	4.68 Vehicular Movement and	Requests	These details cannot be fully established at this stage, ahead of the completion of transport

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
	Resident 211	Access Strategy	- 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 - Inclusion of a fully costed and funded mitigation measures with particular emphasis on protecting Tollerton Village from adverse traffic impacts	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.
302.	Resident 55 Resident 209	4.68 Vehicular Movement and Access Strategy	Requests complete and published transport modelling before SPD is adopted alongside: - 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	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.
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.

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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.
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	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.

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page 455	Resident 236 Resident 237 Resident 239 Resident 245 Resident 252 Resident 255 Resident 258 Resident 260 Resident 261 Resident 263 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.	Tollerton Parish Council Resident 50 Resident 60 Resident 61 Resident 79 Resident 83 Resident 98 Resident 101	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.

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page 456	Resident 116 Resident 117 Resident 118 Resident 121 Resident 124 Resident 126 Resident 149 Resident 174 Resident 188 Resident 224 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.

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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.
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	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 2014 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,

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page 458	Resident 226			acoustic fencing where appropriate, and traffic-calming interventions will be implemented to protect residential amenity.
	Resident 233			
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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 within 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.

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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.
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 it is unnecessary for tertiary street sections to be illustrated at this stage within the SPD.

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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.
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	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

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
page 461	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 Resident 113 Resident 115 Resident 124 Resident 126 Resident 127 Resident 128 Resident 129 Resident 132 Resident 142 Resident 144 Resident 148 Resident 155 Resident 156 Resident 162 Resident 170 Resident 174 Resident 188 Resident 192			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 would then be secured through planning conditions and, where necessary, the inclusion of relevant details within section 106 agreements.

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page 462	Resident 219 Resident 224 Resident 226 Resident 231 Resident 233 Resident 234 Resident 235 Resident 237 Resident 239 Resident 249 Resident 254 Resident 260 Resident 262 Resident 274 Resident 277 Resident 285 Resident 286 Resident 287			
321.	Nottinghamshire County Council	Transport	<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.	The purpose of the SPD is to provide a high-level framework to enable the delivery of a site with a number of developers/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. The issue of limiting Tollerton Lane (between the site and Tollerton village) and at Bassingfield is referred to above at Ref 236.

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322.	Cllr Steve Calvert	4.75 Vehicular Parking	Tollerton Lane should be severed to prevent rat-running, while maintaining bus/cycle access. 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 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.	The document refers to adherence with the County Council's highways design guide. It is not necessary to repeat such detailed standards within the SPD. It, however, would be of benefit to identify that any road serving as a bus route will need to take a similar form to a Primary Street. <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 be designed in a similar manner to a Primary Streets in terms of carriageway widths and the requirement for segregated footway/cycleways.'</u>
			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.

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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 Resident 275	4.75 Vehicular Parking	Suggests the SPD should require on-site parking meets adopted highway standards, traffic orders and design interventions should be put in place to prevent overspill and construction parking should be exclusively on site.	SPD states that development will be designed to accommodate current County Council recommended parking standards in 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

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				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 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 will be through bay parking. 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, dedicated 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.

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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. The SPD should contain stronger Travel Plan requirements (e.g., free bus passes for new residents). 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. 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	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. 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. Comments in relation to standards are noted. The SPD refers to adherence with the highways design guide. 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. <u>Modification</u> Update Figure 14 with amended map of existing bus routes.

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			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. All references to bus infrastructure (Pages 64–71, 85, 102–104) should align with the NCC and EMCCA Bus Stop Infrastructure Standards, as set out in the NCC <i>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 at 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 refers to measures that are known to ensure qualifiable carbon reduction, such as building to a “Future Homes Standard”. There is now, at a national level, established approaches for quantifying and monitoring BNG.
335.	Cllr Steve Calvert	4.88 Mitigating and Adapting	States need to include opportunities for renewable energy generation	Domestic renewable energy production is supported by the SPD and wider planning

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	Resident 123	to Climate Change		policy. The potential for renewable energy production is also highlighted as a potential source of 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.
337.	Resident 190 Resident 294	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. Buildings should be orientated for solar gain.	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 for 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	The SPD includes sufficient detail in respect of stewardship arrangements at this stage in the process and a good basis for more specific

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			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.	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. Suggestion that commuted sums allow the developer to pass on cost to residents.	The SPD sets out that 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 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.

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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 full applications.
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, landscaping 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

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				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 form entry until it is established that existing capacity is full.	The requirements for schools have been informed by advice from the County Council as local education authority.
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 pupil 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	5.0 Delivery Strategy	Concerns over delivery of strategic infrastructure, suggestions that schools,	Planning permissions on the site will be subject to Section 106 agreements to secure financial contributions for public amenities such as

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page 472	Resident 12 Resident 21 Resident 22 Resident 31 Resident 41 Resident 42 Resident 44 Resident 50 Resident 58 Resident 66 Resident 67 Resident 74 Resident 75 Resident 80 Resident 87 Resident 109 Resident 111 Resident 116 Resident 121 Resident 125 Resident 126 Resident 128 Resident 138 Resident 155 Resident 166 Resident 173 Resident 175 Resident 176 Resident 187 Resident 190 Resident 218		healthcare etc. be secured before development of housing.	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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	Resident 246 Resident 259 Resident 264 Resident 274 Resident 277 Resident 284 Resident 286 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

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				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 flexibility for increases in cost should be outlined in any section 106 agreement	It is accepted that reviews should only be undertaken when necessary – not necessarily annually or even sooner than this). It is therefore appropriate to amend the SPD in this respect. <u>Modification</u> 'Amend the text at paragraph 5.12(e) to include the following text: 'Review and indexation: The Strategic Infrastructure set out in the Gamston SUE IDP (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 (but no more than annually (unless circumstances indicate an interim review is necessary)</u> 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.'

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352.	Nottinghamshire County Council	Infrastructure	<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 volunteers, would welcome such wording within the SPD. 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. 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. Health: The SPD should include a requirement for a Rapid Health Impact Assessment (RHIA).	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 Delivery Plan and associated S106 agreements. .

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353.	Resident 153 Resident 238 Resident 248 Resident 253 Resident 260 Resident 263 Resident 265	Infrastructure	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
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.

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356.	Tollerton Parish Council Resident 292	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 There are serious concerns about the content and the approach advocated. The content of Section 5 to be vague, non-committal and incomplete. Concern that triggers and parcel responsibilities are yet to be established and that this could lead to piecemeal infrastructure provision. Request triggers are specified	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. 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 need updating to provide clarity that the completion and publication of the IDP will follow adoption of the SPD. <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.
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.

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				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 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	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

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	Resident 284			
361.	Resident 46 Resident 77 Resident 121 Resident 126 Resident 249 Resident 262 Resident 274 Resident 277	5.17 Viability	Requests: - Immediate publication of all viability assessments relating to the site - 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	Current viability testing for all GNSP sites is published and available at : https://www.gnplan.org.uk/media/zvxxhzu3w/gnsp-viability-study-final-report-sep24.pdf These assessments consider remediation and infrastructure including affordable housing and community amenities. 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.
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 whereby 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

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				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.
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	At this stage, it has not been established that site remediation will present an abnormal cost. Given which, there is no need for more significant reference to remediation costs within the SPD. The SPD already adequately

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			and that permission for development is contingent on - Sitewide contamination survey - Remediation strategy made available for review	sets out that due to the uses of the site to date 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.
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	<u>Delivery & Viability</u> Thes SPD must define strategic infrastructure, triggers, and equalization agreements. 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. Upgrading the footway / cycleway on the entire length of Tollerton Lane connecting	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. The IDP will be a living document and may be reviewed and updated throughout the lifetime of the development. Land required to provide a footway/cycleway south of the site towards Tollerton village is potentially in the control of the developers.

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			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.	
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	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

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	Resident 116 Resident 124 Resident 126 Resident 161 Resident 176 Resident 185 Resident 245			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 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.	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. <u>Modification</u> Change paragraph 5.2, A.) On-site infrastructure – bullet point 3 to the following text: '<u>Noise attenuation measures, potentially including an Acoustic acoustic fence,</u> along the A52(T) Gamston Lings Bar.'
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. This is to encourage outdoor activity and

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				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. 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: - 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	The relevant planning consents will require a construction method statement which will need to set out appropriate mitigation measures for construction.

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			- Monthly monitoring and publishing of dust noise and vibration levels enforceable by the Council	
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 enforcement powers to suspend further occupations if phasing or mitigation conditions are breached	The Council does have the option of taking enforcement action, and potentially as part of this suspending construction, if section 106 agreements are broken. Construction will be subject to potential monitoring throughout buildout.
376.	Resident 32 Resident 161 Resident 162	5.9 Framework Section 106 Agreement	Lists suggested pre-occupation conditions: - 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: - 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	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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			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 - 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.	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. 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.
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

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				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 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 to reduce 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 Local Plan Part 2.
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 increases

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				the need for an overarching design framework, in order to ensure that 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 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 Resident 292	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”	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 should either be absent or be designed to limit light spill – i.e. avoiding light pollution when crossing

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
				ecologically sensitive areas, including the southern woodland area. This will be determined by a Lighting Assessment. Air Quality Management Areas are implemented in areas where national and international air quality objectives are not being 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	The SPD does not propose housing designs but contains examples of how various aspects of design can be implemented to create character.

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
			sympathetic to the local area and its distinct 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.
388.	Tollerton Parish Council	Design	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 ad resulting in poor urban design and a poor masterplan. 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 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.	The criticisms of the site wide design code are not accepted. It is set out that Area Design Codes expected to be prepared and agreed for all parts of the site. These should 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 framework for these more specific Area Design Codes that will specify more detailed requirements. 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 in density

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
			Suggests the design code is generic, lacking detail on, for example: - Green space hierarchy - Different areas of character and how these will be distinct - Sustainability - Block form	and will be determined at the detailed planning application stage. The design code does however describe some requirements for land use and block composition.
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	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	The Local Plan Part 1: Core Strategy 2014 establishes the need for significant green infrastructure along the northern and southern

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
page 492	Tollerton Against Backdoor Urbanisation Resident 31 Resident 43 Resident 54 Resident 70 Resident 87 Resident 88 Resident 98 Resident117 Resident 118 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		with the 2014 Local Plan. Suggests Woodland planting should happen early on in delivery of the site. Southern buffer is inadequate. Requests the green buffer at the south of the site is at least 200m wide	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 determined as part of conditions attached to planning permissions and/or S106 planning obligations. 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.

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
	Resident 281 Resident 283 Resident 286 Resident 289			
393.	Resident 31 Resident 43 Resident 81 Resident 89 Resident 111 Resident 116 Resident 138 Resident 160 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	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 (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 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	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	The access and movement strategy establishes that all primary streets will have a segregated cycleway and all leisure routes through the site will have 3 metre wide shared

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
	Resident 281		through the development to the Grantham Canal	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 Resident 272 Resident 275	Design Code 6.1 Key Character Areas and Distinctive Edge Frontage	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 site aims to take pressure off existing settlements such as Keyworth to assimilate such development. The SPD establishes the requirement for significant buffers on the periphery of the development to maintain visual and physical separation between the site 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 code 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.	These various comments have been reviewed. Many reflect details within the Nottinghamshire Highway Design Guide and the SPD refers to adherence with it. Others relate to details that have not yet been established and will be agreed at part of the planning application process.

Ref	Respondents	Section Reference/ Topic	Summary of comments	Proposed Responses
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.

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**Appendix 3: East of Gamston/North of Tollerton Development
Framework Supplementary Planning Document:
Note on benefits of proposed SPD – February 2026**



East of Gamston/North of Tollerton Development Framework SPD

Note on benefits of proposed SPD – February 2026

Pinsent Masons

1. PURPOSE OF NOTE

- 1.1 This note has been prepared following the Cabinet meeting of the Council held on 13 January 2026, at which the Cabinet resolved to pause the approval process for the draft East of Gamston/North of Tollerton Supplementary Planning Document (the **Gamston SPD**), in response to comments made to the public consultation of the draft Gamston SPD whilst more detailed information is sought on highways, particularly the connectivity of the site to and across the A52.
- 1.2 The purpose of this note is to set out in summary the purpose and benefits of having the Gamston SPD in place in relation to the SUE.

2. BENEFITS OF THE PROPOSED GAMSTON SPD

2.1 Provides a development framework for the site:

- 2.1.1 The Gamston SPD will provide guidance for developers making planning applications and will be a material planning consideration when the local planning authority are determining those planning applications. The purpose of SPDs is to provide more detailed guidance to support the effective implementation of policies in local plans.
- 2.1.2 The Rushcliffe Local Plan requires that the design and layout of development will be determined through a masterplanning process. The SPD performs this role by establishing a detailed and comprehensive masterplan for the site's development, the absence of which would make it much more difficult to ensure that development of the separate parts of the site, and associated delivery of supporting infrastructure, is undertaken in a coordinated, comprehensive and complementary manner. The SPD provides guidance on a range of topics, including design, sustainability, biodiversity, heritage, green and blue infrastructure, movement and access, to better help ensure that the allocated site is developed to a high quality design standard and in line with the Council's vision of an attractive and enduring place to live and work.

2.2 Helps secure the delivery of strategic infrastructure:

- 2.2.1 In order for the allocated site to come forward, strategic infrastructure, such as new and improved highways, secondary and primary schools, health facilities and sports pitches, needs to be delivered alongside the proposed housing and employment development. The details of this strategic infrastructure will be set out in a Gamston Infrastructure Delivery Plan (the **Gamston IDP**.)
- 2.2.2 The Gamston SPD proposes a mechanism for ensuring that all development parcels within the allocation site contribute towards the cost of delivering the required strategic infrastructure. The mechanism proposed is a framework section 106 agreement, which is essentially a precedent or template section 106 agreement which is developed by the Council and used consistently for all applications coming forward within the allocation site. This helps to ensure that the strategic infrastructure is fully funded and deliverable.
- 2.2.3 It is common and appropriate practice for SPDs to provide guidance and a framework for more detailed requirements to be established further down the line. It is entirely proper and reasonable for the Gamston SPD to be adopted with the highways information as it is and the further Gamston IDP work and/or application process to deal with further detailed modelling as would be expected.



East of Gamston/North of Tollerton Development Framework SPD
Note on benefits of proposed SPD – February 2026

Pinsent Masons

2.3 Ensures strategic infrastructure is funded by developers on an equitable and proportionate basis:

2.3.1 The framework section 106 agreement approach helps to ensure that all development proposals within the allocated site contribute fairly and proportionately towards the cost of strategic infrastructure, regardless of when they come forward and regardless of where the strategic infrastructure is located on the site.

2.3.2 This is helpful in the case of the allocated site, where the majority of the housing development is expected to be located on sites where planning applications have already been made (by Taylor Wimpey and Vistry), but some of the key strategic infrastructure, including the secondary school and traveller and gypsy accommodation is expected to be located on the site owned by the County Council, who have not yet submitted a planning application.

2.4 Encourages development to come forward:

2.4.1 The framework section 106 agreement approach also encourages development to come forward early by providing certainty for developers who can assess in advance the strategic infrastructure costs that they will be expected to meet and know that they will be contributing towards those costs on an equitable basis.

2.5 Future planning determination position strengthened:

2.5.1 The framework section 106 agreement approach also means that when developers come forward to make changes to their development proposals in the future (for example, where all or part of a development parcel is sold and the buyer wishes to make changes), these applications and any requests to vary their agreed contributions towards strategic infrastructure can be determined by the local planning authority on a consistent basis.

26 February 2026

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Appendix 4: Letters from Rushcliffe Borough Council Leader to landowners/promoters, Local Highway Authority (Nottinghamshire County Council) and National Highways



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22nd January 2026

Andrea Hopkins (Arc Partnership)
John Aylwin (Taylor Wimpey)
Jamie Gibbins (Barwood Land)
Joanne Morrison (Vistry)

cc:
James Bonner (Turleys)
David Bainbridge (Savills)
Steve Lewis-Roberts (Pegasus)

Via email

Dear all

**Re East of Gamston/North of Tollerton Development Framework
Supplementary Planning Document (SPD)**

I am writing to you following the 13th January Cabinet resolution to approve an altered recommendation to pause the SPD approval process.

For your information the full recommendation was as follows:

It is RECOMMENDED that Cabinet:

- a) Continues to support the principle of a Development Framework Supplementary Planning Document (SPD) for the Gamston/Tollerton Sustainable Urban Extension.*
- b) Pauses the current SPD approval process in response to comments made to the public consultation, whilst more detailed information is requested on highways, especially the connectivity of the site to and across the A52.*
- c) Requests the Leader of the Council to write to:*
 - the site owners/developers/promoters, including Nottinghamshire County Council as landowner of part of the site, to ask them to urgently provide the outstanding highways solution; and*
 - Nottinghamshire County Council as Highways Authority and National Highways to work proactively and at pace to reach a satisfactory highways solution;*

so that this SPD can be brought back to Cabinet by 10th March 2026 for further consideration.

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



- a) Requires that any further detailed highways and Infrastructure Delivery Plan information is published for public consultation if appropriate.*
- b) Considers any future recommendations made by the Local Development Framework Group.*
- c) Thanks council officers and others for the significant amount of work that has been done.*

I want to highlight the first point (a) that Cabinet are in support of the principle of an SPD for the Gamston/Tollerton Sustainable Urban Extension and see the benefits in having an adopted SPD for the SUE. The Council wish to continue the work with all three developers/landowners in moving forward the SPD and delivery of the allocation.

The public consultation on the SPD received responses raising questions and concerns in regard to the impact of the development on highways and how the site will connect to and across the A52. Given these comments and the importance of this issue Cabinet requires further clarification/information prior to a decision to adopt the SPD.

The SPD identifies two new access points onto the A52 and states that the form and design of the access points will be determined through each planning application. Currently the two planning applications for the site show two different access proposals for the SUE. It is unclear from the highways information formally submitted for the two planning applications how the site will be accessed comprehensively and if a suitable solution can be achieved between the landowners. It is also noted that there remains holding objections from both National Highways and Nottinghamshire County Council as the Local Highway Authority (LHA).

The highways strategy for the site is a key consideration and can have serious implications if not considered appropriately. In this context it is important that a comprehensive highways solution is in place for the site. I would therefore ask what work is being done to resolve the outstanding issues and conflicted strategies between the developers. I would also wish to understand how the developers are working with National Highways and the Local Highways Authority to reach a suitable highways strategy for the site.

It is noted that a bridge over the A52 and a contribution towards the park and ride has been discussed by consultees as a possible requirement. The Council does not have the evidence at this stage to state if this is a necessary requirement for the site. It is, however, important that these potential options are explored and considered. In this context, I would like confirmation that the highways work which is being undertaken for the site includes the assessment of need and testing for the provision of a bridge and the need for a contribution to a park and ride to mitigate the impacts of the development are considered and tested.

I am also writing to National Highways and Nottinghamshire County Council to identify the important need to work proactively and at pace with you as developers and Rushcliffe Borough Council to identify a satisfactory highways solution for the SUE. I have attached a copy of this letter for your information.

In addition to the highway's information requested above and in line with recommendation (d), details on the infrastructure requirements for the whole SUE should be provided to the Council. This information, where possible, should be an agreed position between the parties. This information can then be used to produce a draft list of infrastructure to inform the Infrastructure Delivery Plan which is needed to support the SPD.

I ask that you provide this information to the Council by **Monday 9th February** to allow sufficient time for consideration and internal scrutiny prior to the Cabinet meeting on 10th March 2026.

Yours Sincerely,

Cllr Neil Clarke MBE
Leader Rushcliffe Borough Council

Attached: Letter to Nottinghamshire County Council and National Highways



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22nd January 2026

Cllr Mick Barton (Leader of Nottinghamshire County Council)
Steve Freek (National Highways)

cc:
Daniel Law (AECOM)

Via email

Dear Cllr Barton and Mr Freek,

**Re East of Gamston/North of Tollerton Development Framework
Supplementary Planning Document (SPD)**

I am writing to you following the 13th January Cabinet resolution to approve an altered recommendation to pause the SPD approval process.

For your information the full recommendation was as follows:

It is RECOMMENDED that Cabinet:

a) Continues to support the principle of a Development Framework Supplementary Planning Document (SPD) for the Gamston/Tollerton Sustainable Urban Extension.

b) Pauses the current SPD approval process in response to comments made to the public consultation, whilst more detailed information is requested on highways, especially the connectivity of the site to and across the A52.

c) Requests the Leader of the Council to write to:

- the site owners/developers/promoters, including Nottinghamshire County Council as landowner of part of the site, to ask them to urgently provide the outstanding highways solution; and*
- Nottinghamshire County Council as Highways Authority and National Highways to work proactively and at pace to reach a satisfactory highways solution;*

so that this SPD can be brought back to Cabinet by 10th March 2026 for further consideration.

d) Requires that any further detailed highways and Infrastructure Delivery Plan information is published for public consultation if appropriate.

e) Considers any future recommendations made by the Local Development Framework Group.

f) Thanks council officers and others for the significant amount of work that has been done.

Postal address
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I want to highlight the first point (a) that Cabinet is in support of the principle of an SPD for the Gamston/Tollerton Sustainable Urban Extension and see the benefits in having an adopted SPD for the SUE. The public consultation on the SPD received responses raising questions and concerns in regard to the impact of the development on highways and how the site will connect to and across the A52. Given these comments and the importance of this issues Cabinet require further clarification/information prior to a decision to adopt SPD.

I have written to the developers in the context of this recommendation and attach a copy of this for your information.

Comments were received from both Highways consultees for the SPD consultation and holding objections are in place for both planning applications for the site. To move forward in achieving a suitable highways solution for the SUE, the involvement of statutory consultees, their timely responses and positive engagement is essential to identify a suitable highways solution for the SUE.

I would like confirmation and reassurances from both National Highways and Nottinghamshire County Council as the Highways Authority that both are committed to working positively with each other, the developers and the Council to identify a suitable highways solution for the site. I would also like to understand the resourcing that is being made available to ensure full engagement in the development of a highways solution and the provision of timely comments to information provided by both by the developers and Council. It is imperative that the development of the highways solution for the site is not delayed due to delays in responses from key consultees.

I ask that you provide a response to this letter by Monday 9th February to allow sufficient time for consideration and further correspondence (if necessary) prior to the Cabinet meeting on 10th March 2026.

Yours Sincerely,

Cllr Neil Clarke MBE
Leader Rushcliffe Borough Council

Attached: Letter to Vistry, Taylor Wimpey, Barwood Land, Arc Partnership

Appendix 5: Letters from site landowners/promoters, Local Highway Authority (Nottinghamshire County Council) and National Highways



09 February 2026

Cllr Neil Clarke MBE
Leader Rushcliffe Borough Council
Rushcliffe Borough Council
Rushcliffe Arena
Rugby Road
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Nottingham
NG2 7YG

Dear Cllr Clarke,

EAST OF GAMSTON/NORTH OF TOLLERTON DEVELOPMENT FRAMEWORK SUPPLEMENTARY PLANNING DOCUMENT (SPD)

Thank you for your letter dated 22nd January 2026 following the 13th January Cabinet resolution, and the request for additional information to assist Cabinet in its reconsideration of the adoption of the East of Gamston/North of Tollerton Development Framework SPD. The developers/landowners – Vistry, Taylor Wimpey, Barwood Land and Arc Partnership (on behalf of Nottinghamshire County Council as landowner) – welcome the Council's continued support of the SPD and the opportunity to provide an update on the various workstreams, to assist with its hopeful adoption in March.

You have asked for clarity on three areas:

1. On there being a comprehensive highways solution for the whole allocation.
2. An update on transport modelling and evidence of active engagement with Highway Authorities.
3. Details of infrastructure requirements, including confirmation that an A52 bridge and an off-site park and ride are being considered.

1. Comprehensive highways solution

Taylor Wimpey and Barwood Land submitted a joint outline planning application in 2020, Vistry submitted a hybrid application in 2024, and Arc Partnership (Arc), on behalf of Nottinghamshire County Council (NCC) is preparing an outline application for submission in the first half of this year. Taken together, these applications will cover the entirety of the strategic allocation.

Your letter refers to the presence of differing A52 access strategies within the Taylor Wimpey / Barwood Land and Vistry applications. This reflected the position at the time of Vistry's submission, when NCC Land's intentions were uncertain and there was no immediate prospect of a collaboration agreement between the developers. Those

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Wimpey, Barwood Land and Vistry parcels independently of the County land, with the southern junction unlocking growth beyond 3,000 homes. Notwithstanding this, the delivery of early infrastructure (beyond access, including power, drainage etc) will unlock early housing delivery on the County land, allowing the entire allocation to be delivered simultaneously across all landownerships. The access strategy also allows for the County's southern A52 access to be delivered early, if required. This flexibility will be reflected in the phasing work underpinning the Infrastructure Delivery Plan.

This aligned approach now provides a single, comprehensive highways access strategy for the entire Gamston/Tollerton SUE.

2. Transport modelling

There have been comments suggesting that the developers have not been working constructively with the Highway Authorities to prepare the transport evidence. While this work may not yet be fully visible in the public domain, the developers have engaged continuously with the Highway Authorities throughout the process. Significant technical work has been undertaken by Stantec (for Vistry) and PJA (for Taylor Wimpey and Barwood Land) on both strategic and microsimulation modelling to support an allocation of this scale, using the East Midlands Gateway Model (EMGM) strategic model and VISSIM microsimulation.

Earlier differences in access strategies added complexity to this work, but these have now been resolved. Stantec and PJA are working collaboratively to produce a single, unified set of transport evidence to support the whole allocation, with input from Rodgers Leask who are representing Arc Partnership / NCC to inform sensitivity testing and site-wide transport considerations. Once agreed, this will allow Arc Partnership development parcels to be assessed within the same evidence base. An update on the current position is set out below.

- **2023 to 2024** – in parallel with ongoing work by PJA, Stantec issued a series of technical notes which were agreed with the Highway Authorities, confirming key transport modelling milestones. For the EMGM strategic model, validation, future year/committed development, reference case and 'Do Something' scenarios were agreed. For the VISSIM microsimulation model, both the base and 'Do Something' models were approved. This represents a substantial body of agreed transport evidence.
- **November 2025** – a meeting was held with National Highways, NCC Highways and Active Travel England (with RBC as Local Planning Authority in attendance), at which the developers confirmed that transport modelling work would be rationalised into a single EMGM output and a single VISSIM model covering the entire Gamston SUE. This approach was supported by all parties.
- **January 2026** – the developers' transport consultants formally set out the agreed modelling approach to the Highway Authorities, confirming the intention to rely on a single, unified EMGM and VISSIM evidence base led by Stantec, with collaborative input from PJA.
- **Early 2026** – Stantec and PJA are jointly updating the VISSIM 'Do Something' model to incorporate the agreed internal development layout, including the Ambleside junction. This work is currently progressing and is expected to be completed in the spring. This work is currently progressing and is expected to be completed in the spring. The updated VISSIM 'Do Something' model runs will include scenarios that consider Arc Partnership's development proposals and associated access requirements.
- **Spring 2026** – subject to final agreement with the Highway Authorities, the completed modelling will be presented within a comprehensive Transport Assessment and submitted as part of Regulation 25 amendments to each planning application. The transport evidence supporting the Vistry, Taylor Wimpey and Barwood Land applications will be fully consistent, and the Arc Partnership application will be underpinned by the same access strategy and modelling work.

In summary, a substantial body of transport modelling work has already been agreed with the Highway Authorities, and collaborative work is now progressing on a unified access strategy and evidence base. This

provides a clear route to the modelling being finalised and submitted in spring 2026, with all applications aligned on this approach.

3. Infrastructure requirements

We recognise the importance of clearly identifying strategic infrastructure and mitigation requirements, and we agree that this is a key consideration for the Council. As the SPD acknowledges, this detail is intended to be progressed through the Gamston Sustainable Urban Extension Infrastructure Delivery Plan (IDP) following adoption. We can, however, provide reassurance that this work is already well advanced.

The developers are meeting regularly to develop a comprehensive schedule of infrastructure, including phasing and costs, with work ongoing to align cost plans across the allocation. While this work will continue to evolve and cannot be finalised until the transport modelling is signed off, a draft schedule of strategic infrastructure was previously shared with officers in November 2024. An updated interim version of this schedule is appended to this letter (**Appendix 1**) and is intended to meaningfully inform Cabinet's consideration of the SPD at this stage.

We are also aware that consultees have identified an active travel bridge over the A52 and contributions towards an off-site park and ride as potential infrastructure requirements, as reflected in the active travel vision work endorsed by the Highway Authorities and Active Travel England. Further assessment is required to determine whether these measures are necessary and deliverable. The developers are proactively exploring these options both through the emerging transport evidence and through ongoing discussions with the Council.

The proposed amendments to the Vistry and Taylor Wimpey and Barwood Land planning applications will assess a scenario with the A52 bridge, enabling the Council, informed by the Highway Authorities, to determine whether such provision is required. Subject to that process, details of delivery, timing and responsibilities can be progressed through the planning application and IDP process.

While the full IDP cannot be finalised until the transport modelling is complete, the interim schedule demonstrates that significant work is underway to ensure the allocation will be supported by the necessary infrastructure, delivered at the appropriate time.

Summary

This letter responds to the Council's request for further clarification following Cabinet's decision to pause adoption of the East of Gamston/North of Tollerton Development Framework SPD.

The developers and landowners confirm that there is now a **single, aligned highways access strategy** for the entire Sustainable Urban Extension. Amendments are being made to the existing planning applications so that they all propose the same three A52 junctions, providing a comprehensive and coordinated approach across the allocation. Any forthcoming application (new or amended) will align with this strategy.

The developers are working **jointly and collaboratively** with each other, National Highways, Nottinghamshire County Council as Highway Authority, and the Borough Council to finalise transport modelling. Strategic and microsimulation modelling has progressed substantially, and a unified evidence base is now being taken forward to support all applications. This work will be completed and formally submitted through the planning application process.

Potential mitigation measures raised through consultation, including an **A52 bridge and park and ride provision**, are being actively assessed as part of the transport evidence to establish whether they are necessary and justified to mitigate development impacts.

In parallel, work on a **comprehensive Infrastructure Delivery Plan** for the whole SUE is progressing. A draft schedule of strategic infrastructure has been prepared to inform the SPD, with further refinement to follow once transport modelling is agreed.

Overall, the landowners and developers confirm that there is a clear, coordinated and deliverable route to resolving the outstanding highways and infrastructure matters, providing Cabinet with confidence that the SPD can be adopted while detailed matters continue to be addressed through the planning application process.

Whilst Arc/NCC's involvement in the project is a more recent occurrence, the developers are supportive of meaningful collaboration and are committed to improved information sharing to achieve the aligned Highway and site wide infrastructure objectives.

We trust you have sufficient information to progress towards adoption of the SPD. If you require any further information, please do not hesitate to contact us. Thank you.

Yours sincerely,

Joanne Morrison (Vistry)

John Aylwin (Taylor Wimpey)

Jamie Gibbins (Barwood Land)

Andrea Hopkins (Arc Partnership)

Appendix 1 – Draft list of whole site infrastructure requirements

GAMSTON SUE - SPDWHOLE SITE INFRASTRUCTURE REQUIREMENTS (DRAFT)

This is an early draft that is subject to further work and agreement. A full Infrastructure Delivery Plan will be produced in due course.

Whole allocation infrastructure component	Contribution (subject to further work)	Contribution formula	Works in kind or contribution	Notes	Indicative trigger for delivery (subject to further work and agreement)
Section 278 Highway works including A52 junctions	Split between residential (roof tax) and non-residential uses (subject to apportionment)	Costed design	Works in kind	TBC following completion of modelling and approval from Highway Authorities Will require contributions from employment and residential development	This is subject to further transport modelling work, but it is likely that the following will be required early: - A52 / Tollerton Lane junction signalisation - Temporary A52/Ambleside signalisation - At-grade controlled crossings at A52/Tollerton Lane signals, and shared use provision on the western side of the A52 between the A52/Tollerton Lane signals and Ambleside - At-grade controlled crossings at A52/Ambleside signals - Upgrade to the existing toucan crossing over the A52 between Tollerton Lane and Gamston roundabout The above works will be required to support the first phases of housing. All of the above is still subject to agreement with Highway Authorities and ongoing technical work. Beyond this, the form and triggers for additional highway works will be agreed through discussion with Highway Authorities.
Other off-site highway works	Split between residential (roof tax) and non-residential uses (subject to apportionment)	Costed design (TBC)	Works in kind / contribution	TBC once modelling complete Will require contributions from employment and residential development. Currently identified to date are contributions towards MoU strategic network improvements at the following junctions: -A52/A453 Silverdale junction;	To be confirmed through discussion with the Highway Authorities but assumed for now that early payment of a [20%] indexed linked contribution towards MoU strategic network improvements at the following junctions: -A52/A453 Silverdale junction; -A52/A60 Nottingham Knight junction; -A52/A606 Wheatcroft junction;

				-A52/A60 Nottingham Knight junction; -A52/A606 Wheatcroft junction; -A606/Tollerton Lane/Main Road junctions; and -A52/A6011 Gamston junction. Any other works will be subject to be confirmed through transport evidence.	-A606/Tollerton Lane/Main Road junctions; and -A52/A6011 Gamston junction. Additional contributions and triggers for subsequent phases to be confirmed, but likely to be require the remaining [80%] prior to [75%] of homes being occupied.
Tollerton Lane works (excluding A52 junction)	Split between residential (roof tax) and non-residential uses (subject to apportionment)		Works in kind	- Upgraded footway/cycleway provision on Tollerton Lane from A52/Tollerton Lane junction to the entrance to Tollerton Village - New access junctions via Tollerton Lane into development parcels Interim strategy (see Delivery Strategy section in SPD), involving provision of footpath along Tollerton Lane	Upgraded footway/cycleway provision on Tollerton Lane from A52/Tollerton Lane junction to the entrance to Tollerton Village will be delivered early. This will be delivered as part of the interim strategy, and additional works will be required as part of the downgrading of Tollerton Lane during later phases
Tollerton village highway improvements	Split between residential (roof tax) and non-residential uses (subject to apportionment)	Costed design (TBC)	Works in kind / contribution	Implementation of traffic in villages approach to Tollerton Village, which could include measures to deter rat running and measures to encourage drivers adapt their speed accordingly. To be agreed with the Highway Authority	To be confirmed through discussion with Highway Authorities
Bassingfield Lane highway improvements	Split between residential (roof tax) and non-residential uses (subject to apportionment)	Costed design (TBC)	Works in kind / contribution	Works to be agreed, but likely including an improvement to Bassingfield Lane active travel connection to the existing toucan crossing over the A52	To be confirmed through discussion with the Highway Authorities
Public right of way improvements	Split between residential (roof tax) and non-residential uses (subject to apportionment)	Costed design, following WCHAR process (TBC)	Yes	To be confirmed through discussion with the Highway Authorities through WHCAR	To be confirmed through discussion with the Highway Authorities
A52 active travel bridge (TBC if needed)	TBC	TBC	TBC	Work ongoing regarding this	TBC
Off-site park and ride (TBC if needed)	TBC	TBC	TBC	Work ongoing regarding this	TBC
On-site primary infrastructure; including strategic roads, drainage and attenuation	Split between residential (roof tax) and non-residential uses (subject to apportionment)		Yes		Phase by phase Primary road corridor east or west of Tollerton Lane to be delivered before Tollerton Lane is downgraded

Community facility (on-site vs off-site)	Roof tax – cost to be determined depending on the nature and design of the community building	Costed design (TBC, depending on location)	Works in kind / contribution	Likely to form part of one of the neighbourhood centres (on-site) or improvements to existing facilities at Gamston (off-site)	To be confirmed with RBC
Healthcare	£920 per 2-bed+ dwelling Dependent on housing mix	From NHS/ICB	TBC	Can be provided on-site or off-site (via contribution)	To be confirmed
Primary School 1 (2FE)		2024 estimated contribution of £16,054,000 for each primary school, from the Education Authority: The standard formula is 21 places per 100 dwellings at a cost of £31,054 per place (excluding nursery places) 459 (420 statutory places + 39 Nursery places) X £31,054 = £14,253,786 Total cost includes build cost and furniture cost plus risk	Works in kind or contribution	From Table 1, page 17 of Developer Contributions Strategy Acquisition of school land is covered by the apportionment exercise	Triggers to be agreed with the Education Authority. It is important that the timing of primary schools is managed carefully to avoid overprovision too early. This can be addressed through the S106 Agreements.
Primary School 2 (2FE)		As above	Works in kind or contribution	As above	As above
New Secondary School		2024 estimated contribution of £32,200,000 for the secondary school, from the Education Authority: The standard formula is 16 places per 100 dwellings at a cost of £37,621 per place. Total cost includes build cost and furniture cost plus risk	Contribution	From Table 1, page 17 of Developer Contributions Strategy Acquisition of school land is covered by the apportionment exercise	To be confirmed with the Education Authority
Public transport		Cost to be determined through discussion with the Highway Authority and public transport operators through the application process. Public transport strategy will need to factor in interim approach ahead of Tollerton Lane being downgraded.	Contribution	Including provision of mobility hub(s) – see main body of SPD. There will be an interim public transport solution ahead of the final public transport solution (on completion of the primary road corridor)	To be confirmed with the Highway Authority Delivery trigger TBC; but likely requirement for early approval of Public Transport Delivery, including timetable for when buses will become operational
Sports pitches and buildings		Costed design	Works in kind		To be confirmed with the Local Planning Authority
Off-site sports hall improvements		Need and cost to be confirmed by the Council through the application process	Contribution		Trigger to be confirmed with RBC
Pillbox restoration and ongoing management/maintenance	Initial restoration covered by each developer for the pillboxes in their land. Cost of ongoing maintenance (see Conservation Management Plans) likely to	Initial restoration covered by each developer for the pillboxes in their land. Cost of ongoing maintenance (see Conservation Management Plans) likely to be covered by residential service charge Cost included in POS item below	Yes		Phase by phase (S106)

	be covered by residential service charge			
Gypsy and Traveller site provision		Costed design – delivery of serviced plot (delivery of pitches by third party)	Works in kind / Contribution	To be agreed (and may depend on timing of southern A52 access)
Public Open Space areas; including Strategic Cycle Links / multiuser route		Costed design	Works in kind	Phase by phase
Play areas: LEAPs, NEAPs, MUGAs		Costed design	Works in kind	Phase by phase
Open space management	Cost likely to be covered by residential service charge	The Borough Council does not intend to adopt the Community Park and other open spaces. Therefore, details of a site wide management plan to take on and maintain the communal open spaces should be agreed with the Borough Council. Each development phase will be expected to procure that the open spaces within that phase will be maintained in accordance with the provisions of the site wide Management Plan (required through each applicant's S106). The management company will be financed through an annual management and maintenance charge paid by all new dwellings. This is to be applied consistently across all phases of the development.	Yes	
Allotments		Costed design		TBC
Biodiversity net gain for off-site highway works	TBC	TBC when highway mitigation is agreed. May require off-site contribution. BNG across the site will be dealt with via each developer for individual applications	Works in kind / Contribution	To align with timing of highway works

This matter is being dealt with by:

Wayne Bexton

Reference:

T 0300 500 80 80

E

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Councillor Neil Clarke

Leader, Rushcliffe Borough Council

Rushcliffe Arena

Rugby Road

West Bridgford

Nottingham

NG2 7YG

29 January 2026

Dear Councillor Clarke,

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

Thank you for your letter dated 22 January 2026 regarding Rushcliffe Borough Council's Cabinet's resolution to pause the Supplementary Planning Document's (SPD) approval process pending further clarity on highways matters, particularly connectivity to and across the A52.

I would like to take this opportunity to confirm that Nottinghamshire County Council is fully engaged with both National Highways and Active Travel England on this matter. Officers remain in regular contact with both parties and continue to hold frequent multi-agency meetings to ensure a coordinated and unified approach. This close working relationship is intended to provide clarity to the developers and a consistent position between all statutory consultees as highways matters progress.

This approach has been echoed in our communications with colleagues in your Planning Team at Rushcliffe Borough Council, with whom we have sought to fully engage and be as proactive as possible. Our officers, and colleagues from National Highways, have for some time been highlighting the need for a single, fully comprehensive Transport Assessment covering the whole of the allocation to provide a robust evidence base upon which to determine the infrastructure requirements contained within the SPD. County Council officers formally wrote to the Borough Council in July 2024 to highlight our concerns on this matter and the risks of progressing the SPD without a completed assessment. Unfortunately, no response to our letter was ever provided and this assessment remains outstanding, which jeopardizes the site moving forward.

Similarly, we have been clear from the start of the SPD process regarding the need for high-quality pedestrian and cycle connections over the A52, including consideration of a bridge, to ensure the allocation is both sustainable and well connected. At a meeting in December 2025, the applicants' agents indicated they were willing to pursue this as an option. Unfortunately, the final wording of the SPD offered significant leeway regarding the delivery of the bridge, making it appear more optional than a clearly defined requirement. The County Council would therefore request that the wording of the document is amended to require a bridge to be provided, unless it is demonstrated to be unfeasible.

View our privacy notice at www.nottinghamshire.gov.uk/privacy Nottinghamshire County Council, County Hall, West Bridgford, Nottingham NG2 7QP In respect of resourcing, the County Council has been proactive in strengthening its capacity to support the development of a suitable highways solution. To ensure timely technical responses and sustained engagement throughout this process, we have at our own expense appointed an external consultant to supplement our internal expertise and assist in reviewing the detailed work required. The consultant is not bound by the same caseload constraints as our own officers and therefore is able to prioritise responses to ensure they are provided in a timely manner.

The County Council recognises the importance and urgency of establishing an agreed highways strategy to support the Sustainable Urban Extension. Accordingly, our Officers remain committed to working positively, constructively, and at pace with colleagues from National Highways, the developers, and Rushcliffe Borough Council to help secure a deliverable and robust solution.

We will continue to prioritise the timely provision of comments and technical feedback to ensure progress is not delayed. To this end Highways Officers have already proactively arranged and held a meeting with Borough Planning colleagues to discuss what is needed to progress matters and how we can aid in meeting the challenging deadline for return of the SPD to your Cabinet.

I trust this offers you some assurance as to the County Councils position on this matter and I would be grateful if Rushcliffe Borough Council could commit to delivering on the outstanding actions that sit with them as I have highlighted in this letter.

Please do not hesitate to contact me or my senior officers should you require any further clarification. Yours sincerely,

Yours sincerely,

Councillor Bert Bingham
Cabinet Member for Transport and Environment
Nottinghamshire County Council

Cc – Adam Hill, Rushcliffe Borough Council
Leanne Ashmore, Rushcliffe Borough Council
Wayne Bexton, Nottinghamshire County Council
David Arnold, Nottinghamshire County Council

Our ref:

Kamaljit Khokhar
Operations Directorate
Three Snowhill,
Snowhill Queensway,
Birmingham, B4 6GA

Cllr Neil Clarke
customerservices@rushcliffe.gov.uk

30th January 2026

Dear Cllr Clarke MBE,

Re: East of Gamston/North of Tollerton Development Framework Supplementary Planning Document (SPD)

Thank you for your letter dated 22 January 2026 to Steve Freek (Assistant Spatial Planner) regarding the approval process for the Supplementary Planning Document (SPD).

As a statutory consultee in the planning process, our role is to work closely with Rushcliffe Borough Council (RBC) and Nottinghamshire County Council (NCC) to review the submitted evidence and identify any mitigation required to ensure planned growth can be safely supported in line with national policy and our licence obligations.

We welcome the Cabinet's support for an SPD for the Sustainable Urban Expansion (SUE) and recognise the benefits that an adopted SPD can bring in establishing a clear and consistent framework for the delivery of the development.

At present, a holding recommendation remains in place pending the submission of further information, including completion of the outstanding transport modelling which underpins the access strategy. This information is necessary to fully understand the development's impacts and will help inform the progression of the SPD.

We have been actively engaged with RBC, NCC, the developers, and their consultants throughout both the live planning applications and the SPD process. We will continue to work collaboratively with all parties to progress the outstanding matters and to identify an appropriate highways solution for the SUE.

If you would like any further information, please contact our Spatial Planning team leader, Kate Stephen, who will be pleased to respond. Kate can be contacted by email at Kate.Stephen@nationalhighways.co.uk.

Yours sincerely

Kamaljit Khokhar
Head of Planning and Development

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**Appendix 6: 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.

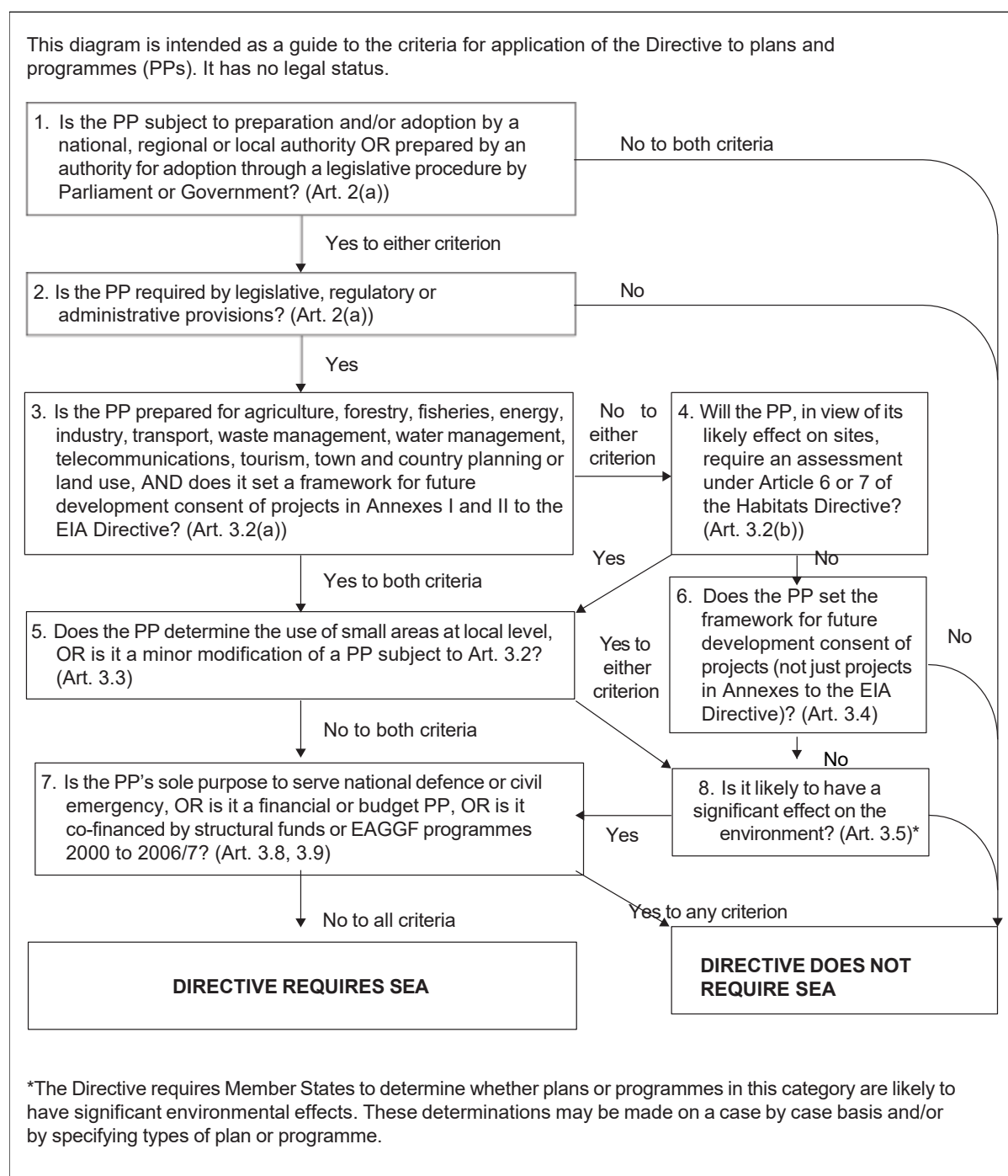
2 Legislation

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)	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. Whether the plan requires a full SEA will depend on whether the policies would have a significant effect on the environment.
8. Is the SPD likely to have a significant effect on the environment? (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)	No	The SPD will not have a significant effect on the environment. 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. The SPD should have a positive effect on the environment, human health and wellbeing through enabling the delivery of the necessary infrastructure.
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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Cabinet

Tuesday, 10 March 2026

Procurement Strategy 2026-2030

Report of the Director – Finance and Corporate Services

Portfolio holder for Finance, Councillor D Virdi

1. Purpose of report

To present the Council's Procurement Strategy 2026–2030 for approval, and to outline implementation and assurance arrangements aligned to the Procurement Act 2023 and the Council's Contract Procedure Rules contained within the Constitution. The Strategy has been produced liaising with the Council's procurement partner, Nottinghamshire County Council.

2. Recommendation

It is RECOMMENDED that Cabinet:

- a) approves the adoption of the Procurement Strategy 2026–2030 (Appendix A); and
- b) notes the implementation plan and assurance reporting to Governance Scrutiny Group (GSG) described in the Strategy at Appendix A of this report.

3. Reasons for Recommendation

- 3.1. Ensures statutory compliance with the Procurement Act 2023 (Most Advantageous Tender, transparency, KPI publication).
- 3.2. Strengthens governance, social value, and sustainability priorities consistent with the Corporate Strategy.
- 3.3. Provides a clear framework for contract management and quarterly assurance reporting to GSG.

4. Supporting Information

- 4.1. The Strategy refresh has been undertaken alongside external audit assurance and input from Nottinghamshire County Council as the Council's procurement partner.

- 4.2. The draft Strategy (Appendix A) reflects legal, operational and governance requirements as part of the Procurement Act 2023 (PA23).
- 4.3. The PA23 incorporates requirements for the Council to award contracts under Most Advantage Tender (MAT) and publish transparency notices and KPIs for contracts above £5m.
- 4.4. The draft Strategy focusses on delivering inclusive procurement by supporting Small to Medium Enterprises (SMEs) and Voluntary, Community and Social Enterprise (VCSEs) ensuring equality and accessibility of contracts.
- 4.5. Contract management will be strengthened by use of standard KPIs and performance reporting and social value and sustainability will be embedded into tenders to promote improved environmental outcomes and community benefits.

5. Alternative options considered and reasons for rejection

There are no alternative options.

6. Risks and Uncertainties

The draft Procurement Strategy strengthens the procurement process and mitigates the risk of fraud and governance risks by regular reporting to GSG and Cabinet and by oversight of the Portfolio holder for Finance.

7. Implications

7.1. Financial Implications

There are no direct financial implications arising from the recommendations in this report; however, indirectly the Procurement Strategy will ensure value for money is achieved and social value is maximised through procurement opportunities.

7.2. Legal Implications

The draft Procurement Strategy aligns with the Council's legal duties under PA23.

7.3. Equalities Implications

The Procurement Strategy has a section on Equality, Accessibility and Inclusion, explaining the Council's commitment to eliminate discrimination and promote equality in all procurement activities.

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

There are no Section 17 implications.

7.5. Biodiversity Net Gain Implications

There are no direct Biodiversity Net Gain Implications arising directly from the recommendations in the report; however, indirectly the inclusion of environmental considerations during the tender process will encourage carbon reduction.

8. Link to Corporate Priorities

The Environment	Supports sustainability and encourages carbon reduction
Quality of Life	Supports improved quality of life through quality of services
Efficient Services	Supports high quality services
Sustainable Growth	No impact to Sustainable Growth

9. Recommendation

It is RECOMMENDED that Cabinet:

- a) approves the adoption of the Procurement Strategy 2026–2030 (Appendix A); and
- b) notes the implementation plan and assurance reporting to Governance Scrutiny Group (GSG) described in the Strategy at Appendix A of this report.

For more information contact:	Peter Linfield Director of Finance and Corporate Services Tel: 0115 9148439 plinfield@rushcliffe.gov.uk
Background papers available for Inspection:	None
List of appendices:	Appendix A Procurement Strategy 2026-2030

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Rushcliffe
Borough Council

RUSHCLIFFE BOROUGH COUNCIL PROCUREMENT STRATEGY 2026 - 2030



The Council is committed to delivering efficient, transparent, and inclusive procurement that supports local communities and complies with national legislation. This strategy sets out our approach for the period 2026–2030, aligning with the Procurement Act 2023, Procurement Regulations 2024, and the National Procurement Policy Statement (NPPS).

Strategic Vision

The Council's vision is to position procurement as a strategic enabler of high-quality, value-for-money services that deliver the best possible services for our communities.

As a Council we provide a diverse range of services, to protect and shape the environment in which we live, and to create the right conditions for a strong local economy.

Procurement has an important role in the delivery of value for money services and in doing so we need to ensure we align to the Council's priorities and values. Ensuring we make money go further will be essential to protect our many valuable services.

Procurement will support the delivery of the Corporate Strategy and make the best use of the authority's resources. Our vision reflects our commitment to sustainability, social value, and inclusive growth, ensuring that every procurement decision supports our corporate priorities:



The Environment



Quality of Life



Sustainable Growth



Efficient Services

During 2025 there has been both a new National Procurement Statement (NPPS) and Procurement Act (PA23). These focus on the need for transparency and fairness and ensuring best value.

Best value is not just about price but includes quality and social value which supports the priorities of the Council. The Council will be able to look at awarding more contracts to local suppliers, depending on value and availability of suppliers, and a focus will be on encouraging more SME's to bid for work.

On larger contracts, suppliers will be asked to give back to the local area and align with the 4 key priorities of the Council.

Procurement will work with commissioners to ensure that as well as being compliant contracts will provide the most advantageous tender as a whole for the Council and not just on price.



Key Themes

2.1 Governance and Compliance

We will maintain strong governance and legal compliance by reviewing this strategy annually and updating it in 2030 or until local government reorganisation. The Council will continue with strong procurement governance with member engagement, portfolio briefings, and scrutiny oversight.

The Council will ensure procurement activities are aligned with the Constitution and Contract Procedure Rules. Significant procurement risks will be identified in the corporate risk register regarding any specific procurement or contract issues and that they are managed proactively.

2.2 Equality, Accessibility, and Inclusion

The Council will eliminate discrimination and promote equality in all procurement activities.

Web Content Accessibility Guidelines (WCAG) AA is the industry standard for accessible digital content. The purpose of WCAG is to make websites, apps, PDFs, videos, audio recordings, ePub, and other emerging technologies more accessible for people with disabilities.

Equality impact assessments will be built into procurement activity, requiring suppliers to meet WCAG 2.2 AA standards, and include accessibility clauses in contracts. Our approach will also promote the living wage, local labour, and inclusive employment, and insist that suppliers have an equality policy and evidence of this will be requested from the supplier.

The Council will

- Incorporate duties under the Equality Act 2010 and accessibility regulations.
- Comply with the Modern Slavery Act 2015.
- Require supplier declarations on conduct and blacklisting.
- Build equality terms into procurement documents

RBC is proud to be White Ribbon Accredited. White Ribbon is the leading charity engaging men and boys to end violence against women and girls in the workplace and local community. Further information can be found at www.whiteribbon.org.uk/wespeakup



The Council is committed to working towards eliminating attitudes and behaviours that can lead to violence against women and girls and will promote positive action with procurement partners and suppliers through our procurement process.

2.3 Social Value

Every pound spent is an opportunity to deliver wider benefits. We will apply the Social Value Model (PPN 002), integrate social value into contracts over threshold, and encourage apprenticeships and supported businesses.

The Council will:

- Apply the Most Advantageous Tender (MAT) approach to consider Economic Social and Governance factors.
- Set clear social value criteria aligned with local priorities.
- Consider economic, social, and environmental outcomes as per the Public Services (Social Value) Act 2012.

Newly announced regulations now permit the Council to reserve bidding for lower-value contracts exclusively for local suppliers or UK-based suppliers.

This change aims to:

- Support local economies by prioritising businesses within the community.
- Encourage UK-wide participation for smaller contracts, strengthening domestic supply chains.
- Promote fair competition while maintaining compliance with procurement standards.

In accordance with the Council's standing orders Council officers may apply the following approaches for below threshold contracts:

1. Reserve by Supplier Location (Limit competition to suppliers based in a specific geographical area (Rushcliffe boundary plus 15 miles) to support local economic growth, recruitment, skills development, and investment.
2. Reserve for SMEs and VCSEs by restrict bidding to Small and Medium-sized Enterprises (SMEs) and Voluntary, Community and Social Enterprises (VCSEs) to encourage inclusive procurement and market access for smaller organisations.

2.4 Environmental Management

Procurement will support net zero goals, tackle climate change and reduce waste. Suppliers will be required to actively address environmental impacts, reduce emissions and minimise waste.



Environmental KPIs (as part of Social Value) will be embedded in contracts above £75,000, and we will promote recycled content standards, renewable energy, and low-emission vehicles and encourage the exploration of innovative methods of delivery to mitigate environmental impacts.

2.5 Contract Management and Cyber Security

Contract management will be enhanced through centralised KPIs, supplier audits, and performance reviews. Annual reviews will encourage continuous improvement and achievement of strategic targets. A Data Protection Impact Assessment (DPIA) will be completed before the contract is agreed. In consultation with the Data Protection Officer, the required level of cyber security compliance will be determined.

This may include adherence to standards such as ISO 27001, Cyber Essentials Plus, and the Cyber Assessment Framework (CAF). All data must be hosted and stored within the United Kingdom. All council staff involved in procurement, contract management, and IT should be trained in cyber risk management.

2.6 Supplier Engagement and Market Shaping

We will proactively engage suppliers through pre-market consultations and supplier events, remove barriers using simplified processes for SMEs and VCSEs and we will promote local supply. Innovation will be encouraged through challenge-based procurement out-comes centered approach. Contracts will be packaged to enable participation by smaller suppliers.

Early market engagement will be formalised to shape specifications and identify new solutions and relationships with suppliers will be maintained to deliver value through the supply chain.



2.7 Continuous Improvement

Procurement performance will be benchmarked using the LGA Procurement Maturity Framework and Government Commercial Function standards.

Lessons learned will inform future tenders, and collaborative procurement initiatives and working jointly with Councils will reduce duplication and achieve economies of scale and support wider growth.

Action Plan

The Local Government Association's National Procurement Strategy for Local Government in England 2022 procurement toolkit provides a useful assessment tool to consider the maturity level of organisations in terms of procurement. An assessment against this framework has identified that the Council could improve performance.

The Council will implement the following actions against key themes between 2026 and 2030:

Action Plan

Area of Focus	Key Theme	Evidence of High Standards	Actions Required	Deadline
1. Engaging Officers page 547	Governance and Compliance (Strengthening oversight, accountability and training)	- Cabinet oversight of procurement decisions - Assign Cabinet lead responsibility for procurement - Report quarterly to Cabinet and Corporate Overview Group (COG) - Approve an annual Procurement Strategy - Annual report to Governance Scrutiny Group (GSG) - Biennial councillor training	Procurement Decision Review and updates to Cabinet agenda for decisions above £100k per annum revenue or £250k capital;	April 2026
			Biennial review of Procurement Strategy to GSG agenda and any recommended changes for Cabinet's consideration;	February / March 2026
			In conjunction with our procurement advisors, an annual performance report to be produced for GSG to include current issues, legislative changes and the performance of our advisors etc	June 2026
2. Engaging Senior Managers	Governance and Compliance (Leadership engagement, process improvement, and training)	- Encourage early advice-seeking on procurement - Include procurement as standing EMT item - Maintain clear procurement strategy - Implement robust processes - Annual training for senior managers	Procurement update to be reported to EMT as part of the ongoing Performance and finance reporting;	January 2026
			Deliver annual training at the Council's Leadership Forum;	June 2026
			Maintain and review procurement strategy biennially, reported to GSG (as above).	March 2027

Action Plan

Area of Focus	Key Theme	Evidence of High Standards	Actions Required	Deadline
3. Working with Partners	Continuous Improvement & Supplier Engagement and Market Shaping (Collaboration, partnership, and shared learning)	- Foster collaboration and team-based approach - Conduct joint budgeting and service planning sessions	NCC procurement and RBC Economic Development team liaising with Chamber of Commerce etc, supplier engagement event (one per annum)	TBC
4. Engaging Strategic Suppliers	Supplier Engagement & Market Shaping and Contract Management & Cyber Security (Supplier relationships, performance management, transparency)	- Actively manage performance, cost, risk, and innovation - Collect, share, and analyse supplier data - Define Council's role in supplier relationships - Publish procurement pipeline - Host supplier engagement events	Maintain procurement pipeline, publish contract register etc; Host at least one supplier engagement event (NCC);	Ongoing October 2026
5. Creating Commercial Opportunities	Continuous Improvement & Efficient Services (Innovation, commercial focus, performance monitoring)	- Set and monitor income and expenditure targets - Conduct options appraisals - Encourage innovation in service delivery - Report performance and implement continuous improvement	Establish income and expenditure targets during budget planning that align with contractual obligations and performance expectations	October 2026 and annually as part of budget setting

Action Plan

Area of Focus	Key Theme	Evidence of High Standards	Actions Required	Deadline
6. Managing Contracts and Relationships	Continuous Improvement & Supplier Engagement and Market Shaping (Collaboration, partnership, and shared learning)	- Foster collaboration and team-based approach - Conduct joint budgeting and service planning sessions	Continue with contract management guidance through NCC and the Leadership forum;	September 2026
			Issue quarterly reminders to staff to update the contracts register in compliance with the Constitution	April 2026
			Conduct an annual review of standardised documents	April 2027
7. Managing Strategic Risk	Governance & Compliance and Contract Management & Cyber Security (Risk management, compliance, resilience)	- Address external, financial, and operational risks - Maintain risk policy and strategy (Standing item on Risk Management Group) - Identify high-risk suppliers - Implement fraud detection - Ensure supply chain visibility - Monitor GDPR and Modern Slavery compliance - Develop contingency plans (part of departmental contingency planning)	Identify high risk suppliers; Update corporate risk register to record checks that have been undertaken Verify that contingency plans exist for all contracts classified as high-risk (e.g. criteria such as handles sensitive data or operates in regulated areas)	April 2026 June 2026

Action Plan

Area of Focus	Key Theme	Evidence of High Standards	Actions Required	Deadline
8. Creating Social Value	Social Value (Community benefit, policy, measurement, reporting)	• Integrate social value requirements • Set performance indicators • Embed commitments in contracts • Apply weightings during evaluation • Monitor and report outcomes	Integrate social value requirements into tender assessment (NCC);	August 2026
			Apply evaluation weightings agreed with relevant manager(RBC and NCC);	June 2026
			Report outcomes annually against agreed KPIs to GSG as part of the annual report.	June 2026
9. SME and VCSE Engagement	Supplier Engagement & Market Shaping and Equality, Accessibility, and Inclusion (Inclusive procurement, market access)	• Support SME/VCSE participation • Simplify processes • Adapt approaches for smaller suppliers • Monitor treatment in prime contracts	Work with NCC to simplify and adapt approaches to encourage smaller suppliers to participate in procurement opportunities;	June 2026
			Monitor inclusion of SME and local supply chains in prime contracts and report annually to GSG	June 2026

- **ISO/IEC 27001**

An internationally recognised standard for Information Security Management Systems (ISMS), providing a framework for managing information security risks through policies, processes, and controls.

- **Cyber Essentials Plus**

A UK Government-backed certification scheme that verifies an organisation's implementation of essential cyber security controls through independent technical testing.

- **Cyber Assessment Framework (CAF)**

Developed by the UK National Cyber Security Centre (NCSC), this framework assesses cyber resilience against objectives and principles designed for organisations delivering essential services or managing critical infrastructure.





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Cabinet

Tuesday, 10 March 2026

**Response to Government Consultation on Proposals for
Local Government Reorganisation in Nottinghamshire and
Nottingham**

Report of the Chief Executive

**Cabinet Portfolio Holder for Strategic and Borough-wide Leadership,
Councillor N Clarke**

1. Purpose of report

- 1.1. The Ministry of Housing Communities and Local Government (MHCLG) has launched a statutory consultation to seek views on proposals received following the Secretary of State's invitation to councils in Nottinghamshire and Nottingham to submit proposals for unitary local government for their area. The deadline for responses is 26 March 2026.
- 1.2. This report and appendix set out the Council's proposed response to the consultation.
- 1.3. The response was considered by the Council's cross-party Local Government Reorganisation (LGR) Member Task and Finish Group on 23 February 2026. The Group recommends the proposed response to Cabinet for approval for submission.

2. Recommendation

It is RECOMMENDED that Cabinet approves the submission of the Council's response to Government's Consultation on Proposals for Local Government Reorganisation in Nottinghamshire and Nottingham.

3. Reasons for Recommendation

- 3.1. The Greater Nottinghamshire Proposal for LGR was subject to a comprehensive consultation in its development phase. The proposal was considered by Full Council in November 2025 and recommended to Cabinet, who approved the submission of the proposal to Government. The proposed consultation response is based entirely on, and written in support of, this proposal.
- 3.2. All councils in the Nottinghamshire and Nottingham invitation area are invited to respond to the consultation.

4. Supporting Information

- 4.1. Cabinet is referred to the Council papers from 20 November 2025, which contain details about the English Devolution and Community Empowerment Bill and subsequent invitation to the nine Council Leaders in Greater Nottinghamshire, to develop a proposal for LGR and submit this by 28 November 2025.
- 4.2. The November 2025 Council papers also outline the extensive work undertaken by councils across Nottinghamshire to produce an Interim Plan by 21 March 2025, undertake an Options Appraisal, which was reported to Council in July 2025, and to construct a full Proposal for the delivery of LGR in Nottinghamshire by 28 November 2025.
- 4.3. MHCLG's consultation covers the three proposals submitted in response to the Secretary of State's invitation to councils in Nottinghamshire and Nottingham to submit proposals for unitary local government. Which can all be viewed at [Nottingham and Nottinghamshire | LGR](#) The proposals are as follows:
- Proposal from Nottinghamshire County Council and Rushcliffe Borough Council (1b)
 - Proposal from Bassetlaw District Council, Gedling Borough Council, Mansfield District Council, Newark and Sherwood District Council (1e)
 - Proposal from Nottingham City Council (Bii).
- 4.4. The consultation invites a closed response (strongly agree, somewhat agree, neither agree nor disagree, somewhat disagree, strongly disagree, don't know) to the following statements:

To what extent do you agree or disagree that:

1. the proposal suggests councils that are based on sensible geographies and economic areas?
2. the proposed councils will be able to deliver the outcomes they describe in the proposal?
3. the proposed councils are the right size to be efficient, improve capacity and withstand financial shocks?
4. this proposal will put local government in the area as a whole on a firmer footing, particularly given that some councils in the area are in Best Value intervention and in receipt of exceptional financial support?
5. the proposed councils will deliver high quality, sustainable public services?
6. the proposal has been informed by local views and will meet local needs?
7. that establishing the councils in this proposal will support devolution arrangements?
8. the proposal enables stronger community engagement and gives the opportunity for neighbourhood empowerment.

- 4.5. Consultees are invited to explain responses or provide any other comments in a single free text box. Consultees can provide feedback on each of the three proposals or just one proposal.
- 4.6. The Council's proposed response to the consultation on the proposal from Nottinghamshire County Council and Rushcliffe Borough Council (1b) is set out in Appendix A.
- 4.7. It is not proposed that the Council submits formal responses to the consultations on options 1e and Bii, but rather prioritises supporting proposal 1b and emphasising its strengths.

5. Alternative options considered and reasons for rejection

The Council could choose not to submit a response to the consultation; however, this would mean missing out on the last opportunity the Council will have to positively influence the future shape of local government in Nottinghamshire and further endorse our proposal, ahead of a decision being made in summer 2026. This option has therefore been discounted.

6. Risks and Uncertainties

There are no risks or uncertainties associated with the submission of our consultation response.

7. Implications

7.1. Financial Implications

There are no financial implications associated with the submission of our consultation response.

7.2. Legal Implications

There are no legal implications associated with the submission of our consultation response.

7.3. Equalities Implications

There are no equalities implications associated with the submission of our consultation response

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

There are no Section 17 associated with the submission of our consultation response.

7.5. Biodiversity Net Gain Implications

There are no Biodiversity Net Gain associated with the submission of our consultation response.

8. Link to Corporate Priorities

The Environment	The Council will continue to champion these priorities as plans for LGR progress.
Quality of Life	
Efficient Services	
Sustainable Growth	

9. Recommendation

It is RECOMMENDED that Cabinet approves the submission of the Council's response to Government's Consultation on Proposals for Local Government Reorganisation in Nottinghamshire and Nottingham.

For more information contact:	Adam Hill Chief Executive 0115 914 8577 ahill@rushcliffe.gov.uk
Background papers available for Inspection:	<i>Report to Council 20 March 2025 – English Devolution White Paper</i> <i>Report to Council 17 July 2025 – Local Government Reorganisation Update</i> <i>Report to Council 20 November 2025 – Local Government Reorganisation in Greater Nottinghamshire</i>
List of appendices:	Appendix A - Consultation on the proposal from Nottinghamshire County Council and Rushcliffe Borough Council (1b) – RBC proposed response

Response to MHCLG Consultation on Proposals for Local Government Reorganisation in Nottinghamshire and Nottingham

1. Background

1.1 The consultation invites a closed response (strongly agree, somewhat agree, neither agree nor disagree, somewhat disagree, strongly disagree, don't know) to the following statements:

To what extent do you agree or disagree that:

1. the proposal suggests councils that are based on sensible geographies and economic areas?
2. the proposed councils will be able to deliver the outcomes they describe in the proposal?
3. the proposed councils are the right size to be efficient, improve capacity and withstand financial shocks?
4. this proposal will put local government in the area as a whole on a firmer footing, particularly given that some councils in the area are in Best Value intervention and in receipt of exceptional financial support?
5. the proposed councils will deliver high quality, sustainable public services?
6. the proposal has been informed by local views and will meet local needs?
7. that establishing the councils in this proposal will support devolution arrangements?
8. the proposal enables stronger community engagement and gives the opportunity for neighbourhood empowerment.

1.2 Consultees are then invited to explain responses or provide any other comments in a single free text box. Consultees can provide feedback on each of the three submitted proposals or just one proposal.

2 Rushcliffe Borough Council's Response

2.1 Draft responses for the proposal from Nottinghamshire County Council and Rushcliffe Borough Council (1b) are set out below.

2.2 It is proposed that each statement be responded to with 'strongly agree'.

2.3 The following text is proposed to be entered in the single free text box:

1. To what extent do you agree or disagree that the proposal suggests councils that are based on sensible geographies and economic areas?

The proposal offers the most coherent, balanced and sustainable configuration for reforming local government across Nottingham and Nottinghamshire and delivers new governance at the optimal scale: large enough to be strategic, yet local enough to remain connected to communities. It achieves a practical balance between urban intensity and rural reach, aligning service design with the way people actually live, work and travel.

It is coherent in geography, meets the financial sustainability criteria by ensuring a balance between the need for services and the ability of local populations to help pay for them, reflects local identity and natural communities, and maximises the potential for delivery of EMCCA's regional growth and devolution framework in Nottingham and Nottinghamshire. We believe this option offers the best opportunity to improve outcomes, strengthen governance, and achieve long-term financial sustainability, enabling Nottingham and Nottinghamshire to lead the way in delivering modern, resilient and people-focused local government.

2. To what extent do you agree or disagree that the proposed councils will be able to deliver the outcomes they describe in the proposal?

The proposal sets out a robust, well-sequenced and deliverable implementation plan. The plan provides clear programme governance, a realistic phased timetable, credible financial transition modelling, and focused continuity arrangements for statutory services. It features:

- *Clear programme structure and governance*
- *Phased, realistic timetable*
- *Detailed financial transition and affordability modelling*
- *Focused continuity of statutory services.*
- *Workforce and TUPE planning*
- *ICT, data and systems migration planning*
- *Risk management and contingency planning*
- *Neighbourhood governance and local continuity*
- *Partner and stakeholder alignment*
- *Communications and engagement*

3. To what extent do you agree or disagree that the proposed councils are the right size to be efficient, improve capacity and withstand financial shocks?

The economies of scope and scale created by the proposal will enable consolidation of services, reduction in duplication, and streamlined management structures. We estimate that the combined impact of our proposed approach to implementation could achieve £189m annualised efficiency savings by year 3 post vesting day of the two new councils, rising to an annualised figure of £235m by year 5. In addition, as we develop our approach to implementing the Greater Nottinghamshire proposal there may be the potential to save £550k from the one off LGR transition costs. Delivering the Greater Nottinghamshire proposal is not only safer, simpler, stronger but is also at a lower cost.

The proposed scale provides a broader and more stable tax base, greater flexibility in managing demand pressures, and improved capacity to withstand financial shocks.

4. To what extent do you agree or disagree that this proposal will put local government in the area as a whole on a firmer footing, particularly given that some councils in the area are in Best Value intervention and in receipt of exceptional financial support?

Commissioners have been engaged throughout, and care has been taken to ensure a positive path to the future for the Council in Best Value intervention in our partnership. The Financial Case describes how both councils will achieve financial viability and the transformative activity required.

During the preparation of the financial case, we have worked alongside CIPFA to sense check and provide assurance on the work we have undertaken. As part of CIPFA's support, they used their experience from supporting previous reorganisations, reviews after the formation of new unitary councils and their template and supporting guidance to assess the reasonableness of the draft financial considerations in proposals. This included applying modelling principles, tolerances and an assessment of materiality in determining what was proportionate and should be included. It also included determining the reasonableness of the base information needed to consider costs and savings from transition to new councils and the incremental costs and differences between options. The MHCLG

approved template produced by CIPFA has been completed for the proposals to provide a further sense check.

5. To what extent do you agree or disagree that the proposed councils will deliver high quality, sustainable public services?

We strongly agree that the proposed councils will be well placed to deliver high-quality, sustainable public services. Bringing services together within two larger, strategically aligned unitary authorities creates the scale and capacity needed to improve consistency, strengthen professional expertise, and modernise delivery.

The proposal demonstrates that unifying services will reduce duplication, streamline decision-making, and enable more coherent planning across areas such as social care, housing, transport, and environmental services. This integrated approach supports earlier intervention, better use of data, and more joined-up support for residents—key ingredients for improving service quality

Two new unitary councils, Nottingham Council and Nottinghamshire Council, will replace nine existing Councils, ending duplication and confusion and creating one clear line of accountability in each area. This is more than structural change; it is a complete reset of how local public services work together, aligned with the East Midlands Combined County Authority (EMCCA), the Integrated Care System (ICS) and policing boundaries to form a single, coherent geography for public service reform.

In the future, residents will only need to tell their story once. Whether they need a care package, help with housing or support through their child's school, services will join up seamlessly behind the scenes. Local people will no longer be passed between departments or organisations. They will experience councils that are easy to reach, quick to respond and accountable for the things that matter, from fixing roads and keeping streets clean to improving schools, running libraries, building new homes, maintaining parks and supporting families.

These will be next-generation councils, using data, automation and AI to anticipate need and design services around people's lives. Shared information will allow early help, prevention and better outcomes, not repeat contact and frustration. Through smarter systems and clearer responsibilities, we will spend less on process and more on delivery, reducing costs, improving results and making every pound go further.

6. To what extent do you agree or disagree that the proposal has been informed by local views and will meet local needs?

The Greater Nottinghamshire proposal is rooted in community. Our proposals are grounded in the outcomes our residents tell us are most important and focused on implementing national Government reforms – from Families First to SEND, housing delivery to neighbourhood health.

Widespread engagement with our residents, businesses, voluntary and community sector, Town & Parish Councils, our strategic partners, our workforce, our Councillors and Trade Unions has shaped the Greater Nottinghamshire proposal.

By contrast, in its development, proposal Bii was not subject to comprehensive public consultation.

Our experience of working with families and communities tells us that strengths-based approaches, anchored in neighbourhoods are critical for public service reform. This is why we have placed Neighbourhood Public Services at the core of our Greater Nottinghamshire proposal. Stronger community engagement will deliver genuine opportunities for meaningful neighbourhood empowerment. This recognises that people want more choice and control over their local services and creates a safe, simple and strong framework to rewire local public services from the bottom-up. We have used existing district areas as the building blocks for our new unitary Councils. More complex boundary changes have been tested and these do not demonstrably improve the public service delivery or financial case. Our simpler approach will reduce risk for our residents and achieve benefits sooner with a quicker and lower cost transition. We have provided details of our initial assessment of Councillor numbers and an outline of how Neighbourhood Public Service Committees can provide locally accountable governance structures to engage and empower residents.

7. To what extent do you agree or disagree that establishing the councils in this proposal will support devolution arrangements?

The proposal establishes a strong basis to support current and future devolution arrangements, maximising the potential for delivery of EMCCA's regional growth and devolution framework in Nottingham and Nottinghamshire.

The two new Councils will work together with EMCCA, coordinating access to integrated housing settlements and grant funding from central

government to maximise opportunities for accelerating and increased housing delivery. Greater stability in housing investment and regeneration funding will help ensure continuity of programmes despite market fluctuations and, most critically, we will be better placed to provide the housing that local residents need as well as providing certainty of the crucial services that some of the most vulnerable members of our local community.

The proposal also supports devolution to our communities, through Neighbourhood Public Service Committees, as explored in our response to question 8.

8. To what extent do you agree or disagree that the proposal enables stronger community engagement and gives the opportunity for neighbourhood empowerment.

The creation of new unitary councils offers the opportunity to develop new neighbourhood governance models which can strengthen democracy and give residents and communities more say over the decisions that impact their lives.

We have heard through stakeholder engagement that residents want more decisions made at a more local level – that is, a level much closer than our previous District and Borough Council boundaries.

Subject to the forthcoming guidance indicated in the English Devolution and Community Empowerment Bill, we propose to Establish Neighbourhood Public Service Committees (NPSCs) within new unitary councils, rooted in community and reflecting natural neighbourhoods defined by residents. Initial thinking suggests that these will typically serve a population of 30,000-50,000. NPSCs will have devolved funds and influence mainstream council spending in defined areas, shaping and prioritising services such as parks, highways, community safety, planning, and grants.

Our vision is to embed local convening structures that create the opportunity for true devolution, building local governance that enables national and regional policy to be grounded in neighbourhood decision-making, integrated planning and public service delivery. Our proposal creates a stronger role for local people to have a voice, ensuring that policy is shaped and informed by Nottingham and Nottinghamshire's residents.

NPSCs will not replace Town and Parish Councils but will co-exist, sharing resources and collaborating to improve local outcomes. There is an opportunity to enhance and define the relationship with Town and Parish councils, further empowering local communities and strengthening local democracy.

Proactive work and engagement with Town and Parish councils will be a key priority under the next phase of planning as part of the “democracy” workstream outlined in the implementation plan.

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Cabinet

Tuesday, 10 March 2026

Quarter 3 Finance Report

Report of the Director – Finance and Corporate Services

Cabinet Portfolio Holder for Finance, Councillor D Virdi

1. Purpose of report

- 1.1. This report outlines the Quarter 3 position in terms of financial and performance monitoring for 2025/26. The report has been scrutinised at Corporate Overview Group with no significant issues raised.
- 1.2. The Council continues to face significant financial challenges including rising costs, increased demand for services, and the need to balance budgets while maintaining service quality. Furthermore, policy changes and Local Government Reorganisation (LGR) has added an additional level of complexity, presenting both cost pressures and demands on officers and resources. It is imperative that the Council maintains due diligence with regards to its finances and performance and ensures necessary action is taken particularly where there is an adverse position.

2. Recommendation

It is RECOMMENDED that Cabinet approves the attached report noting:

- a) the projected revenue budget efficiency for the year of £1.304m and proposals to earmark this for cost pressures given in Appendix A and paragraph 4.1;
- b) the projected capital budget efficiencies of £2.043m including the budget changes in Appendix D; and
- c) the projected overspend on Special Expenses of £1.7k (paragraph 4.6).

3. Reasons for Recommendation

To demonstrate good governance in terms of scrutinising the Council's on-going performance and financial position.

4. Supporting Information

Executive Summary

- 4.1. At Quarter 3 2025/26 there is a projected net revenue efficiency of £1.304m. Significant variances are highlighted in **Table 1**, arising mainly from additional investment interest, unallocated contingency budget, additional grants and savings in Neighbourhoods (notably within refuse collection resulting from housing development progressing slower than expected and further refining of Streetwise budgets following in-sourcing). Savings are offset by a reduction in planning income of £0.33m resulting from reduced demand. The net efficiency represents a variance of 8.9% against budgeted net service expenditure. **Appendix A** sets out proposals to carry budget forward into 2026/27 and to earmark funding for additional cost pressures and financial challenges, primarily to support LGR and Simpler Recycling as previously reported.
- 4.2. There is a projected capital budget underspend of £2.043m. Significant variances are highlighted in **Table 2**, the majority of which are due to programme reprofiling and will be requested to be carried forward at the year end. Significant underspends are £0.459m land acquisition for Carbon Offsetting, £0.238m Rushcliffe Oaks PV works, £0.225m Highways and Verge Enhancements and £0.237m for Edwalton Golf Course Enhancements following flood remediation works.
- 4.3. The position is likely to change as further variances are identified during the year.
- 4.4. The most significant pressures on Council budgets are the effect of inflation and employers National Insurance increases, which also has the potential to have a knock-on effect to income receipts as increased costs affect residents and business and the services they use. Council Tax and Business Rates could also be affected, although current collection rates appear to be stable. LGR is beginning to place demands on both the Council's finances and on officer time, and the Council currently holds an LGR Reserve to support additional costs incurred with a balance of £0.661m at 31 March 2025 and a further £0.635m proposed from projected 2025/26 budget efficiencies (**Appendix A**).

Revenue

- 4.5. Table 1 below summarises the main variances, with a full summary of all significant variances at **Appendix B**.

Table 1 – Significant revenue variances

Directorate	Projected in year cost/(efficiency) £000	Reason
Chief Executive	107	£64k LGR consultancy, £30k additional resources to cover sickness
Development & Economic Growth	266	Reduction in planning income £330k plus cost of appeals £162k (covered by reserves) offset by savings at Rushcliffe Oaks due to extra income £30k and maintenance and electricity £64k (budgets continue to be refined as costs of new business area are realised), further £89k saving on Development Plans work will be requested to be carried forward.
Finance & Corporate	(900)	£74k saving on insurance due to lower than anticipated premiums, £473k additional interest income, £339k saving on contingency.
Neighbourhoods	(721)	Depot & Contracts- £210k salaries for Fairham Pastures refuse collection not required in year and £79k Edwalton Golf Course improved performance, £200k across various items including savings on diesel, revised car park contract and equipment and materials. Streetwise - £194k savings due to salary savings offset by agency and overtime, contractors and consumables (budgets continue to be refined following in-sourcing), Environmental Health - 73k licensing and food hygiene additional income.
Other Grant Income	(305)	Asylum Dispersal £36k, Land Registry £78k, Simpler Recycling £90k, Internal Drainage Board £32k, Clean Air Grant £13k and New Burdens grants £63k
Collection Fund	250	Reduction in Business Rates mainly income due to changes in valuation
Projected (under)/over spend	(1,304)	

Special Expenses

- 4.6. **Appendix F** shows the Quarter 3 position of the Special Expenses budget. The expenditure is projected to be £1.7k above budget. Last Quarter this was reported as a £19k overspend; however, works to Bridgfield Fencing have been capitalised and the saving against this budget has offset the previously reported overspends.

Capital

- 4.7. The opening capital budget was £8.344m this has been revised to £14.607m, an increase of £6.263m, mainly due to carry forwards from 2024/25 £4.309m, acceleration of schemes from 2026/27 (most notably Registered Housing Providers £1.2m), with other adjustments arising from new externally funded schemes including UKSPF and REPF £0.481m. A full list of all budget adjustments can be seen in **Appendix D**.

- 4.8. Table 2 below summarises the main variances, with a full summary of all significant variances at **Appendix C and E**.

Table 2 – Significant capital variances

Directorate	Projected in year cost/(efficiency) £000	Reason
Development & Economic Growth	(690)	Underspends; £238k underspend at Crematorium this is committed and mainly due to delay in PV works and will be carried forward to 26/27. £106k Cotgrave Business Hub works not required, £225k Highways Verge Improvements, decision yet to be made on works, balance required to be carried forward to 26/27.
Neighbourhoods	(1,301)	Underspends; £459k Land for Carbon Offsetting not yet committed balance will be required to be carried forward for future land acquisition, £237k Edwalton Golf Course Enhancements flood works have been completed, balance to be carried forward for building enhancement works not yet completed. £200k Toothill Sports Complex improvement works delayed by lighting negotiations, budget will be required to complete in 26/27. £218k unspent balance on Bingham Leisure Hub will be requested to be carried forward for further enhancements, £155k DFG's although fully committed there are timing delays in completion of works balance will be carried forward for completion.
Finance & Corporate Services	(52)	Financial Management System £60k projected overspend (this may increase by a further £80k not yet projected as work underway to understand impact of new timeline), budget was based on estimated costs this is funded from revenue underspends. This is offset by underspend on Digital Strategy £60k which will be carried forward to undertake essential works in 26/27. The remaining projected overspend is due ICT replacement programme which is taking advantage of forward purchasing price savings, the actual outturn will be covered by acceleration of budget from 26/27
Contingency	-	Original budget £150k topped up by £286k carry forward from 24/25 to give total budget of £436k. Allocated to: ICT replacement Programme £16k, AV Replacement Programme £30k, Manvers £100k; EGC Enhancements £90k; Netcall AI Assist (Customer Services) £18k. A further £100k allocation to Watercourse improvements still to be approved and processed. This results in an unallocated balance of £82k. There are no further commitments identified at present, underspend will be carried forward.
	(2,043)	

Pressures Update

- 4.9. Inflation remains above the Bank of England's target of 2%, at 3.4% in December 2025, a decrease from 3.8% in September. Cost pressures continue for the Council, businesses and residents with the potential to impact collection rates and income from discretionary services. Interest rates, although reducing slowly, remain high at 3.75% (0.25% cut in December 2025) and consequently the Council continues to benefit from interest on cash and investments, which partially offsets some of the increased costs. If the need arose to externally borrow, then there would be adverse consequences for the budget.
- 4.10. In addition to general cost of living increases, the increase in Employers National Insurance Contributions has impacted both the Council and local businesses. The position on collection rates for sundry debtors, Council Tax and Business Rates will continue to be monitored. Given the challenges, this represents a relatively positive position but could change in the final quarter.

Table 3 – Collection Rates Quarter 3

Description	Q3 2025/26	Q3 2024/25	Increase/(Decrease)
Sundry Debtors	96.86%	95.17%	1.69%
Council Tax	84.20%	84.80%	-0.60%
Business Rates	86.70%	85.50%	1.20%

- 4.11. The Council's Transformation and Efficiency Plan (TEP) aims to address emerging financial challenges and is expected to deliver £0.824m savings in 2025/26 (main savings areas are; Leisure Strategy (£0.385m) through contract renegotiations, Garden Waste Scheme (£0.132m) and Car Parking (£0.110m) both from price increases). At Quarter 3 £0.742m has been achieved with £0.941m projected by the end of the year - an overachievement of £0.117m. Savings are expected to arise from improved performance at Edwalton Golf Course £0.079m and increased income at Rushcliffe Oaks Crematorium £0.029m.
- 4.12. Progress on LGR continues, with current expenditure funded from the LGR reserve. The Council has committed to date around £50k to support the various business cases at each stage of the process; however, this is partially offset by grant funding leaving a net £18k cost to the Council to date. As we move nearer to becoming part of a new authority, significantly more expenditure will be required as people, processes and systems transition.

Conclusion

- 4.13. The revenue position remains relatively healthy but the position can quickly change.
- 4.14. The position on capital is positive and whilst long term capital resources are diminishing, it is anticipated that there will be no need to externally borrow this financial year. The Capital Programme is delivered with little external funding and it is a credit to the financial position of the Council that it can continue to invest in its assets for the benefit of its residents. Existing budgets are under pressure from inflation and rising costs of labour and materials; however, capital contingency budget is available, followed by reserves if necessary to mitigate the impact. The focus remains on delivering the Capital Programme alongside demands of LGR.

5. Alternative options considered and reasons for rejection

There are no other options proposed for consideration.

6. Risks and Uncertainties

- 6.1. Failure to comply with Financial Regulations in terms of reporting on both revenue and capital budgets could result in criticism from stakeholders, including both Councillors and the Council's external auditors.

- 6.2. Areas such as income can be volatile and are particularly influenced by public confidence and the general economic climate and Government legislation. Particularly susceptible to volatility will be areas such as Planning income. Ongoing due diligence with regards to the budget will highlight any potential concerns or indeed upside risk.
- 6.3. The Council needs to be properly insulated against potential risks, hence the need to ensure it has a sufficient level of reserves to ensure the Council can withstand unexpected financial shocks, and things we do know about but are unclear of the full financial implications such as the costs of LGR.
- 6.4. Significant uncertainty remains as the Government begins to legislate for and implement new policies (such as Simpler Recycling). Although funding for the next three years has been outlined in the Local Government Finance Settlement, there is still a lack of clarity around the ongoing revenue funding required to deliver these new obligations. What is evident from the settlement is that the Council will receive a reduced level of funding, and going forward resources will need to be carefully managed to balance increasing costs and new responsibilities.
- 6.5. LGR not only presents financial risks, but it also has the potential to disrupt service delivery (impacting on performance) and makes the recruitment of good employees even more challenging and increases the risk of employees switching sectors; not to mention continuing to ensure staff remain motivated and are upskilled for the changes that lie ahead. Other demands such as digital transformation, climate change targets, recycling legislation, and increased demand for services present a complex and evolving landscape.

7. Implications

7.1. Financial Implications

Financial implications are covered in the body of the report.

7.2. Legal Implications

There are no direct legal implications arising from this report. It supports the delivery of a balanced budget and the delivery of excellent services.

7.3. Equalities Implications

There are no direct equality implications arising from this report.

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

None.

7.5. Biodiversity Net Gain Implications

None.

8. Link to Corporate Priorities

The Environment	The budget resources the Corporate Strategy and therefore resources all corporate priorities.
Quality of Life	
Efficient Services	
Sustainable Growth	

9. Recommendation

It is RECOMMENDED that Cabinet approves the attached report noting:

- a) the projected revenue budget efficiency for the year of £1.304m and proposals to earmark this for cost pressures given in Appendix A and paragraph 4.1;
- b) the projected capital budget efficiencies of £2.043m including the budget changes in Appendix D; and
- c) the projected overspend on Special Expenses of £1.7k (paragraph 4.6).

For more information contact:	Peter Linfield Director of Finance and Corporate Services Tel: 0115 9148439 plinfield@rushcliffe.gov.uk
Background papers available for Inspection:	Council 6 March 2025 – 25/26 Budget and Financial Strategy Cabinet 8 July 2025 – Financial Outturn 2024/25
List of appendices:	Appendix A – Revenue projected position 2025/26 – December 2025 Appendix B – Revenue Variances over £25k – December 2025 Appendix C – Capital Programme Summary 2025/26 – December 2025 Appendix D – Changes to Capital Budget Appendix E – Capital Variance Explanations December 2025 Appendix F – Special Expenses Monitoring December 2025

Projected Revenue Outturn Position 2025/26 – December 2025

2025/26	Original Budget £000	Revised Budget £000	Projected Outturn £000	Projected Variance over/(under) £000
Chief Executive	1,613	1,611	1,718	107
Development & Economic Growth	467	531	797	266
Finance & Corporate	4,892	5,155	4,255	(900)
Neighbourhoods	7,939	7,361	6,640	(721)
Sub Total	14,912	14,659	13,409	(1,249)
Capital Accounting Reversals	(1,895)	(1,895)	(1,895)	0
Minimum Revenue Provision	1,174	1,666	1,666	0
Total Net Service Expenditure	14,191	14,430	13,180	(1,249)
Grant Income (Including New Homes Bonus)	(3,239)	(3,239)	(3,544)	(305)
Collection Fund	(16,650)	(16,650)	(16,400)	250
Total Funding	(19,889)	(19,889)	(19,944)	(55)
Net Transfer to/(from) Reserves	5,699	5,460	6,764	1,304
Financial Management System Upgrade Q1				60
Financial Management System Upgrade Q3				80
LGR Q1				377
Simpler Recycling Q1				200
Release from LGR to cover spend Q2				(86)
LGR Q2				52
Edwalton Golf Course clubhouse enhancements Q2				130
Simpler Recycling Q2 - grant received				90
Release from reserves to cover agency Q2				(34)
Release from reserves to cover agency Q3				(7)
IT carryforward				47
Planning carry forward				89
Release from reserves to cover planning appeals Q3				(162)
Top up planning appeals reserve Q3				262
LGR Qtr3				206
Total Committed from underspend				1,304
Net Budget Deficit/(Surplus)				0

Revenue Variances over £25k – December 2025

Adverse Variances in excess of £25,000

Department	Reason	Projected Outturn Variance £000
Planning & Growth	Reduction in planning income from fees £330k and cost of appeals £162k (covered by release from reserves)	492
Economic Development	Growth posts/maternity cover, this overspend is offset by savings of £166k at Rushcliffe Oaks giving a net underspend in Economic Development	80
Depot & Contracts	£50k tyres	60
Executive Management Team	LGR proposal	65
Property	Shortfall on rents due to Bridgford Hall changover in tenancy and vacancies at the Point	78
Revenues & Benefits	Council tax support scheme local discounts (care leavers/annexe)	37
Financial Services	Agency costs (covered by reserves)	31
ICT	Broadband provision extended to cover more sites	30
Total Adverse Variances		873

Favourable Variances in excess of £25,000

Department	Reason	Projected Outturn Variance £000
Depot & Contracts	£210k salaries due to Fairham pastures refuse collection not required in year, £79k Edwalton Golf Course improved performance, £46k savings on diesel, £28k new car parking contract based on charge per ticket expected to deliver savings, £35k sale of waste bins not budgeted as ad hoc, £57k other equipment and materials also ad hoc, £35k additional income for glass due to increased per tonne prices	(490)
Financial Services	£473k additional interest, £74k saving on insurance premiums, contingency £339k	(886)
Streetwise	Salary savings when offset by agency total £126k, £28k grant income, £35k saving on vehicle recovery and repairs and £26k on general consumables (budgets still being refined post insourcing)	(215)
Planning Policy	£89k Development Plans (carry forward) £42k Salary savings due to part year vacancies and turnover affecting scale points	(131)
Communications & Customer Services	Savings from Research & Intelligence officer vacant post not recruited in year	(43)
Crematorium	Savings across Crematorium £104k (budgets being refined as more usage data available), £29k additional income projected to budget and £33k salary saving offset by increase in Economic Development.	(166)
Revenues & Benefits	Increase in costs recovered	(50)
ICT	Cyber security projects, carry forward to 26/27 required to complete	(47)
Community Development	£27k Biodiversity Net Gain grant	(27)
Environmental Health	Licensing (£34k) and food hygiene (£39k) income performing better than budget	(73)
Property Services	Salary savings due to staff change to part time hours	(26)
Total Favourable Variances		(2,154)
Other minor variances		32
Total Net Service Expenditure Variance		(1,249)

Capital Programme Summary – December 2025

2025/26	Original Budget £000	Current Budget £000	Projected Actual £000	Projected in year cost/(efficiency) £000	Reason
Development & Economic Growth	761	2,260	1,570	(690)	Underspends; £238k underspend at Crematorium this is committed and mainly due to delay in PV works and will be carried forward to 26/27. £106k Cotgrave Business Hub works not required, £225k Highways Verge Improvements, decision yet to be made on works, balance required to be carried forward to 26/27.
Neighbourhoods	7,065	11,440	10,139	(1,301)	Underspends; £459k Land for Carbon Offsetting not yet committed balance will be required to be carried forward for future land acquisition, £237k Edwalton Golf Course Enhancements flood works have been completed, balance to be carried forward for building enhancement works not yet completed. £200k Toothill Sports Complex improvement works delayed by lighting negotiations, budget will be required to complete in 26/27. £218k unspent balance on Bingham Leisure Hub will be requested to be carried forward for further enhancements, £155k DFG's although fully committed there are timing delays in completion of works balance will be carried forward for completion.
Finance & Corporate Services	518	907	855	(52)	Financial Management System £60k projected overspend (this may increase by a further £80k not yet projected as work underway to understand impact of new timeline), budget was based on estimated costs this is funded from revenue underspends. This is offset by underspend on Digital Strategy £60k which will be carried forward to undertake essential works in 26/27. The remaining projected overspend is due ICT replacement programme which is taking advantage of forward purchasing price savings, the actual outturn will be covered by acceleration of budget from 26/27
Contingency	0	0	0	-	Original budget £150k topped up by £286k carry forward from 24/25 to give total budget of £436k. Allocated to: ICT replacement Programme £16k, AV Replacement Programme £30k, Manvers £100k; EGC Enhancements £90k; Netcall AI Assist (Customer Services) £18k. A further £100k allocation to Watercourse improvements still to be approved and processed. This results in an unallocated balance of £82k. There are no further commitments identified at present, underspend will be carried forward.
Total Expenditure	8,344	14,607	12,564	(2,043)	
Funded By					
Capital Receipts	2,719	4,460	3,690	770	
Government Grants	1,650	2,010	2,010	-	
Other Grants & Contributions	56	143	143	-	
Section 106 / CIL	0	2,048	1,822	226	
Use of Reserves	3,919	5,946	4,899	1,047	To fund carryforwards
Borrowing	-	-	-	-	
Total Funding	8,344	14,607	12,564	2,043	

Changes to Capital Budget – December 2025

Budget Change / Scheme	Adjustments £000	Comment	Funded by	Approval
Budget Approved Quarter 2	13,847			
Disabled Facilities Grant (Mandatory)	(200)	Allocation from revenue underspend in 24/25 double counted	OS Reserve	Budget Holder/Financial Services Manager.
Sharphill Community Hall	(250)	Double counted	Capital Receipts	Budget Holder/Financial Services Manager.
Warm Homes Grant	(608)	Reduction to match government grant allocation	Govt Grant	Budget Holder/Financial Services Manager.
Rushcliffe Country Park Enhancements	50	UKSPF approved scheme now commenced	Govt Grant	Budget Holder/Financial Services Manager.
Support for RHPs	1,200	£1.2m accelerated for 21 units social housing	S106	Budget Holder/Financial Services Manager.
Disabled Facilities Grant (Mandatory)	87	Additional top up grants received	Other Grants	Budget Holder/Financial Services Manager.
Watercourse Improvements	100	Revised cost of works	Virement	S151 and Director of Development and Economic Growth
Capital Contingency	(100)	Allocation to Watercourse Improvements	Virement	S151 and Director of Development and Economic Growth
REPF Business Grants	176	Grants awarded to Businesses	Govt Grant	Budget Holder/Financial Services Manager.
UKSPF Business Support Grants	305	Grants awarded to Businesses	Govt Grant	Budget Holder/Financial Services Manager.
Current Budget Quarter 3	14,607			

Capital Variance Explanations – December 2025

Name	Opening Budget	Current budget	Actual YTD	Projected Outturn	Projected Outturn Variance	Comment
Development & Economic Growth						
REPF GRANT BUSINESS GRANTS CAP PROJECTS	0	176,000	61,243	176,000	0	
UKSPF BUSINESS SUPPORT GRANTS	0	305,000	118,887	305,000	0	
KEYWORTH CEMETERY 22-23	25,000	25,000	0	0	(25,000)	Awaiting local diocese approval
MANVERS BP ENHANCEMENTS	200,000	360,000	210,001	360,000	0	Works on site and anticipated completion date is the end of January.
STREETWISE DEPOT	100,000	176,000	32,342	75,000	(101,000)	Vehicle wash, improvements to warehouse completed. Fire safety measures to be undertaken due to fire risk arising from electric batteries. The unspent balance will need to be carried forward.
BRIDGFORD PARK KIOSK	25,000	25,000	0	35,000	10,000	The scheme has been reassessed due to the high tenders accepted. Works totalling £35k approved. A virement of £10k is needed from Cotgrave Business Hub.
COLLIERS BP CP SURFACE/DRAINAGE	16,000	0	0	0	0	Budget moved to Manvers BP.
HIGHWAYS VERGE IMPROVEMENTS	200,000	237,000	0	12,000	(225,000)	£10k preliminary design work awarded for 2 schemes in Cotgrave and 2 schemes in Cropwell Bishop. Balance of provision will need to be carried forward to meet commitments.
WATERCOURSE IMPROVEMENTS	0	330,000	275,770	330,000	0	Main works are complete, a 5% contract retention is being held. Some additional works to be carried out further downstream.
THE POINT	25,000	40,000	10,257	62,000	22,000	Works to roller shutters complete. Structural work resulting from water in the basement to be undertaken. Balance £18k will need to be carried forward for doors in 26/27. A request has been made for £40k in order to split Units A and B into two separate units following the vacancy created by a long term tenant. This will be found by virement from Cotgrave Business Hub.
BINGHAM MARKET PLACE IMPROVEMENTS	0	6,000	0	0	(6,000)	No commitments at this stage.
COTGRAVE PHASE 2	0	0	(2,180)	0	0	Outstanding accrual
EXTERNAL DOOR & WINDOW UPGRADES VARIOUS SITES	0	46,000	0	25,000	(21,000)	Door replacements for public toilets, plus some rollershutters. £25k forecast, balance to be carried forward.
WALKERS YD 1a/b and 3	30,000	0	0	0	0	Not cost effective to do anything energy efficiency wise at present. Budget moved to support requirement for Watercourse improvements.
COTGRAVE BUSINESS HUB	70,000	126,000	0	20,000	(106,000)	Provision was for cold water supply improvement / enhancement but no longer required. £20k of this provision is needed for replacement electric bollards; £10k to be transferred to Bridgford Park Kiosk; and £40k to be moved to The Point.
RBC TOURISM/SIGNAGE	70,000	70,000	770	70,000	0	UKSPF funded project
RUSHCLIFFE OAKS CREMATORIUM	0	338,000	30,097	100,000	(238,000)	Water feature, external landscaping schemes, and air conditioning to be done. Installation of enhanced PV provision will be reassessed in 2026/27. Any unspent balance will be carried forward to 2026/27 to meet post opening enhancements.
Development & Economic Growth Total	761,000	2,260,000	737,187	1,570,000	(690,000)	

Name	Opening Budget	Current budget	Actual YTD	Projected Outturn	Projected Outturn Variance	Comment
Neighbourhoods						
GRESHAM SPORTS PARK REDEVELOPMENT	0	62,000	32,028	40,000	(22,000)	CCTV works successfully tendered. Legionella survey to be undertaken £6k. Exploring grant fund from FA for further work to catering hut, grants up to £50k to 75% of project required £25% match. Other option is to carry forward balance to bolster 26/27 project for Gresham Legionella decarb/Wifi.
LAND ACQUISITION CARBON OFFSETTING	0	1,500,000	536,954	1,041,000	(459,000)	£500k Upper Broughton complete and land off A46 acquisition in January. Tree planting may need to come from this provision if external funding not secured. Balance to be assessed for carry forward.
WARM HOMES GRANT	750,000	142,000	0	142,000	0	Contract recently signed. It is anticipated that these grants will be released by the end of March. Fully funded by Government Grant.
SUPPORT FOR REGISTERED HOUSING PROVIDERS	0	1,236,000	0	1,236,000	0	£36k was carried forward for Platform Housing for 2 affordable units plus £1.2m acceleration for 21 units of affordable housing. Payment to be released in January.
BINGHAM LEISURE HUB	0	250,000	25,991	32,250	(217,750)	£72k potential cost of corrections to air conditioning no longer required as original contractor has undertaken the works. £10k Parkwood window tinting complete.£6k committed to replenish landscape planting scheme and fill gaps where plants have failed/perished. Balance to be carried forward for post opening enhancements.
GAMSTON COMMUNITY CENTRE ENHANCEMENTS	0	116,000	125,146	132,000	16,000	Air source heat pump change. Works complete, additional costs incurred due to time extension. The overspend will need to be met from Special Expenses. Retention of £7k to be released.
WEST PARK ENHANCEMENTS	425,000	661,000	605,698	667,000	6,000	£100k UKSPF funding. Contract Value £610k (SJC Developments) £667k forecast to include AV (£30k) plus fit out. The overspend arises from increased cost of roller shutters.
WB - CAR PARK RESURFACING	18,000	38,000	22,188	25,000	(13,000)	£13k balance to be spent at Bridgford Park.
DISABLED FACILITIES GRANT	1,040,000	1,137,000	719,559	982,000	(155,000)	Grants committed including staff costs £1.075m but not all grants will be released by March 2026. Additional Government Grant funding was announced in January. RBC estimate to get £65k. Any unspent balance will be carried forward to support future spending pressures.
DISCRETIONARY TOP-UPS DFGs	56,000	223,000	111,555	223,000	0	Discretionary funding has been reintroduced for 2025/26 with £80k moved from mandatory budget.
HOME UPGRADE GRANT (HUG2) GRANT EXPENDITURE	0	47,000	46,809	47,000	0	Scheme complete.
COTGRAVE AND KEYWORTH LEISURE CENTRE ENHANCEMENTS	1,200,000	1,598,000	1,465,446	1,598,000	0	Complete refurbishment of Cotgrave and Keyworth Leisure Centres now complete. Final payments to be processed and retentions released. KLC CCTV and intruder alarms to be replaced.
RCP PLAY AREA	25,000	25,000	26,704	26,700	1,700	Works complete, minor overspend
ARENA ENHANCEMENTS	0	65,000	36,016	65,000	0	Furniture for reception area £11k: window retinting £15k (Parkwood part funding); pigeon netting £8k. Other works include flooring replacements, cladding and the footpath to the front of building adjacent to pool requires work.
TOOTHILL SPORTS COMPLEX IMPROVEMENTS	100,000	200,000	0	0	(200,000)	This provision is a contribution to Toothill School for them to undertake enhancement and LED works to the lighting columns on the athletics track and the hockey pitch. The sum will need to be carried forward to meet this commitment in 2026/27.
EDWALTON GOLF COURSE ENHANCEMENTS	0	350,000	92,441	113,000	(237,000)	£110k floodworks complete, final payments to be processed. Balance to be carried forward to meet commitment for building enhancements.
EDWALTON COMMUNITY FACILITY	840,000	664,000	160,128	664,000	0	Works commenced Sept. Ceiling of £750k for build, fit out, and associated costs. First stage payment released.
GREYTHORN DRIVE PLAY AREA	0	48,000	40,930	48,000	0	Works complete, final payments and retention to be released.
BRIDGFORD PK PLAY AREA SPEC EXP	0	20,000	11,793	12,000	(8,000)	New provision for fencing. Site clearance work now funded from revenue. Balance to be carried forward.
PLAY AREAS / FACILITIES FOR OLDER CHILDREN	100,000	300,000	299,387	360,000	60,000	4 schemes complete. Acceleration of West Park play project junior has been approved. £60k from 26/27.
VEHICLE REPLACEMENT	2,511,000	1,458,000	461,195	1,535,000	77,000	£77,000 acceleration required from 26/27 capital programme.
RECYCLING BINS	0	1,250,000	893,641	1,100,000	(150,000)	The rollout of glass recycling containers has commenced, balance will need to be carried forward.
RCP ENHANCEMENTS/ROU ASSET IFRS16	0	50,000	3,763	50,000	0	Footpath enhancement contract has commenced £46k. Minor expenditure on a kissing gate and fencing.
Neighbourhoods Total	7,065,000	11,440,000	5,717,370	10,138,950	(1,301,050)	

Name	Opening Budget	Current budget	Actual YTD	Projected Outturn	Projected Outturn Variance	Comment
Finance & Corporate Services						
ICT REPLACEMENT PROGRAMME	75,000	103,500	58,100	125,000	21,500	Projected overspend arises from decision to accelerate the purchase of PCs and laptops from 26/27 to take advantage of price before anticipated 12% inflationary increase.
FINANCIAL MANAGEMENT SYSTEM REPLACEMENT	0	197,400	87,532	257,400	60,000	Overspend due to budget being set on estimate, additional funded from revenue underspends at Qtr 1. Additional overspend of £80k may arise due to extension of project to be funded from Qtr 3 underspends.
ICT SECURITY	0	21,000	4,933	21,000	0	
TECHNICAL INFRASTRUCTURE	192,000	205,000	211,346	217,000	12,000	Overspend but can be contained in this year's overall IT capital provision.
DIGITAL STRATEGY	20,000	60,000	0	0	(60,000)	Not committed but will be carried forward to support ICT security in 26/27
APPLICATIONS & APPS	0	31,000	0	22,000	(9,000)	£22k committed for sharepoint and licences. Balance to be carried forward.
AV REPLACEMENT SYSTEM	81,000	189,100	194,995	195,000	5,900	Overspend arises from Property snagging work.
INCOME MANAGEMENT SYSTEM	0	0	(22,500)	0	0	Outstanding accrual
NETCALL AI ASSIST	0	18,000	17,672	18,000	0	Complete
Finance & Corporate Services Total	368,000	825,000	552,078	855,400	30,400	
Contingency						
CAPITAL CONTINGENCY	150,000	82,000	0	0	(82,000)	£150k opening budget topped up with £0.286m carry forward from 24/25 less allocations to: ICT replacement Programme £16k, AV Replacement Programme (£30k, Manvers £100k; Watercourse Improvements £100k; EGC Enhancements £90k; Netcall AI Assist (Customer Services) £18k = £82k balance not committed.
	150,000	82,000	0	0	(82,000)	
	8,344,000	14,607,000	7,006,634	12,564,350	(2,042,650)	

Special Expenses – December 2025

2025/26	Original Budget	Projected Outturn	Variance	Reasons
West Bridgford				
Parks & Playing Fields	496,000	490,400	(5,600)	Quarter two overspend of £16.6k due to security and responsive works has been offset by underspend on Bridgfield fencing budget as these works have been capitalised and this has now led to an underspend position.
West Bridgford Town Centre	117,400	119,400	2,000	Additional security measures at Christmas lights switch on required under Martyn's Law.
Community Halls	131,300	136,100	4,800	Income generation at Gamston below target by £9k plus £3k switches for broadband, offset by utility savings at Sir Julien Cahn Pavillion.
Repayment of Revenue Deficit	16,000	16,000	0	
Annuity Charges	110,400	110,400	0	
Revenue Contribution to Capital Outlay	100,000	100,000	0	
Sinking Fund (The Hook)	20,000	20,000	0	
Total	991,100	992,300	1,200	
Keyworth				
Keyworth Cemetery	9,600	9,600	0	
Annuity	500	500	0	
Total	10,100	10,100	0	
Ruddington				
Ruddington Cemetery	10,400	10,900	500	
Total	10,400	10,900	500	
Total Special Expenses	1,011,600	1,013,300	1,700	



Cabinet

Tuesday, 10 March 2026

Cranmer Neighbourhood Area Application

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 Council has received an application to designate the whole of the parishes of Aslockton, Whatton-in-the-Vale, Elton on the Hill, Granby-cum-Sutton, Flawborough, Orston and Thoroton as a Neighbourhood Area (the Cranmer Neighbourhood Area). The purpose of designating the Cranmer Neighbourhood Area is to enable the constituent parish councils and parish meetings to guide development through production of a Neighbourhood Plan.
- 1.2. A consultation on the application was carried out between Friday, 19 December 2025 and Friday, 6 February 2026. Responses to the consultation have been considered in production of this report.
- 1.3. The report recommends that the Neighbourhood Area is designated. Once designated, the parish councils and parish meetings will be able to begin the process of preparing a Neighbourhood Plan.

2. Recommendation

It is RECOMMENDED that Cabinet:

- a) supports the Cranmer Neighbourhood Area as proposed; and
- b) approves the designation of the Cranmer Neighbourhood Area.

3. Reasons for Recommendation

Under the Section 61G of the Town and Country Planning Act 1990, and in accordance with the Neighbourhood Planning Regulations 2012 (as amended), the Council has a duty to consider neighbourhood area applications. In cases such as this, applications must be the subject of public consultation and any representations received must be considered in determining the application.

4. Supporting Information

- 4.1. The Council has received an application to designate the whole of the parishes of Aslockton, Whatton-in-the-Vale, Elton on the Hill, Granby-cum-Sutton, Flawborough, Orston and Thoroton as a Neighbourhood Area (the Cranmer

Neighbourhood Area). The purpose of designating the Neighbourhood Area is to enable the constituent parish councils and meetings, supported by the Cranmer Neighbourhood Plan Steering Group, to guide development through production of a Neighbourhood Plan.

- 4.2. The application is at Appendix 1, within which it is confirmed that the Parish Councils of Aslockton, Granby-cum-Sutton, Orston and Whatton-in-the-Vale are the relevant bodies for the purposes of Section 61 G of the Town and County Planning Act (1990), with Orston acting as the lead council.
- 4.3. The ability for town/parish councils and other groups to produce a Neighbourhood Plan was introduced through the Localism Act 2011. The Neighbourhood Planning Regulations 2012 (as amended) provide guidance as to how the Neighbourhood Plan process will work.
- 4.4. Neighbourhood plans can include planning policies and allocations of land for different uses. They can be produced by town or parish councils in consultation with their communities but must be consistent with legislation and national and local planning policies. If a Neighbourhood Plan is formally adopted following an examination by an Inspector and there is overall support for it in a community referendum, then decisions on future planning applications must be in general conformity with it.
- 4.5. If a town/parish council or other group decides to produce a Neighbourhood Plan, one of the first steps is to submit to the local planning authority an application for the designation of the area to be covered by the Plan. They must submit to the local planning authority the following:
 - a map which identifies the area to be covered by the Neighbourhood Plan; and
 - a statement explaining why the area concerned is appropriate.
- 4.6. The reasons given within the application for the area to be designated as a Neighbourhood Area is because of the commonality between the different villages in terms of:
 - Their status as "Other Villages" within the Greater Nottingham Aligned Core Strategy.
 - Their proximity to each in terms of representing a contiguous area of rural parishes.
 - The similarities they face with regards to limited services and public transport, largely residential character, rurality, heritage and conservation, business types (pubs, small shops, agriculture), land usage and environment, and development pressures (solar farms and windfall housing development).
 - Road infrastructure including a shared dependence on the A52 for access to the national highways system.
 - The collaboration undertaken to date between the different parish councils and parish meetings, residents, businesses, and community groups in exploring the development of a Neighbourhood Plan with recognition of their shared interests and the benefits of pooling resources.

- 4.7. As the application to designate the parishes as a Neighbourhood Area was required to be consulted upon, the letter and map showing the area proposed were made available to view by members of the public and others on the Borough Council's website.

Consultation on the Cranmer Neighbourhood Area application

- 4.8. The consultation started on 19 December 2025 and finished on 6 February 2026. In total, seven representations were submitted by residents, statutory bodies, and other stakeholders. A summary of the comments and proposed responses to the issues raised is provided in Appendix 2.
- 4.9. In summary, the main issues raised by consultees include:
- Support for the principle that a Neighbourhood Plan will strengthen the ability of the parish councils and meetings to influence planning decisions.
 - Support the ability of a Neighbourhood Plan to help better protect and enhance unique social and environmental aspects of the area.
 - Concern that it is not evidenced that a similar multi-parished model has been successful elsewhere.
 - Concern regarding the availability of resources for neighbourhood planning.
- 4.10. The reasons provided in the application to justify the proposed Neighbourhood Area are considered reasonable and rational. No issues raised through consultation are deemed sufficient to justify rejecting the application. It is therefore recommended that the Cranmer Neighbourhood Area is designated.

5. Alternative options considered and reasons for rejection

Except where legislation requires designation of the whole area applied for, a local planning authority may refuse to designate an area if it considers the proposed boundary inappropriate. In such circumstances, reasons must be given, and the authority must exercise its powers to ensure that some or all of the area forms part of one or more designated Neighbourhood Areas. In this case, the whole of the area applied for is considered appropriate for designation and therefore alternative options are considered inappropriate.

6. Risks and Uncertainties

The Council has a statutory duty to consider Neighbourhood Area applications and decide whether to designate Neighbourhood Areas. Failing to do so will put the Council at risk of failing to meet its statutory requirements.

7. Implications

7.1. Financial Implications

There are no direct financial implications arising from this report:

7.2. Legal Implications

Under the Section 61G of the Town and Country Planning Act 1990, and in accordance with the Neighbourhood Planning Regulations 2012 (as amended), the Council has a statutory duty to consider Neighbourhood Area applications.

7.3. Equalities Implications

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

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

There are no direct biodiversity net gain (BNG) implications arising from matters covered in this report, but policies and proposals related to BNG could be included in the Cranmer Neighbourhood Plan.

8. Link to Corporate Priorities

The Environment	Neighbourhood Plan production could assist in protecting and enhancing natural assets within the designated area.
Quality of Life	Neighbourhood Plan production may assist in delivering quality of life objectives.
Efficient Services	Neighbourhood Plan production may assist in delivering efficient service objectives.
Sustainable Growth	Neighbourhood Plan production may assist in delivering the Borough Council's wider corporate priority to support economic growth to ensure a sustainable, prosperous and thriving local economy.

9. Recommendation

It is RECOMMENDED that Cabinet:

- a) supports the Cranmer Neighbourhood Area as proposed; and
- b) approves the designation of the Cranmer Neighbourhood Area.

For more information contact:	Patrick Slater Planning Policy Officer 0115 914 8292 pslater@rushcliffe.gov.uk
Background papers available for Inspection:	None
List of appendices:	Appendix 1: Cranmer Neighbourhood Plan Area Application Appendix 2: Cranmer Neighbourhood Area application summary of consultation responses

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Appendix 1: Cranmer Neighbourhood Plan Area Application



CRANMER NEIGHBOURHOOD PLAN STEERING GROUP

Aslockton Parish Council
Granby-cum-Sutton Parish Council
Orston Parish Council
Whatton-in-the-Vale Parish Council
Elton on the Hill Parish Meeting
Flawborough Parish Meeting
Thoroton Parish Meeting

Dear Mr Mapletoft

Application for designation of Cranmer Ward as a designated Neighbourhood Area

As per your advice to Cllr Chris Grocock, we the undersigned, as representatives of the respective Parish Councils of Aslockton, Whatton-in-the-Vale, Orston, and Granby-cum-Sutton, in partnership with the respective Parish Meetings of Thoroton, Elton on the Hill, and Flawborough, are writing to you to confirm our intent to pursue the development of the Neighbourhood Plan for the whole of Cranmer ward, which is inclusive of our seven parishes. This will form our Cranmer Neighbourhood Plan Area (CNPA).

The Parish Councils of the CNPA shall jointly pursue the development of our Cranmer Neighbourhood Plan (CNP). As such, with the agreement of the Parish Meetings of Thoroton, Elton on the Hill, and Flawborough, we request that the RBC acknowledges the inclusion of these parishes within our proposal. We also commit to ensuring that as well as the ratification of each individual Parish Council, that each Parish Meeting will individually ratify our final agreed version of the Neighbourhood Plan, before it is put to the community for referendum.

We are also in the process of establishing a Cranmer Neighbourhood Plan Steering Group, with appropriate terms of reference, procedures, and structures in place to ensure delivery of the Neighbourhood Plan. This Steering Group and any subsidiary Task and Finish Groups will draw on the resources and expertise of the entire community, not just we as representatives of our parishes, but also local volunteers, from business, community organisations, and the residential population, at large.

We can also confirm that our lead Parish Council for coordination and correspondence with RBC is Orston Parish Council. Until officers of the Steering Group are confirmed you should consider the Clerk of Orston Parish Council as your principal point of contact for all matters relating to the Cranmer Neighbourhood Plan.

Here is our official request for designation of Cranmer Ward as a Neighbourhood Area in accordance with the Neighbourhood Planning (General) Regulations 2012:

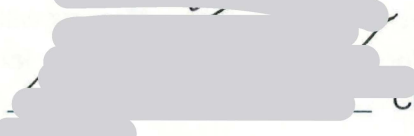
1. We include a map which identifies the area to which the area application relates (please see below.)
2. This area is considered appropriate to be designated as a neighbourhood area because of the commonality between the different villages in terms of:
 - a. Their status as "Other Villages" within the Greater Nottingham Aligned Core Strategy
 - b. Their proximity to each in terms of representing a contiguous area of rural parishes

- c. The similarities they face with regards to limited services and public transport, largely residential character, rurality, heritage and conservation, business types (pubs, small shops, agriculture), land usage and environment, and development pressures (solar farms and windfall housing development)
- d. Road infrastructure including a shared dependence on the A52 for access to the national highways system
- e. The collaboration undertaken to date between the different parish councils and parish meetings, residents, businesses, and community groups in exploring the development of a neighbourhood plan with recognition of their shared interests and the benefits of pooling resources.

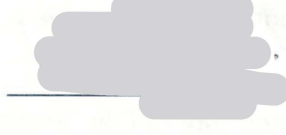
3. Working through our Cranmer Neighbourhood Plan Steering Group we can confirm that the parish councils of Aslockton, Granby-cum-Sutton, Orston and Whatton-in-the-Vale are relevant bodies for the purposes of Section 61G of the Town & County Planning Act (1990), with Orston acting as the lead council.

Yours sincerely,

 Cllr Nicholas Wheatley, Chairman of Aslockton Parish Council

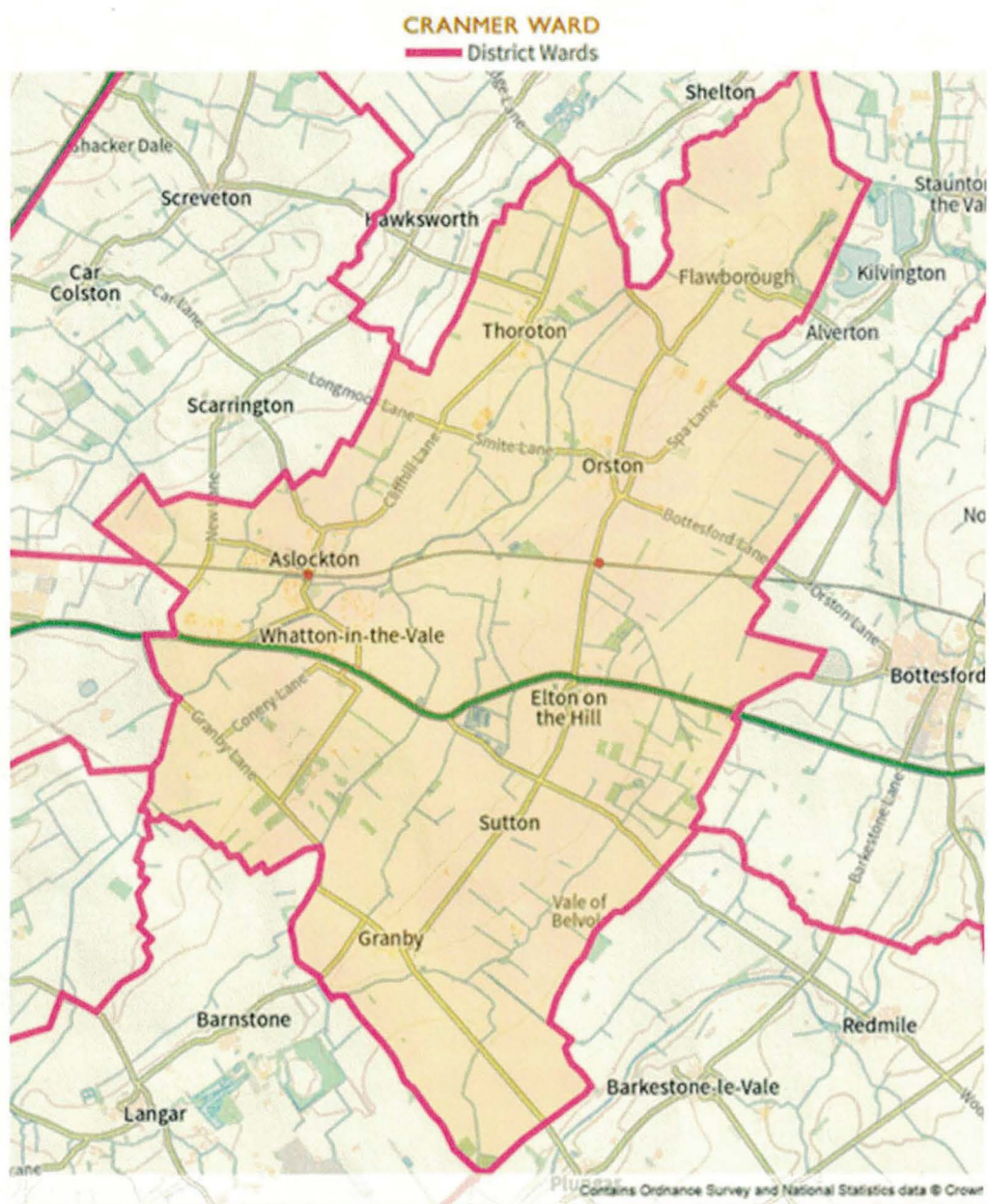
 Cllr Trevor Fewell, Chairman of Granby-cum-Sutton Parish Council

 Cllr Gerry McMahon, Chairman of Orston Parish Council

 Cllr Julia Faulconbridge, Chairman of Whatton-in-the-Vale Parish Council

Map of Cranmer Ward Neighbourhood Plan Area:

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Appendix 2: Cranmer Neighbourhood Area application summary of consultation responses

Cranmer Neighbourhood Area application – responses summary

Respondent	Summary of Comment	Response
Councillor Grocock	Expresses support for the application and continued engagement with parish councils towards shared neighbourhood planning goals. Highlights the local support for neighbourhood planning and the potential to promote sustainable development through production of a local plan.	It is noted that there is local support for neighbourhood planning and that this could support sustainable development.
Historic England	Historic England has no objection to the proposed designation. Expresses support for maintaining historic registers etc as council held evidence documents are often used in neighbourhood plan development. Highlights the need for any neighbourhood plan to properly consider the varied listed assets within the proposed area. Signposts resources and advice provided by Historic England useful to Neighbourhood Plan development	The support available for neighbourhood planning bodies is appreciated. Guidance and resources will continue to be passed onto neighbourhood planning bodies. It is acknowledged that the Council's own data must be kept up to date to enable effective neighbourhood planning.
Natural England	States Natural England has no comment regarding the proposed plan area or neighbourhood planning body. Signposts resources and advice available from Natural England to assist in Neighbourhood Plan development.	Guidance and resources will continue to be passed onto neighbourhood planning bodies.
Resident 1	Expresses support for the designation as proposed and the ability for the parish councils to have further influence in planning decisions. Suggests the area is very rural and distinct in that sense from the more developed areas of the borough.	Support for the proposed designation is acknowledged. It is also recognised that the rural nature of the parishes compared with other part of the borough could be a significant factor in the coherence of the designation.

Respondent	Summary of Comment	Response
Resident 2	Expresses concern over the coverage of the proposed designation suggesting inclusion of neighbouring parishes such as Alverton, Kilvington Staunton, Hawksworth and Scarrington. Expresses the need for any Neighbourhood plan to protect the River Smite and make other responses to climate change. Expresses the need for any housing allocations to be contiguous with existing development. Expresses interest in aiding the prospective neighbourhood steering group.	A standard neighbourhood plan area only covers one parish. The application has identified the specified parishes as a cohesive plan area being more rural than other areas of the borough and reliant on the A52's connection to amenities. Neighbourhood planning does provide opportunities to adopt policies relating to specific natural resources and allocating sites for sustainable development.
Resident 3	Expresses support for the ability for residents to identify and enhance special features in the defined Neighbourhood area through a Neighbourhood Plan. Expresses desired structure and outcomes of a neighbourhood planning process. Expresses support for a simple and unbureaucratic governance of any prospective neighbourhood plan to prioritise delivering the outcomes of neighbourhood planning. Highlights expectation that resources needed to produce a neighbourhood plan be from residents supported by officers and data from the new unitary authority.	Support for the application is acknowledged. The structure and outcomes of any neighbourhood plan are to be directed by the neighbourhood planning body. The governance of any Neighbourhood Plan will be determined by the neighbourhood planning body. The borough council will follow statutory procedure with regards to Neighbourhood Plan development and examination.
Resident 4	Highlights the application is non-standard (covering various parishes) and expresses concern that the applicants have not evidenced that a similar model has been successful elsewhere. Expresses concern that the needs of residents across the proposed designation are varied	It is accepted that the application is non – standard although there is justification submitted with the application for the area being cohesive. There are various examples nationally of local plans covering multiple parishes. It's

Respondent	Summary of Comment	Response
	by parish and as such any neighbourhood planning should be conducted within each individually. Highlights the need for resources, particularly planning and legal input in producing neighbourhood plans and that no source has been identified for this. Suggests that the designation will not produce anything more beneficial than the existing local and strategic plans.	recognised that there will likely be differences in needs both within and between parishes; any neighbourhood plan would need to be produced in a way which supported residents shared needs. While it is accepted there is no longer government support for neighbourhood planning, private sector help is still available and used by parishes for this activity.

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

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