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

**Our reference:**  
**Your reference:**  
**Date:** Monday, 15 June 2026

To all Members of the Cabinet

Dear Councillor

A Meeting of the Cabinet will be held on Tuesday, 23 June 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



Charlotte Caven-Atack  
Interim 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 12 May 2026 (Pages 1 - 6)
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 Arena  
Rugby Road  
West Bridgford  
Nottingham  
NG2 7YG

## KEY DECISION

### 6. New Rushcliffe Local Plan (Pages 7 - 24)

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 25 - 286)

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

### 8. Designation of New Local Nature Reserves (Pages 287 - 292)

The report of the Director – Neighbourhoods is attached.

### 9. East Midlands Freeport Strategic Infrastructure and Contributions Supplementary Planning Document (Pages 293 - 420)

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, 12 MAY 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:**

Councillor J Walker

### **OFFICERS IN ATTENDANCE:**

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

### **77 Declarations of Interest**

The Leader stated that he wished to make a declaration on behalf of himself and Councillor Brennan in respect of Item 6 on the agenda, as he was a Director of the East Midlands Freeport and Councillor Brennan was the nominated alternative. This was a non-pecuniary interest, and the Leader confirmed that they would both be taking part in the debate and voting.

### **78 Minutes of the Meeting held on 14 April 2026**

The minutes of the meeting held on 14 April 2026 were agreed as a true record and signed by the Chair.

### **79 Citizens' Questions**

There were no Citizens' questions.

### **80 Opposition Group Leaders' Questions**

Question from Councillor J Walker to Councillor Upton.

"There is little clarity on the ownership model proposed for the site beyond Uniper as landowner, and the primary benefit to local residents appears to be a diminishing promise of jobs. At this strategic stage, what concrete steps are the Cabinet and its partners taking to ensure that the wealth generated by these

data centres is retained within the local economy, rather than extracted elsewhere?”

Councillor Upton stated that the Council had no control over the future ownership model for the site, and he felt that concerns raised regarding reduced jobs was flawed, given there was no reduction in anticipated employment numbers. Data centre use was already permitted within the existing LDO and Councillor Upton advised that the Government had called for data centres sites, known as AI Growth Zones, and that the East Midlands Combined County Authority had submitted a bid for them. He confirmed that development on the site, including data centres would generate significant Business Rates, which would be retained for reinvestment in the local area.

Councillor Walker asked a supplementary question.

“Have you considered alternative business models that prioritise community wealth building, local democratic ownership, and long-term social value rather than primarily extracted or externally owned businesses, and if so, what models have you explored?”

Councillor Upton reiterated that the main wealth generation for Rushcliffe would be through Business Rates, which would then be cascaded across the local area and the Council was not in control of other financial matters.

Question from Councillor Thomas to Councillor Upton. Councillor Thomas was unable to attend the meeting, so her question was read out by the Leader, Councillor Clarke MBE.

“The licence for water extraction is from the Trent, not the Soar, and the Soar is considerably closer to the Southern site than the Trent. It is not clear to us from the documentation how the water will get across the A453 to the data centre, or how it will get back to the Trent for discharge. Residents are concerned, the Soar must be protected from temperature increases. Will there be conditions on approval of Certificates of Compliance (or planning applications) to require that heat generated by cooling data centres on the power station site will be harvested and reused?”

Councillor Upton agreed that the current licence for water extraction was from the River Trent, and that the former power station had used significant amounts for cooling; however, the expectation was that any future water extraction would be significantly lower. He stated that the Local Development Order Amendment report, which he would be presenting later made no changes to water extraction or usage. Councillor Upton advised that there were wide ranging options for cooling data centres; however, currently, the Council was not in a position to say whether any data centre would require river water for cooling, and if so, how much. That would be part of any data centre cooling design and would form part of the Certificate of Compliance process, with any water extraction requiring an environmental licence, and it was too early to comment on specific details.

## 81 **East Midlands Freeport Change of Accountable Body**

The Leader and Cabinet Portfolio Holder for Strategic and Borough-wide Leadership, Councillor Clarke MBE, presented the report of the Chief Executive, seeking Cabinet support for the transfer of Accountable Body Status of the East Midlands Freeport (EMF) from Leicestershire County Council to the East Midlands Combined County Authority (EMCCA).

The Leader referred to the three recommendations detailed in the report and to paragraph 4.4, which detailed the requirement and timeframe for the transfer of the Accountable Body Status. The Leader felt that the transfer to EMCCA was sensible and advised that it had been discussed and approved by other members and he was happy to propose the recommendations.

In seconding the recommendation, Councillor Brennan stated that this would help to simplify the EMF structure, making it easier to encourage investment in the area. She noted that there were proposals for six month reviews to look at strategic alignment between EMCCA, EMF and wider regional priorities, and she hoped that the proposed changes would reduce fragmentation going forward.

### **It was RESOLVED that:**

- a) the transfer of accountable body status for the East Midlands Freeport (EMF) from Leicestershire County Council (LCC) to the East Midlands Combined County Authority (EMCCA) be approved;
- b) EMCCA becoming a founder member of the East Midlands Freeport be agreed; and
- c) the necessary changes to the governance documents be agreed, to enable this transfer to take place in accordance with the principles set out in this report.

## 82 **Ratcliffe on Soar Power Station Local Development Order - Amendment**

The Cabinet Portfolio Holder for Planning and Housing, Councillor Upton, presented the report of the Director – Development and Economic Growth, detailing proposed amendments to the Ratcliffe on Soar Local Development Order (LDO).

Councillor Upton referred to the history of the site and the establishment of the LDO in July 2023, which was adopted to help streamline the planning process. The LDO specified permitted use types, effectively granting outline planning consent, and it was hoped that this would accelerate development and provide greater certainty to investors. Councillor Upton confirmed that the LDO had to be reviewed this summer; however, this could be done by the local planning authority at any time. The LDO already identified data centres as an appropriate use on the northern part of the site; however, this report was concerned with allowing them to be built on the southern part. Councillor Upton stated that since the LDO was approved, market conditions and the political situation had changed, with a major, national initiative to increase data centre

development to help drive economic growth, with the Government categorising data centres as critical national infrastructure. He advised that use of the northern part of the site was severely restricted, possibly until 2031; and the site owner Uniper had asked the Council to consider three proposed amendments, as detailed in paragraph 1.2 of the report. EMCCA had also submitted a bid to the Government for the site to be an AI Growth Zone.

Councillor Upton confirmed that Cabinet deferred the report at its previous meeting to further consider concerns raised regarding the whole site's future redevelopment. He stated that since then positive discussions had taken place with Uniper, as detailed in paragraph 3.4, and he felt that this should bring reassurance regarding the redevelopment of the entire site. The report and appendices included responses to the public consultation, together with the latest schedule of proposed amendments detailed at Appendix 1 and Councillor Upton summarised the key issues around the three proposed amendments. In respect of the first amendment, it was considered that the main issues raised in the consultation had been addressed, as outlined in paragraphs 4.9 to 4.31, with none considered sufficient to justify refusal to allow data centres to be located on the southern part of the site. In respect of the second amendment, Councillor Upton confirmed that it would provide greater discretion to the Council to allow environmental mitigation proposals to come forward earlier and potentially in advance of development. In respect of the third amendment, it was noted that the LDO required applicants to submit a Local Labour Agreement (LLA) to demonstrate that a development offered local employment opportunities during the construction phase. The Council supported this; however, the wording was considered ambiguous and the amendment would clarify that individual LLAs would be required for each plot.

Councillor Upton referred to the comments made by the Local Development Framework (LDF) Group, at its meeting on 16 March, which were detailed in paragraphs 4.66 to 4.70. In respect of the Group's comments around the decision making process, he confirmed that the decision to amend the LDO was an Executive, Cabinet decision. He concluded by referring to the financial implications if the amendments were not approved, as detailed in paragraph 7.1.3.

In seconding the recommendation, Councillor J Wheeler referred to this important development opportunity, with potential for huge economic growth and employment. It was important that the local community was involved and supportive of the redevelopment, with safeguards in place, and he was confident that Uniper would work with all parties going forward.

Councillor Viridi felt that the amendments were pragmatic, given the changing national, economic priorities, allowing Rushcliffe and the region to respond at pace, whilst maintaining planning controls. It would also unlock delivery on the site much sooner, support inward investment, strengthen the wider EMF proposition, and potentially generate significant long term Business Rates.

Councillor Brennan was pleased that Uniper was demonstrating its commitment to clear the site, preparing it for development and she reiterated that this was an extremely important site for innovative and high tech investment, for Rushcliffe, regionally and potentially nationally.

The Leader agreed with comments made and hoped that this would bring earlier development and investment to the site.

**It was RESOLVED that:**

- a) the consultation representations received on the proposed amendments to the Ratcliffe on Soar Local Development Order be noted;
- b) the proposed amendments to Ratcliffe on Soar Local Development Order in accordance with Schedule 4A(3) of the Town and Country Planning Act 1990 (as amended) be approved; and
- c) the Director – Development and Economic Growth or Assistant Director of Planning be granted delegated authority to incorporate the approved amendments into the Ratcliffe on Soar Local Development Order and publish the amended Local Development Order.

The meeting closed at 7.25 pm.

CHAIR

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Rushcliffe  
Borough Council

**Cabinet**

**Monday, 23 June 2026**

**New Rushcliffe Local Plan**

## **Report of the Director – Development and Economic Growth**

### **Cabinet Portfolio Holder for Planning and Housing, Councillor R Upton**

#### **1. Purpose of report**

- 1.1. This report seeks approval to prepare a new Rushcliffe Local Plan and to publish a 'Notice of Intention to Commence' a new Local Plan.
- 1.2. The new Rushcliffe Local Plan would replace the local plan documents in force at the time covering the geographical area of Rushcliffe. This will include the Greater Nottingham Strategic Plan (currently under examination and expected to be adopted in early 2027) and the Rushcliffe Local Plan Part 2, adopted in 2019. It would contain planning policies and site allocations against which planning application decisions will be made in the future. It would deliver the spatial elements of the Council's corporate priorities.
- 1.3. The new Rushcliffe Local Plan must be prepared in accordance with relevant planning related legislation and Government guidance. The Council has recently been awarded £108,475 of Government funding to support local plan implementation. This funding requires the Council to formally commit to the early preparation of a new local plan under the new system and to meet the relevant procedural deadlines.

#### **2. Recommendation**

It is RECOMMENDED that Cabinet:

- a) approves the preparation of a new Rushcliffe Local Plan, and the publication of the Council's Notice of Intention to Commence the Rushcliffe Local Plan (at Appendix 1), in accordance with the Town and Country Planning (Local Planning) (England) Regulations 2026;
- b) approves and publish the Rushcliffe Local Plan timetable (at Appendix 2), and to delegate authority to the Director for Development and Economic Growth, in consultation with the Cabinet Portfolio Holder for Planning and Housing, to agree any subsequent updates to the Local Plan timetable when necessary; and
- c) delegates authority to the Director for Development and Economic Growth, in consultation with the Portfolio Holder for Planning and Housing, to undertake necessary scoping work and evidence gathering

to support the new Rushcliffe Local Plan, prior to the Gateway 1 Assessment stage.

### **3. Reasons for Recommendation**

- 3.1. It is necessary to commence work on the preparation of a new Rushcliffe Local Plan. National planning policy and proposed reforms reinforce the requirement for all local planning authorities to maintain an up-to-date Local Plan, with consequences for failure, including increased Government intervention in plan making and decision taking. An out-of-date local plan weakens the Council's ability to shape development, exposes planning decisions to appeal risk, and reduces leverage to secure infrastructure and affordable housing. Government has been clear that local government reorganisation does not justify delay in plan preparation.
- 3.2. Early commencement of a new Local Plan is therefore essential both to retain local planning control and to provide the statutory spatial framework needed to enable delivery of the Council's Corporate Priorities. It will also ensure the Council's priorities are fully aligned with, and positively contribute to, the preparation of the East Midlands Combined County Authority (EMCCA) Spatial Development Strategy, safeguarding Rushcliffe's role within the wider regional growth agenda.

### **4. Supporting Information**

- 4.1. The Levelling-up and Regeneration Act 2023 introduced a new plan-making framework, replacing the former system with a streamlined preparation process structured around defined plan-progression "gateways." Progression to each subsequent stage depends on satisfactory completion of the previous one, and the overall process is expected to be completed within 30 months following completion of the first gateway.
- 4.2. Under the new system, local planning authorities must give notice of their intention to commence plan-making before starting the 30-month process. This statutory requirement is intended to ensure transparency, early engagement, and readiness prior to the first gateway (Gateway 1). Gateway 1 then comprises a self-assessment to confirm that the authority is prepared to begin the 30-month plan-making process.
- 4.3. The Council has recently been awarded £108,475 of Government funding to support local plan implementation. This funding requires the Council to formally commit to the early preparation of a new local plan under the new system and to meet the relevant procedural deadlines.
- 4.4. The new Rushcliffe Local Plan would replace the local plan documents in force at the time covering the geographical area of Rushcliffe. This will include the Greater Nottingham Strategic Plan (currently under examination and expected to be adopted in early 2027) and the Rushcliffe Local Plan Part 2, adopted in 2019. The new Local Plan would comprise a single document for the whole of Rushcliffe and would include new site allocations and a range of planning policies to determine future planning applications. It is a statutory requirement

for local plans to be replaced within five years of adoption; the Rushcliffe Local Plan Part 2 has therefore exceeded the point at which it should be replaced.

- 4.5. Under the terms of the Government funding, the Council must publish a 'notice of intention to commence local plan preparation' by 30 June 2026 and at least four months before Gateway 1 is reached. Failure to issue the required notice in the correct form and within the required timescale would prevent the Council from validly entering the 30-month plan-preparation process. The funding terms also require that the Gateway 1 self-assessment is published by 31 October 2026.
- 4.6. In accordance with national guidance, the notice of intention to commence local plan preparation, which is at Appendix 1, must include the following mandatory elements:
  - The name of the local planning authority that has prepared the notice;
  - The geographical area to which the local plan is to relate;
  - The title by which the local planning authority will refer to the local plan;
  - Details of where the local planning authority's local plan timetable is published; and
  - The date on which the notice is published.
- 4.7. In the run up to Gateway 1, there is a requirement to undertake various tasks designed to ensure the Council is prepared to successfully pass Gateway 1 and commence the 30-month period with a clear evidence base and engagement strategy. During summer 2026, officers will undertake the following scoping and preparatory tasks:
  - Establish project management and governance arrangements for preparation of the plan;
  - Identify approach to consulting and engaging on the plan;
  - Early stakeholder engagement with statutory consultees and infrastructure providers;
  - Review of existing plan performance and identification of key strategic issues;
  - Baseline evidence review, covering housing need, economic conditions, environmental constraints and infrastructure capacity;
  - Strategic Environmental Assessment preparatory work; and
  - Preparation for a focused scoping consultation, including engagement materials and consultation approach.
- 4.8. This work will inform future reports to the Local Development Framework Group and Cabinet to determine the scope and contents of the Rushcliffe Local Plan prior to undertaking periods of public consultation.
- 4.9. The plan-making process includes three gateway stages, along with other key milestones, each of which must be successfully completed to progress to the next stage. A proposed timetable for the preparation of the new Rushcliffe Local Plan is at Appendix 2. The main stages of plan preparation are as set out below in Table 1.

**Table 1: Plan stages and timetable**

<b>Stage</b>	<b>Timetable</b>
Publish notice of intention to commence plan preparation.	30 June 2026
Scoping consultation with key stakeholders (3 weeks)	14 September 2026
Publish Gateway 1 self-assessment (a self-assessment stage of readiness for plan making including details of project management, approach to consultation and proposed local plan scope) and commence 30-month local plan preparation process.	30 October 2026
Consultation on proposed plan content and evidence (6 weeks).	17 May 2027
Gateway 2: an assessor appointed by the Planning Inspectorate will provide observations and advice on the proposed local plan content and evidence in order to support early resolution of potential soundness concerns.	5 September 2027
Start consultation on the proposed plan (8 weeks).	15 May 2028
Gateway 3: an assessor appointed by the Planning Inspectorate will provide observations and advice as to whether the plan is ready to be submitted for examination	4 September 2028
Submit plan for examination.	2 October 2028
Adopt plan.	By 30 April 2029

- 4.10. The local plan timetable will be updated no later than one month from when it is first published, and each month thereafter. It will also be updated on the same day that a relevant plan preparation stage occurs (these include the three Gateway Assessments and other events).
- 4.11. Due to the terms of the local plan funding, the Council must commence work on the new Rushcliffe Local Plan based on the timetable above. However, the Council will have to consider the implications of local government reorganisation once further announcements have been made by the Government.
- 4.12. Notwithstanding the above, the Council will continue to work with authorities within the Greater Nottingham Planning Partnership to ensure that evidence-based documents can be jointly commissioned and to ensure the Local Plans are aligned where appropriate. Broxtowe Borough Council and Nottingham City Council are both producing new local plans following the same timetable as Rushcliffe.

## **5. Alternative options considered and reasons for rejection**

- 5.1 Cabinet could decide to defer commencement of a new Local Plan until there is greater clarity on local government reorganisation. This option was rejected as national planning policy and proposed reforms make clear that local government reorganisation is not a valid reason to delay plan preparation. Deferral would prolong reliance on an increasingly out-of-date planning policy framework, heighten the risk of appeals of planning decisions and government intervention and also reduce the Council's ability to influence the content and direction of the EMCCA Spatial Development Strategy.
- 5.2 The Council could delay preparation of a new Local Plan and instead rely for longer on existing Local Plan policies supplemented by national policy. This option was rejected because an out-of-date Local Plan significantly weakens and limits the Council's ability to shape growth in line with local priorities and increases exposure to speculative development and Government intervention. National policy alone cannot provide the locally specific spatial framework required to deliver the Council's corporate priorities or to deal with Rushcliffe specific issues which are not covered by national policy.

## **6. Risks and Uncertainties**

- 6.1. Local planning authorities are statutorily required to put in place a new local plan every five years. Failure to review and put in place a new local plan would eventually result in the Borough not having an up-to-date development plan. This would increase the risk of speculative unplanned development in Rushcliffe and could weaken the Council's ability to effectively deal with all planning applications.
- 6.2. The new Rushcliffe Local Plan is proposed to be completed in May 2029. This is beyond when the new local government structures across Nottinghamshire and Nottingham are due to come into effect in April 2028 as a result of local government reorganisation. However, at present, what form the new authorities will take is not yet known. The Council will have to consider the implications of local government reorganisation once further announcements have been made by the Government.
- 6.3. In accordance with the conditions of the Government's Local Plan funding, the Council is required to commence work on the new Local Plan in line with the timetable set out above, while remaining alert to any implications arising from future Government announcements on Local Government Reform. As a key mitigation to the risk of misalignment or policy inconsistency should administrative boundaries change, the Council will continue to work closely with partners in the Greater Nottingham Planning Partnership to ensure that evidence is jointly commissioned where appropriate and that emerging Local Plans are as aligned and consistent as possible. The fact that Broxtowe Borough Council and Nottingham City Council have both been awarded the same funding and will therefore be progressing new Local Plans to the same timetable, provides a degree of assurance that a coordinated and resilient

planning framework is in existence across the wider area to respond to future governance arrangements.

## **7. Implications**

### **7.1. Financial Implications**

At present, the workload required in undertaking preparation of the new Local Plan will be undertaken utilising existing Planning Policy resources. Funding received from Government in earlier years also supports this: £108,475 (in 2025/26) of local plan implementation funding and £70,000 (in 2024/25) Green Belt review funding. Any additional resources that might be required as the local plan preparation process progresses will need to be considered as part of the Council's budget review processes but are considered unlikely.

### **7.2. Legal Implications**

It is a statutory requirement, as set out in the Planning and Compulsory Purchase Act 2004 (as amended, including by the Levelling-up and Regeneration Act 2023), for the Council to have a local plan in place. Under the Town and Country Planning (Local Planning) (England) Regulations 2026 (the "2026 Regulations"), local plans must be replaced within five years of their adoption date to ensure that policies remain relevant and effectively address the needs of the local community. It is important to have an up-to-date local plan because the local plan is the main policy document used when making decisions on planning applications.

Issuing the notice of intention to commence local plan preparation is a statutory requirement of Regulation 19 of the 2026 Regulations. Failure to fully comply could invalidate subsequent stages of plan preparation and place the Council at risk of challenge.

### **7.3. Equalities Implications**

There are no direct equalities implications at this stage. There would be a requirement to prepare Equality Impact Assessments for the new Rushcliffe Local Plan's policies and proposals during plan preparation and to take account of the assessment outcomes.

### **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 new Rushcliffe Local Plan would be expected to include policies and proposals to assist securing Biodiversity Net Gain.

## 7.6. Local Government Reorganisation

The new Rushcliffe Local Plan is proposed to be completed in May 2029. This is beyond when the new local government structures across Nottinghamshire and Nottingham are due to come into effect in April 2028 as a result of local government reorganisation. However, at present, what form the new authorities will take is not yet known. The Council will have to consider the implications of local government reorganisation once further announcements have been made by the Government.

## 8. Link to Corporate Priorities

The Environment	The new Rushcliffe Local Plan would establish a strategic framework for ensuring that new development respects and, where possible, enhances Rushcliffe's environment.
Quality of Life	The new Local Plan would be underpinned by policies and proposals that aim to maintain the quality of life for both existing and new Rushcliffe residents.
Efficient Services	The provision of efficient services includes ongoing appraisal and alignment of resources to growth aspirations. The new Local Plan would include policies and proposals to achieve development that is supported by adequate infrastructure.
Sustainable Growth	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 Local Plan will play a vital role in achieving sustainable growth locally.

## 9. Recommendation

It is RECOMMENDED that Cabinet:

- a) approves the preparation of a new Rushcliffe Local Plan, and the publication of the Council's Notice of Intention to Commence the Rushcliffe Local Plan (at Appendix 1), in accordance with the Town and Country Planning (Local Planning) (England) Regulations 2026;
- b) approves and publish the Rushcliffe Local Plan timetable (at Appendix 2), and to delegate authority to the Director for Development and Economic Growth, in consultation with the Cabinet Portfolio Holder for Planning and Housing, to agree any subsequent updates to the Local Plan timetable when necessary; and
- c) delegates authority to the Director for Development and Economic Growth, in consultation with the Portfolio Holder for Planning and Housing, to undertake necessary scoping work and evidence gathering

to support the new Rushcliffe Local Plan, prior to the Gateway 1 Assessment stage.

<b>For more information contact:</b>	Richard Mapletoft Planning Policy Manager 0115 914 8457 <a href="mailto:rmapletoft@rushcliffe.gov.uk">rmapletoft@rushcliffe.gov.uk</a>
<b>Background papers available for inspection:</b>	None
<b>List of appendices:</b>	Appendix 1: Notice of Intention to Commence the Rushcliffe Local Plan Appendix 2: Rushcliffe Local Plan Timetable

**Appendix 1: Notice of Intention to Commence Local Plan  
Preparation**



## **Notice of Intention to Commence Local Plan Preparation**

**30 June 2026**

In accordance with Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2026, Rushcliffe Borough Council gives notice that it intends to commence preparation of a new local plan that will be called the 'Rushcliffe Local Plan'.

### **Rushcliffe Local Plan**

The Rushcliffe Local Plan will be a local plan for the future development of the Council's planning administrative area and will cover matters over which the Council has responsibility as the local planning authority. The Local Plan will cover a period of at least 15 years from adoption.

The Rushcliffe Local Plan will contain a vision, objectives, spatial strategy and policies and proposals to achieve sustainable development through meeting the objectively assessed development and infrastructure needs of the area (including for new housing and employment land), protecting the natural and built environment and responding to climate change.

The Local Plan will be capable of being used in the determination of planning applications for the development and use of land and buildings in Rushcliffe that are submitted to the Council for determination.

### **Local Plan Area**

The new Local Plan will cover the entire administrative area of Rushcliffe Borough Council. A map showing the Local Plan area boundary is attached to this notice.

### **Start date for preparing the Rushcliffe Local Plan**

The Council intends to start the preparation of the new Rushcliffe Local Plan from 30 October 2026. This will follow the notice period and completion of a Gateway 1 self-

assessment to demonstrate that the Council is ready to commence preparation of the new Local Plan within a 30-month period.

### **Local Plan Timetable**

The timetable for preparation of the Rushcliffe Local Plan is available to view:

- Online at: [www.rushcliffe.gov.uk/planningpolicy](http://www.rushcliffe.gov.uk/planningpolicy)
- Rushcliffe Customer Contact Point, West Bridgford Library, Bridgford Road, West Bridgford, Nottingham, NG2 6AT (opening hours: Mondays and Thursdays 9:00am – 5pm, and Fridays 9:00am – 4:30pm<sup>1</sup>)

### **Local Plan – where to find out more?**

All information relating to the preparation of the Rushcliffe Local Plan will be made available on the Council's website at: [www.rushcliffe.gov.uk/newlocalplan](http://www.rushcliffe.gov.uk/newlocalplan)

### **Contact details**

For further information, please contact the Council's Planning Policy team by:

- Email: [localdevelopment@rushcliffe.gov.uk](mailto:localdevelopment@rushcliffe.gov.uk)
- Telephone: 0115 981 9911

**Date of notice publication:** 30 June 2026

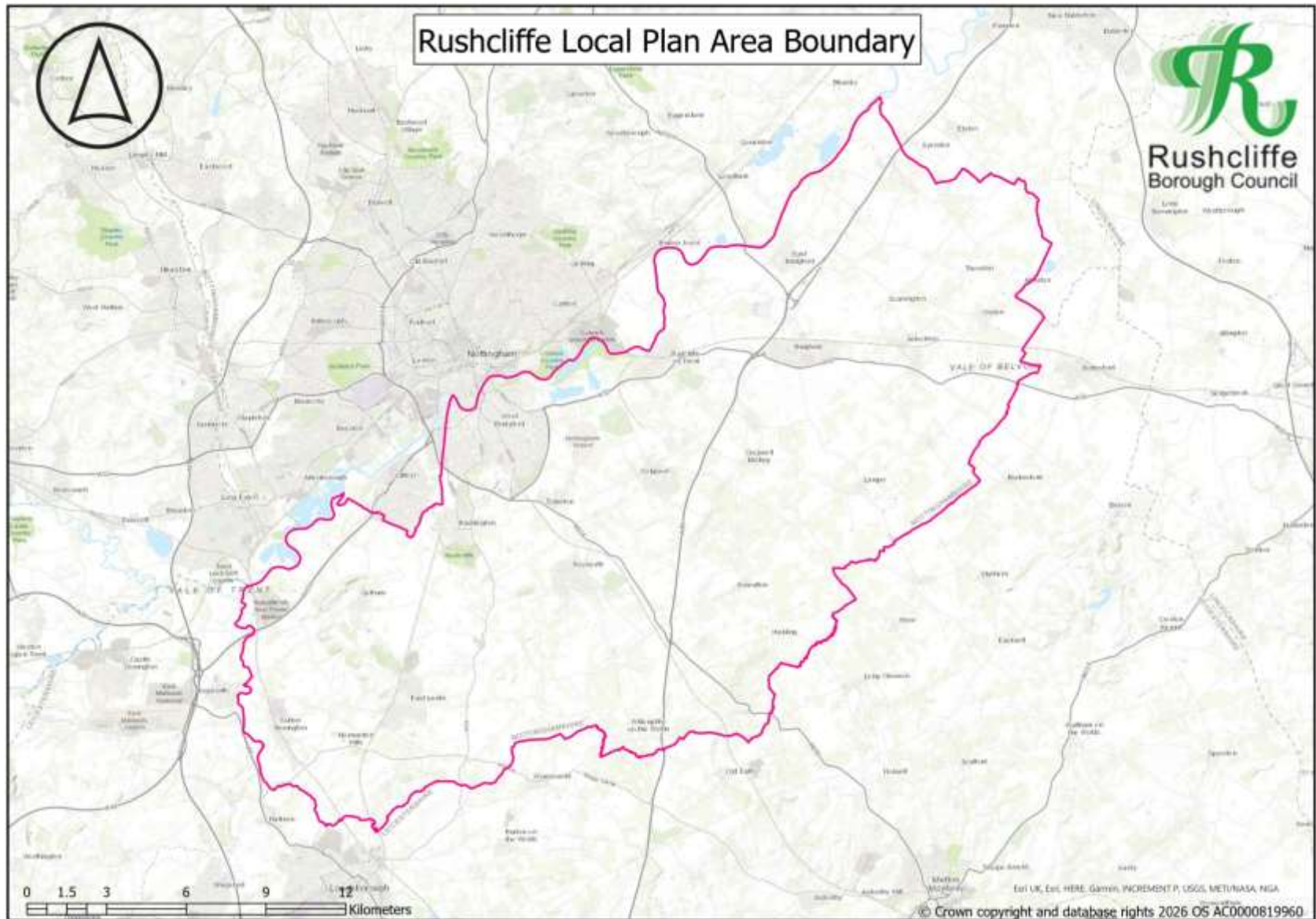
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<sup>1</sup> Check [www.rushcliffe.gov.uk/about-us/customer-services/find-and-contact-us](http://www.rushcliffe.gov.uk/about-us/customer-services/find-and-contact-us) for any changes to opening hours

# Rushcliffe Local Plan Area Boundary



**Rushcliffe  
Borough Council**



## **Appendix 2: Rushcliffe Local Plan Timetable**



# Rushcliffe Local Plan Timetable

## Version 1

Publication date: 30 June 2026

### 1.0 Introduction

1.1 Rushcliffe Borough Council is required to prepare a local plan timetable by Schedule 15B of the Planning and Compulsory Purchase Act 2004 and Schedule 7 of the Levelling Up, and Regeneration Act 2026. The Town and Country Planning (Local Planning) (England) Regulations 2026 also put in place further specific requirements for the form and content of a local plan timetable and when that timetable is revised.

### 2.0 Matters which the Rushcliffe Local Plan will deal with

- 2.1 The Council is preparing a new local plan which will be known as the Rushcliffe Local Plan.
- 2.2 The Rushcliffe Local Plan will be a plan for the future development of the Council's planning administrative area and covering matters for which the Council is the local planning authority. The Local Plan will cover a period of at least 15 years from adoption.
- 2.3 The Rushcliffe Local Plan will contain a vision, objectives, spatial strategy and policies and proposals to achieve sustainable development through meeting the objectively assessed development and infrastructure needs of the area (including for housing and employment land), protecting the natural and built environment and responding to climate change. The Local Plan will be informed through evidence and technical studies and will be subject to a Strategic Environmental Assessment (SEA) and Equality Impact Assessment (EIA). The Local Plan will be capable of being used in the determination of planning applications for the development and use of land and buildings in Rushcliffe that are submitted to the Council for determination.

2.4 Once adopted, the new Rushcliffe Local Plan will form part of the statutory development plan for the local plan area, together with the adopted minerals and waste plans, a Spatial Development Strategy (once this has been prepared by the strategic planning authority) and neighbourhood plans in Rushcliffe that have been made'/adopted by the Borough Council.

### **3.0 Geographical area to which the local plan relates**

3.1 The new Rushcliffe Local Plan will cover the geographic area of Rushcliffe Borough.

### **4.0 Supplementary Plans**

4.1 No supplementary plans are proposed at this stage. However, in the event the Council may choose to prepare a supplementary plan this will be reflected in a future update to this local plan timetable.

### **5.0 Design Code**

5.1 The Council will rely on the Rushcliffe Design Code that was adopted by the Council on 1 September 2025, relevant national planning policy and the National Design Guide and National Model Design Code and their successors to achieve good design in development. The Council may set out locally specific design policies or standards in the local plan. The Council may also consider a need to prepare a supplementary plan for design, which will be reflected in a future update to this local plan timetable.

### **6.0 Joint Plans**

6.1 The Council is not currently proposing to prepare a joint local plan, or joint supplementary plan with one or more other local planning authorities.

### **7.0 Timetable for the preparation of the local plan**

7.1 Table 1 below sets out the timetable for the preparation of the Rushcliffe Local Plan. The timetable will also be published in a format that meets the requirements of the Planning Data (England) Regulations 2026 and associated statutory guidance.

**Table 1: Timetable for the preparation of the Rushcliffe Local Plan**

<b>Stage of plan preparation</b>	<b>Date</b>
<u>Commence Local Plan preparation</u> Date the notice of intention to commence local plan preparation will be made available	30 June 2026
<u>Scoping consultation</u> <ul style="list-style-type: none"> <li>• Date the notice of scoping consultation will be made available and the start of consultation</li> <li>• Date by which representations on the scoping consultation must be submitted to the Council</li> </ul>	14 September 2026  12 October 2026
<u>Gateway 1</u> Date on which the Gateway 1 self-assessment summary will be made available	31 October 2026
<u>Plan content and evidence consultation</u> <ul style="list-style-type: none"> <li>• Date the notice of plan content and evidence consultation will be made available and the start of consultation</li> <li>• Date by which representations on the plan content and evidence consultation must be submitted to the Council</li> </ul>	17 May 2027  28 June 2027
<u>Gateway 2</u> Date on which observations and advice will be sought from a person appointed by the Secretary of State (Gateway 2)	5 September 2027
<u>Proposed local plan consultation</u> <ul style="list-style-type: none"> <li>• Date the notice of proposed local plan consultation will be made available and the start of consultation</li> <li>• Date by which representations on the proposed local plan consultation must be submitted to the Council</li> </ul>	15 May 2028  10 July 2028
<u>Gateway 3</u> Date on which observations and advice will be sought from a person appointed by the Secretary of State (Gateway 3: prescribed requirements assessment)	4 September 2028
<u>Submission for examination</u> Date the proposed local plan will be submitted to the	2 October 2028

Stage of plan preparation	Date
Secretary of State for independent examination	
<u>Local Plan adoption</u> Date the Council will consider adopting the proposed local plan	By 30 April 2029

**8.0 Statement that the timetable is to have effect**

8.1 This local plan timetable is accompanied by a statement that the timetable is to have effect.

**9.0 Keeping the local plan timetable up to date**

9.1 The local plan timetable will be updated no later than one month from when it is first published, and each month thereafter. It will also be updated on the same day that a relevant plan preparation stage occurs (these include the three Gateway Assessments and other events).

Rushcliffe Borough Council  
Published: 30 June 2026

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**Cabinet**

**Tuesday, 23 June 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. On Tuesday 10 March 2026 Cabinet resolved to adopt the East of Gamston/North of Tollerton Development Framework Supplementary Planning Document (SPD). The purpose of the 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. The adopted SPD is a material consideration in the determination of relevant planning applications on the allocated site.
- 1.2. On 6 May 2026, a claim was made by the Save Nottingham Airfield Group seeking permission to apply for judicial review (JR) of the decision of Rushcliffe Borough Council dated 10 March 2026 to adopt the SPD. A judicial review is a legal process by which the courts examine whether a public authority has acted lawfully and in accordance with proper procedures when making a decision, rather than reconsidering the merits of that decision.
- 1.3. The objective of Save Nottingham Airfield Group is to bring the airfield back into use. A successful JR would not achieve this: the land is allocated within the Rushcliffe Local Plan Part 1 for a sustainable urban extension and this JR cannot remove this allocation. The real life impact of a successful JR would result in the quashing of the SPD which would remove the guidance as to the checks and balances to hold the developers to a higher standard and quality of development, including provision of appropriate community infrastructure. The financial impact to the Council in covering the cost of legal support to rigorously defend the action is estimated to be in excess of £100,000.
- 1.4. The SPD provides important guidance for a development site such as east of Gamston/north of Tollerton, a site with multiple developers set to deliver thousands of homes, employment, and infrastructure.
- 1.5. The SPD proposes two mechanisms to ensure that the right infrastructure is delivered at the right time, and is built and funded as appropriate by the developers:
  - An Infrastructure Delivery Plan will detail what strategic infrastructure, such as new and improved highways, secondary and primary schools,

health facilities and sports pitches, will need to be delivered alongside the proposed housing and employment development.

- A Framework S106 is also being prepared which is essentially a template section 106 to be used consistently for all applications coming forward in relation to the Gamston site. This will help to ensure that the strategic infrastructure is fully funded and deliverable.
- 1.6. It is important to note that whilst the SPD provides guidance for developers submitting planning applications, it is not planning policy and does not grant planning permission. Two planning applications are currently pending decision and a third planning application is due to be submitted to the Council imminently. The Council is duty bound to determine the applications whether an SPD is in place or not. Determining the applications with the SPD in place will make it easier for the Council to hold the developers to account, with the SPD being an important material planning consideration. The claimants in relation to the judicial review seem to fail to recognise the beneficial effect of the SPD in this respect.
- 1.7. Without the SPD there would be a deficit of guidance over the quality of the development and the delivery of infrastructure required to ensure a sustainable development which does not place increased pressures on existing local services.
- 1.8. In relation to the judicial review claim, the Council has sought legal advice and is to defend the JR. The Council does not consider the claim to have merit. However, as a precautionary approach before the “cut off” date for SPD’s to be adopted or amended by the end of June 2026, the Council has undertaken the following to address the claims made:
- Minor changes have been made to the adopted SPD to respond to some points raised in the claim. The amendments are not considered necessary for legal robustness purposes but are recommended on a precautionary approach and are thus considered beneficial to make.
  - A re-considered/updated Strategic Environmental Assessment (SEA) and Habitats Regulation Assessment (HRA) Screening Opinion has been undertaken which continues to conclude that the SPD does not itself create any likely significant environment effects, including no new or materially different likely significant environment environmental effects compared to those assessed in relation to the adopted Local Plan. The Screening Opinion also has regard to the SEA and HRA of the emerging Greater Nottingham Strategic Plan. An updated consultation has been undertaken with statutory bodies in accordance with regulation in relation to the re-considered/updated SEA/HRA Screening Opinion.
- 1.9. The purpose of this report is to seek approval for the readoption of the SPD (Appendix 1) and endorsement of the re-considered/updated SEA/HRA Screening Opinion (Appendix 2). Once re-adopted, the updated SPD will supersede the previously adopted SPD and continue the function of being an

important material consideration in the determination of relevant planning applications for the allocated Gamston SUE site.

## **2. Recommendation**

It is RECOMMENDED that Cabinet:

- a) supports the proposed updates and revisions to the East of Gamston/North of Tollerton Development Framework Supplementary Planning Document and accompanying Strategic Environmental Assessment/Habitats Regulation Assessment Screening Opinion;
- b) approves the re-adoption of the East of Gamston/North of Tollerton Development Framework Supplementary Planning Document on the basis of the updated/revised version; and
- c) delegates authority to the Director for 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**

- 3.1 The SPD's role is to provide supplementary guidance on the application of Local Plan Part 1: Core Strategy Policy 25 (Strategic Allocation at East of Gamston/North of Tollerton).
- 3.2 The SPD provides important guidance for the strategic allocation to help achieve an appropriate collective and coordinated development outcome for the whole site, including ensuring that site-wide infrastructure requirements are appropriately met by all developments on site.
- 3.3 The Council has sought legal advice and is to defend the judicial review claim against the currently adopted SPD. The Council does not consider the grounds of the claim to have merit or be arguable. However, as a precautionary approach before the "cut off" date for SPDs to be adopted or amended by the end of June 2026 (The Levelling-up and Regeneration Act 2023 (Commencement No. 11 and Saving and Transitional Provisions) Regulations 2026), the recommended updates/revisions to the SPD and accompanying SEA/HRA Screening Opinion Report are recommended to be made.

## **4. Supporting Information**

### **Consultation**

- 4.1. The adopted SPD was subject to a public consultation from 1 October 2025 to 5 November 2025. The consultation responses were considered and a number of revisions to the draft SPD were made in response to some of the issues raised by consultees. On Tuesday 10 March 2026 Cabinet resolved to adopt the East of Gamston/North of Tollerton Development Framework Supplementary Planning Document (SPD) incorporating these revisions.

- 4.2. As the revised/updated Supplementary Planning Document at Appendix 1 of this report includes only minor changes, further public consultation is not required. Revisions and updates are shown at Appendix 1 as track changes – new text appears in blue and underlined, while deleted text is shown in red with strikethrough.
- 4.3. In accordance with the Environmental Assessment of Plans and Programmes Regulations 2004, the Strategic Environmental Assessment (SEA) screening process requires consultation with three statutory environmental bodies (Environment Agency, Natural England and Historic England) to determine if a proposed plan or programme requires an SEA.
- 4.4. The three statutory bodies have been consulted on the supplemental Strategic Environmental Assessment (SEA) and Habitats Regulation Assessment (HRA) Screening Opinion from 15 May 2026 to 5 June 2026. Natural England and Historic England have confirmed that there are no likely significant effects on the environment as a result of the SPD and neither a SEA nor HEA is required. The Environment Agency was also consulted; the Council has not received a response.

## **5. Alternative options considered and reasons for rejection**

Cabinet could decide not to readopt the East of Gamston/North of Tollerton Development Framework Supplementary Planning Document or endorse the accompanying updated SEA/HRA Screening Report. However, this is not recommended as the cut-off date for amendments/updates to SPD's is 30 June 2026 and the recommended changes could not be made after this date.

## **6. Risks and Uncertainties**

- 6.1. The risk of not re-adopting the SPD with the recommended updates and the accompanying updated SEA/HRA Screening opinion is that in the unlikely event that the currently adopted SPD was successfully challenged, there would not be an opportunity to make these recommended updates at a later date as the last date by which updates can be made to SPD's is the end of June 2026 due to regulatory requirements.
- 6.2. If this was to occur, the adopted SPD would fall away and this would mean the loss of the benefit of the SPD as a material planning consideration in helping ensure the quality and co-ordination of development in the determination of planning applications for the East of Gamston/North of Tollerton strategic allocation (including the determination of any potential future variation applications).
- 6.3. Without the SPD, there could 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.

- 6.4. The emerging Greater Nottingham Strategic Plan is currently at examination with hearing sessions scheduled for July 2026. The site is a strategic site allocation as it was in the current Local Plan.

## **7. Implications**

### **7.1. Financial Implications**

7.1.1 The Council has been supported by Pinsent Masons LLP for legal advice in relation to the claim and an external consultant has also assisted. Leading Counsel has been instructed to support the Council through the process.

7.1.2 If Cabinet agrees with the recommendations of this report, it is possible that the existing claim may be withdrawn, saving the costs of defending it further, (i.e. reducing the £100,000 costs estimate of defending the claim) with the costs to date of the relevant parties needing to be assessed in that eventuality.

### **7.2. Legal Implications**

7.2.1 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/development plan but are capable of being a material consideration in planning application decisions.

7.2.2 The key legal implications are dealt with above.

7.2.3 There are not considered to be any Human Rights Act 1998 (HRA 1998) implications, including having regard to Article 1 of the First Protocol and Articles 6, 8 and 14 of the European Convention on Human Rights.

### **7.3. Equalities Implications**

There are not considered to be any direct equalities implications arising from matters covered in this report. Equalities Impact Assessments were undertaken in preparing the Local Plan. The updated SPD would not put in place new policies but would rather supplement relevant policies from the Local Plan with guidance, none of which are considered to have any effect in equalities' impact terms.

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

## 7.6. Local Government Reorganisation Implications

There are no direct Local Government Reorganisation Implications contained within this report.

## 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 SPD plays an important role in helping achieve sustainable growth locally.
Quality of Life	The SPD provides a role in helping ensure that new development respects and, where possible, enhances Rushcliffe's environment.
Efficient Services	The SPD includes supplementary guidance that aims to maintain the quality of life for both existing and new Rushcliffe residents.
Sustainable Growth	The SPD includes guidance to help achieve development that is supported by adequate and timely infrastructure.

## 9. Recommendation

It is RECOMMENDED that Cabinet:

- a) supports the updates and revisions to the draft East of Gamston/North of Tollerton Development Framework Supplementary Planning Document and accompanying Strategic Environmental Assessment/Habitats Regulation Assessment Screening Opinion;
- b) approves the re-adoption of the East of Gamston/North of Tollerton Development Framework Supplementary Planning Document on the basis of the updated/revised version; and
- c) delegates authority to the Director for 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.

<b>For more information contact:</b>	Shaza Brannon Assistant Director of Planning 0115 914 8410 sbrannon@rushcliffe.gov.uk
<b>Background papers</b>	

<b>available for Inspection:</b>	
<b>List of appendices:</b>	<p>Appendix 1: Updated/Revised East of Gamston/North of Tollerton Development Framework Supplementary Planning Document</p> <p>Appendix 2: Updated/Revised East of Gamston/North of Tollerton Development Framework – Screening Report for Strategic Environmental Assessment and Habitats Regulations Assessment</p>

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

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

**Date: ~~March~~May 2026**

# **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~~expectations 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~~those expectations from the outset. The locations of proposed infrastructure on Figure 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~~Any proposals to vary the preferred locations on Figure 44 and Figure 45 ~~where proposals are~~will be expected to be supported by robust evidence and, in circumstances involving the relocation of infrastructure ~~between landowners,~~ where evidence should be provided to satisfy 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~~may not be approved. as this SPD will be a material consideration in the determination of those planning applications pursuant to Section 38(6) of the Planning and Compulsory Purchase Act 2004, which requires such determinations to be made in accordance with the development plan unless material considerations indicate otherwise. Where reference is made in this SPD to something being 'required' or a 'requirement', that something 'will', 'must', 'shall' or is 'expected' to be provided or is

[‘mandatory’, or to development not being supported or approved if it is inconsistent with this SPD, then that must be understood in the context of this SPD being a material planning consideration and not a development plan document.](#)

- 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~~[applied](#) 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 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 of the SPD between 1 October 2025 and 5 November 2025.

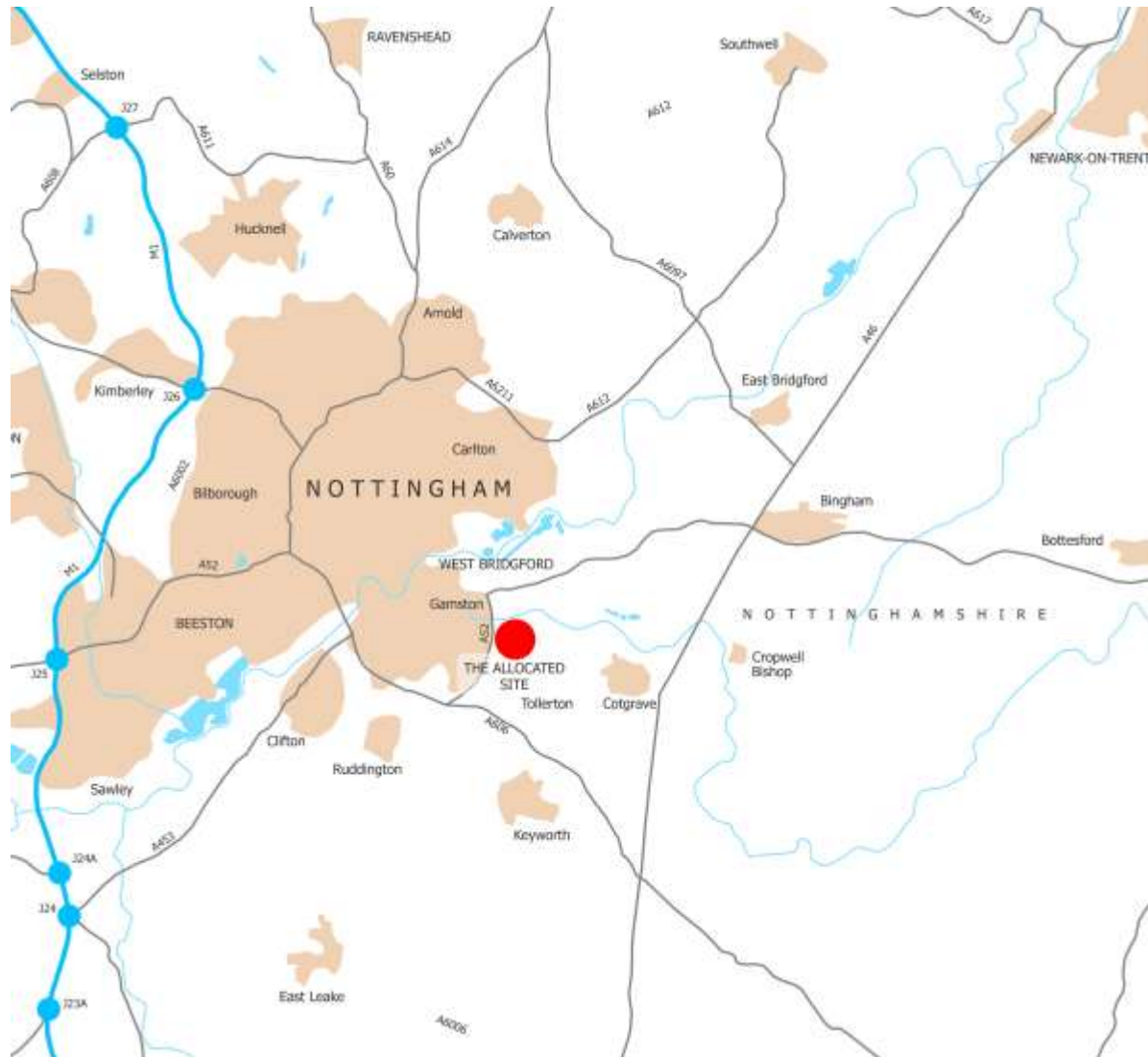


Figure 1. Location Plan

## 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 was justification for the new boundary to be formed using elements of the Grantham Canal, local watercourses and field and other boundaries to the north of Tollerton. This 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.

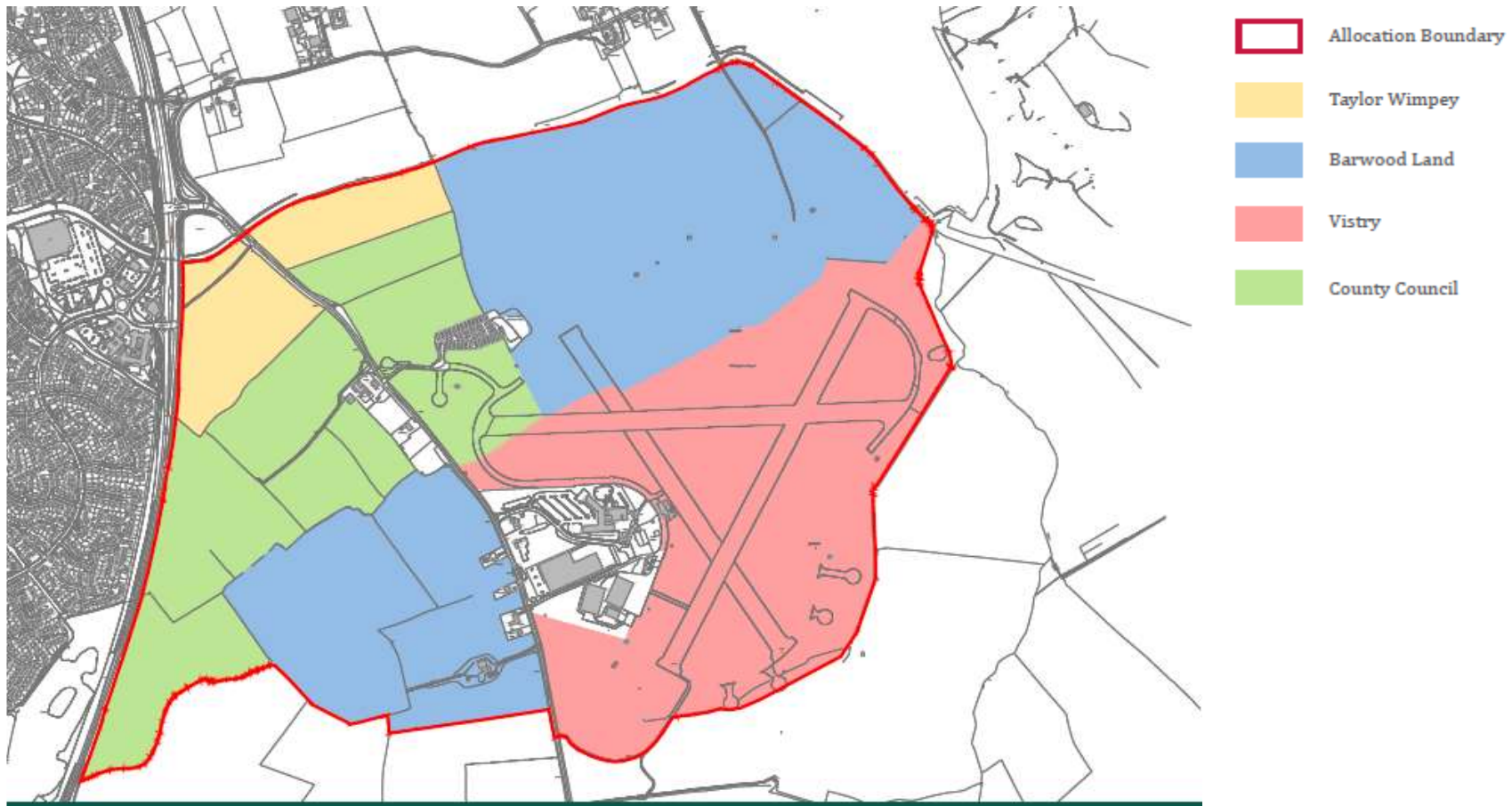


Figure 2. Land Ownership Plan



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 [\(unless it ceases to have effect\)](#) 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.

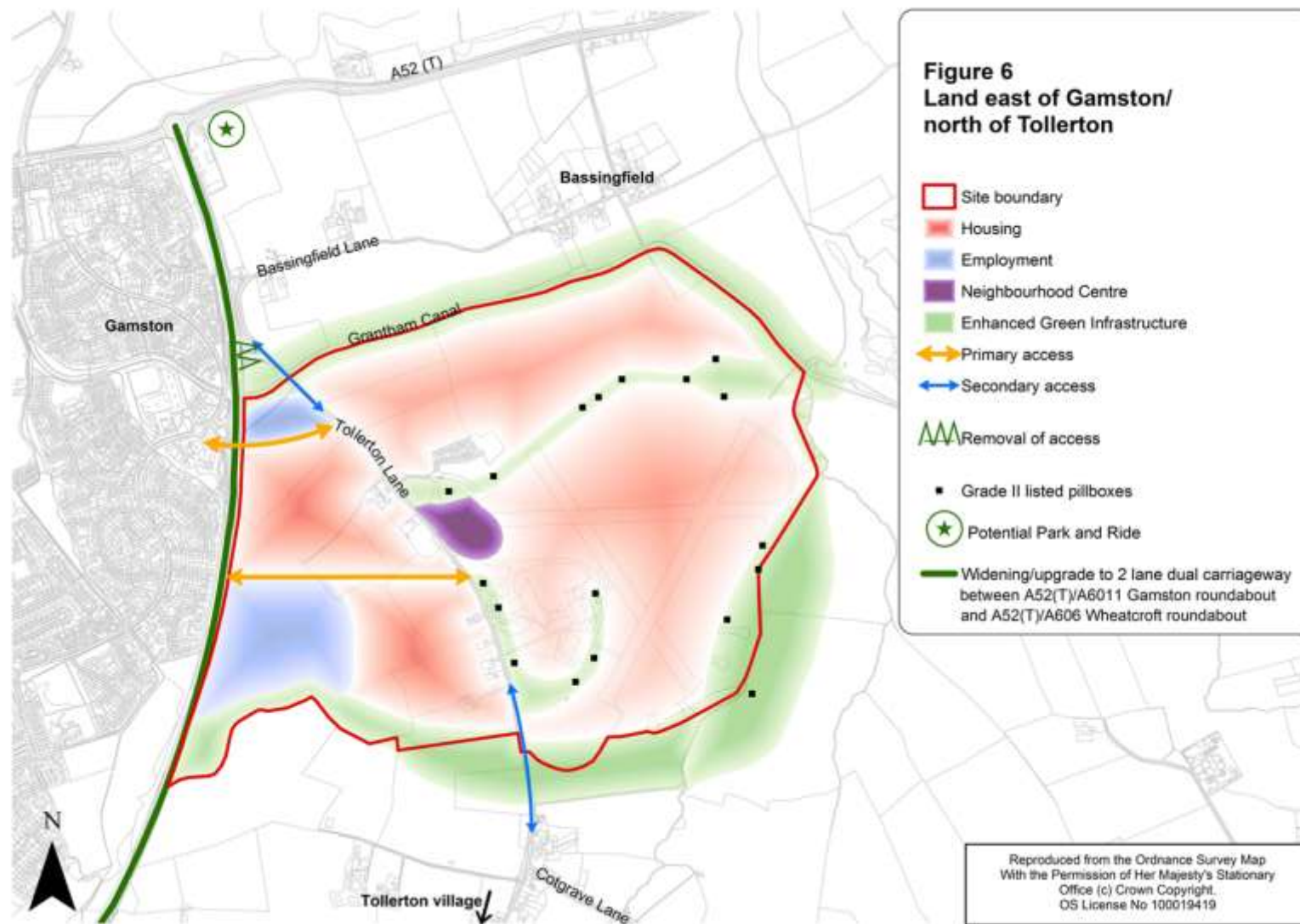


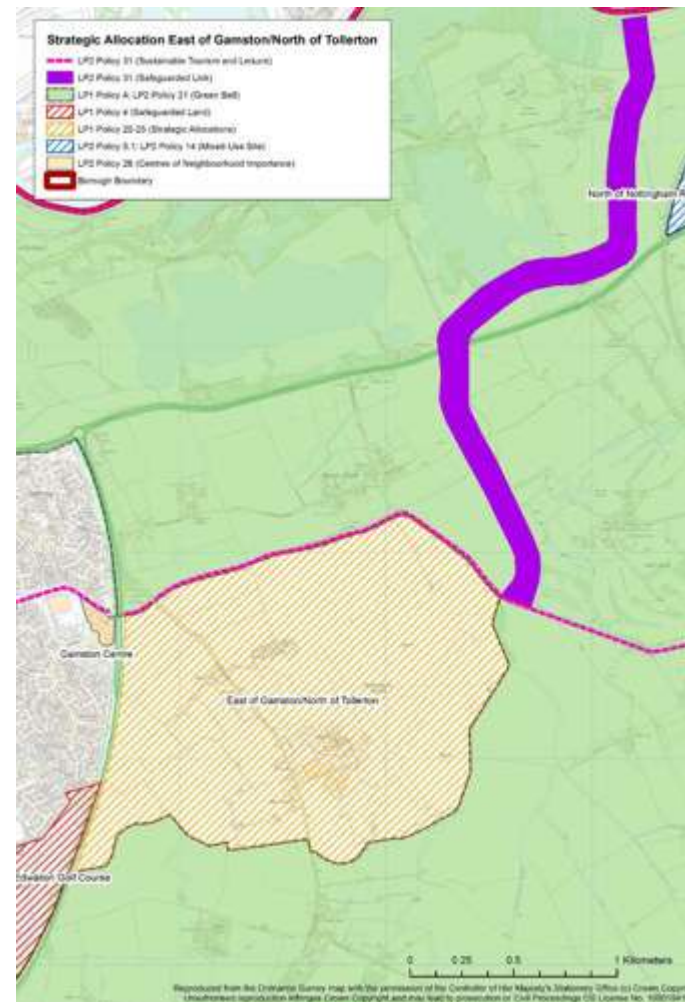
Figure 4. Extract of Figure 6 Land East of Gamston / North of Tollerton - Local Plan Part 1: Rushcliffe Core Strategy

- 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.

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



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

## **Rushcliffe Authority-Wide Design Code**

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

## **Tollerton Neighbourhood Plan**

- 1.37 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**

- 1.38. This SPD has been prepared with reference to local and national guidance. This section provides a summary of those relating to design.
- 1.39. 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**

- 1.40. 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.
- 1.41. 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**

- 1.42. 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**

- 1.43. 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

- 1.44. 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.
- 1.45. 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~~expects new development within the site ~~protects, enhances and secures~~to protect, enhance and secure the future of these important habitats and the species that inhabit them. This SPD also ~~requires~~expects 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~~expects 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 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 with 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~~expect any variations to the preferred locations of infrastructure as shown on the masterplan at Figure 45 ~~where proposals are to be~~:
- Supported by robust evidence, and
  - ~~An~~Accompanied by an alternative Masterplan identifying any variation and confirming it 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~~accompanied by evidence demonstrating 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~~Ad hoc or piecemeal development that is inconsistent with the masterplan for the allocation as set out in this SPD ~~except~~(save in the circumstances set out in paragraph 1.9 above)) is unlikely to be supported in the context of the weight this SPD has as a material planning consideration.
- 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.

## Delivery Strategy

- 2.12. 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. 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~~are likely to be permitted to be occupied whilst the airport is still operating, where residential amenity would otherwise be unacceptably affected.

## Strategic Infrastructure and Phasing

- 2.13. 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.
- 2.14. 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

- 2.15. A Section 106 legal agreement will be ~~required~~expected 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



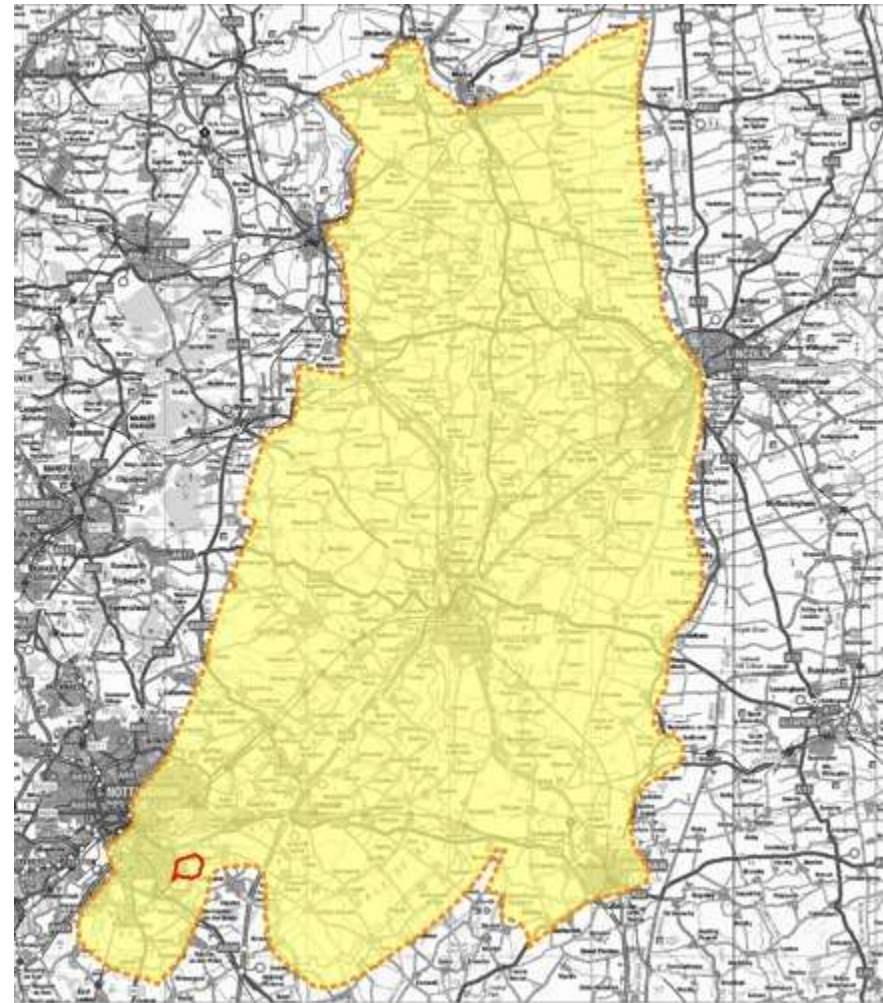
Grantham Canal



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~~expected 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~~are not considered to 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~~are only expected to 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**expected within subsequent Design Codes that will also be **required**expected 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 9, 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~~expected (as part of all future planning applications) and ~~must~~should 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 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 to 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 40 metres Above Ordnance Datum (AOD) around Tollerton Road, falling gradually to approximately 25 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 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.
- 3.24 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.
- 3.25 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~~expected to be submitted, for the approval of 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.
- 3.26 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.
- 3.27 The Council will liaise as necessary with other agencies including the Environment Agency and the radiation team at the UK Health Security Agency (UKHSA).

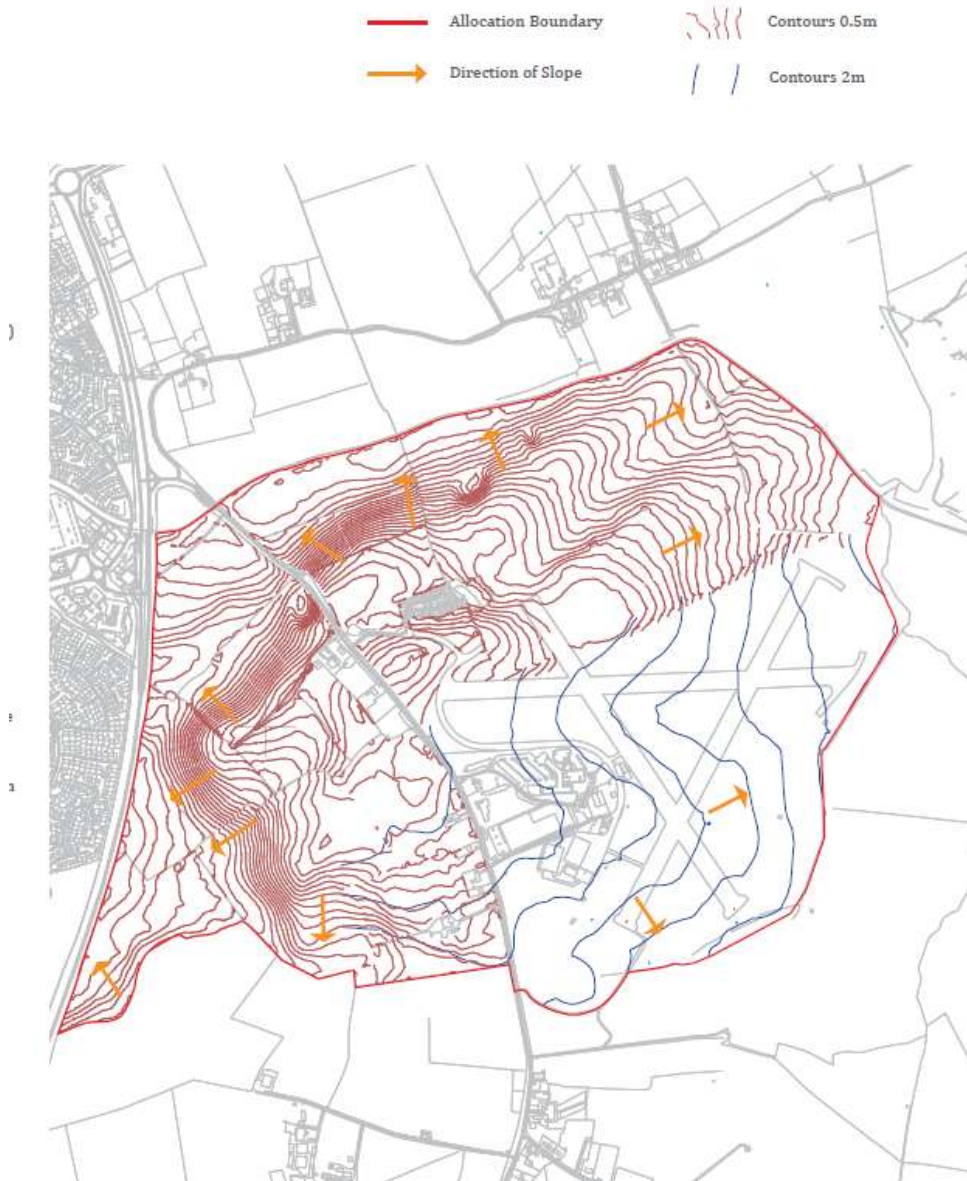


Figure 10. Site Contour Plan

## Hydrology

- 3.28. 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.
- 3.29. 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.
- 3.30. 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 10.
- 3.31. 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.
- 3.32. According to the Flood Map for Planning , most of the site is located within Flood Zone 1 (Figure 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.
- 3.33. 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.

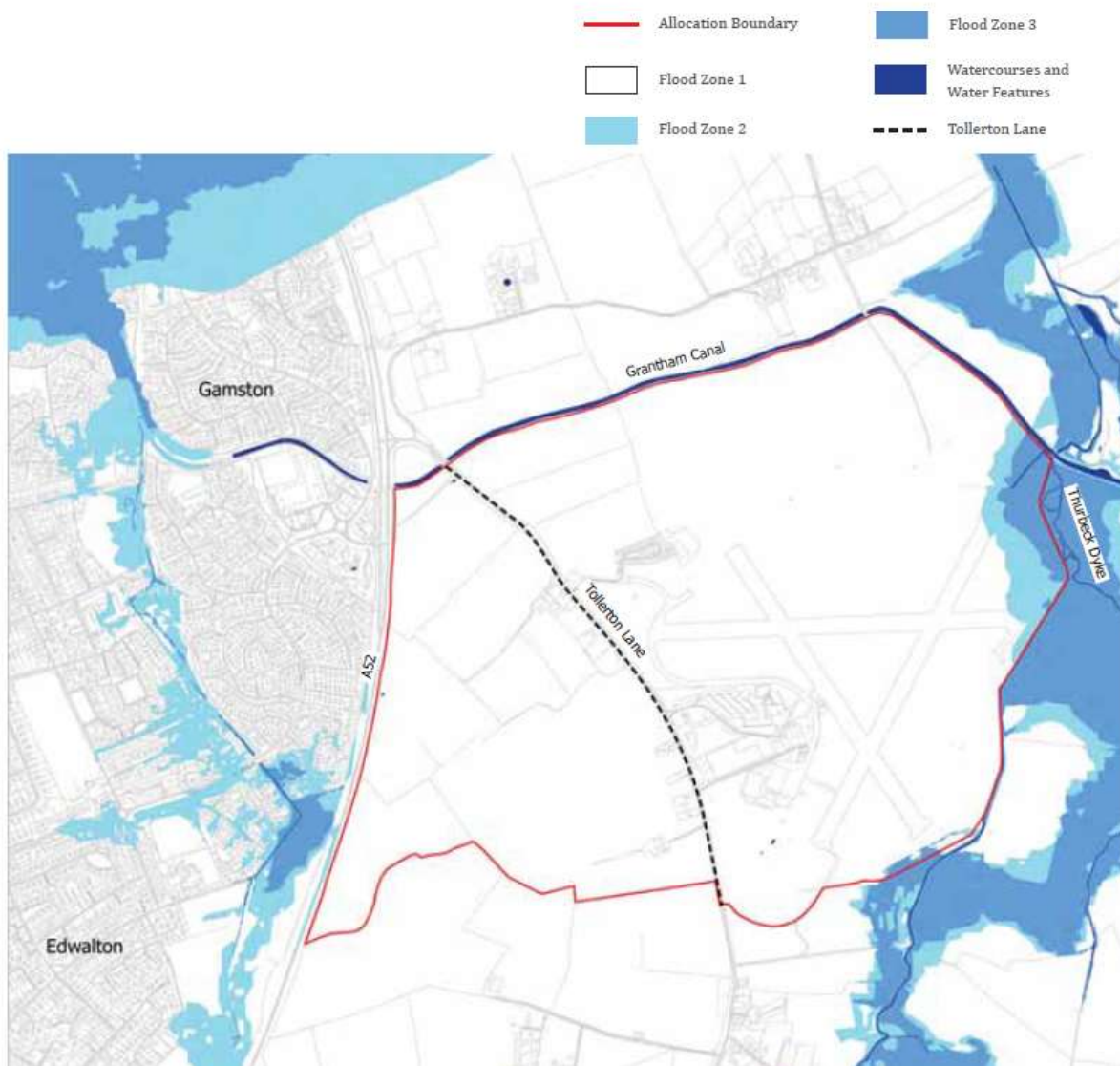


Figure 11. Environment Agency Flood Mapping showing existing watercourses and flood zones. (This risk modelling is subject to further, more detailed flood risk modelling undertaken by individual applicants.)

## Highways Network

- 3.34. 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 6 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.
- 3.35. 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.
- 3.36. 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.

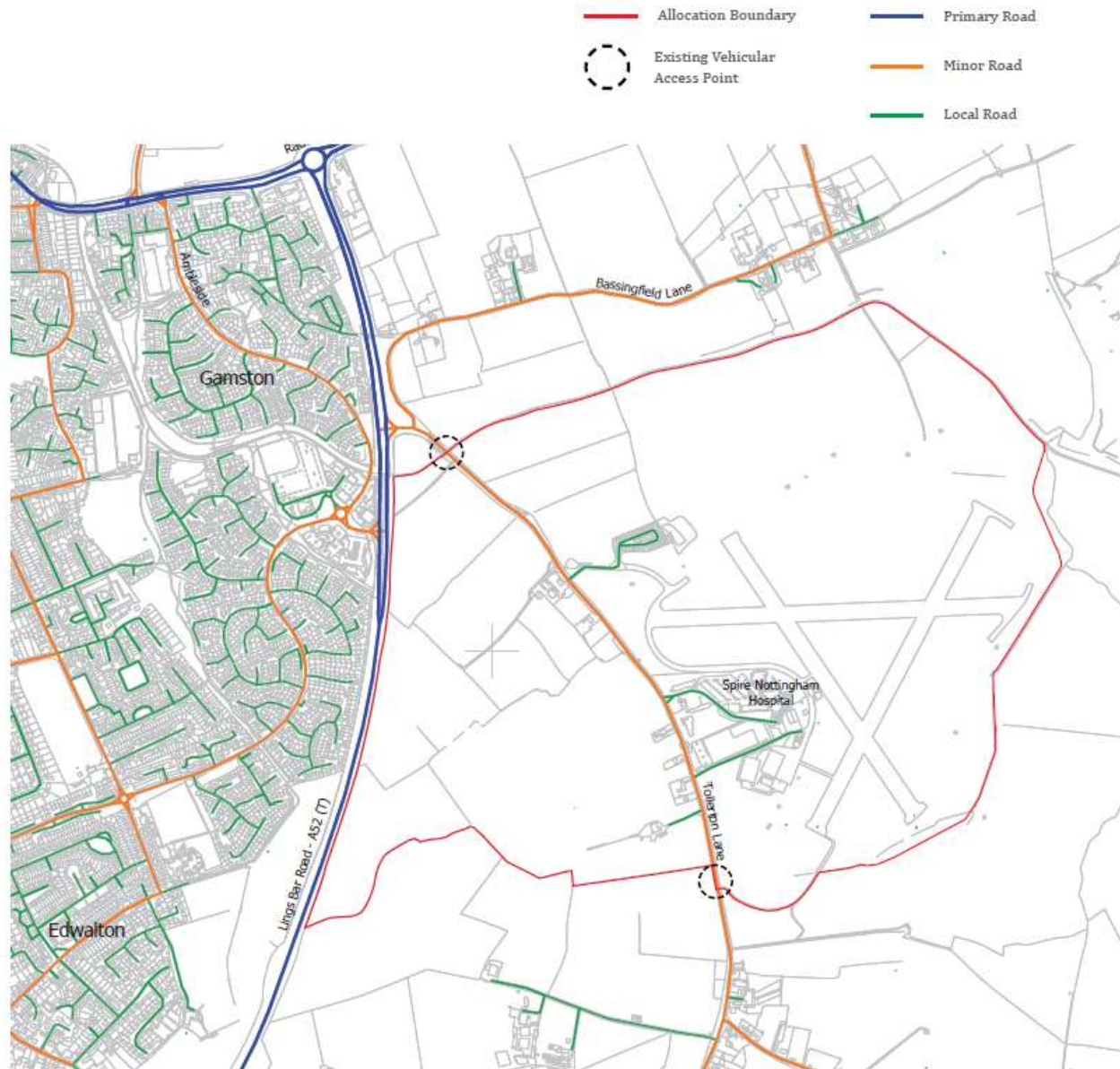


Figure 12. Local Movement Network

## Walking and Cycling

- 3.37. 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.
- 3.38. 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.
- 3.39 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.

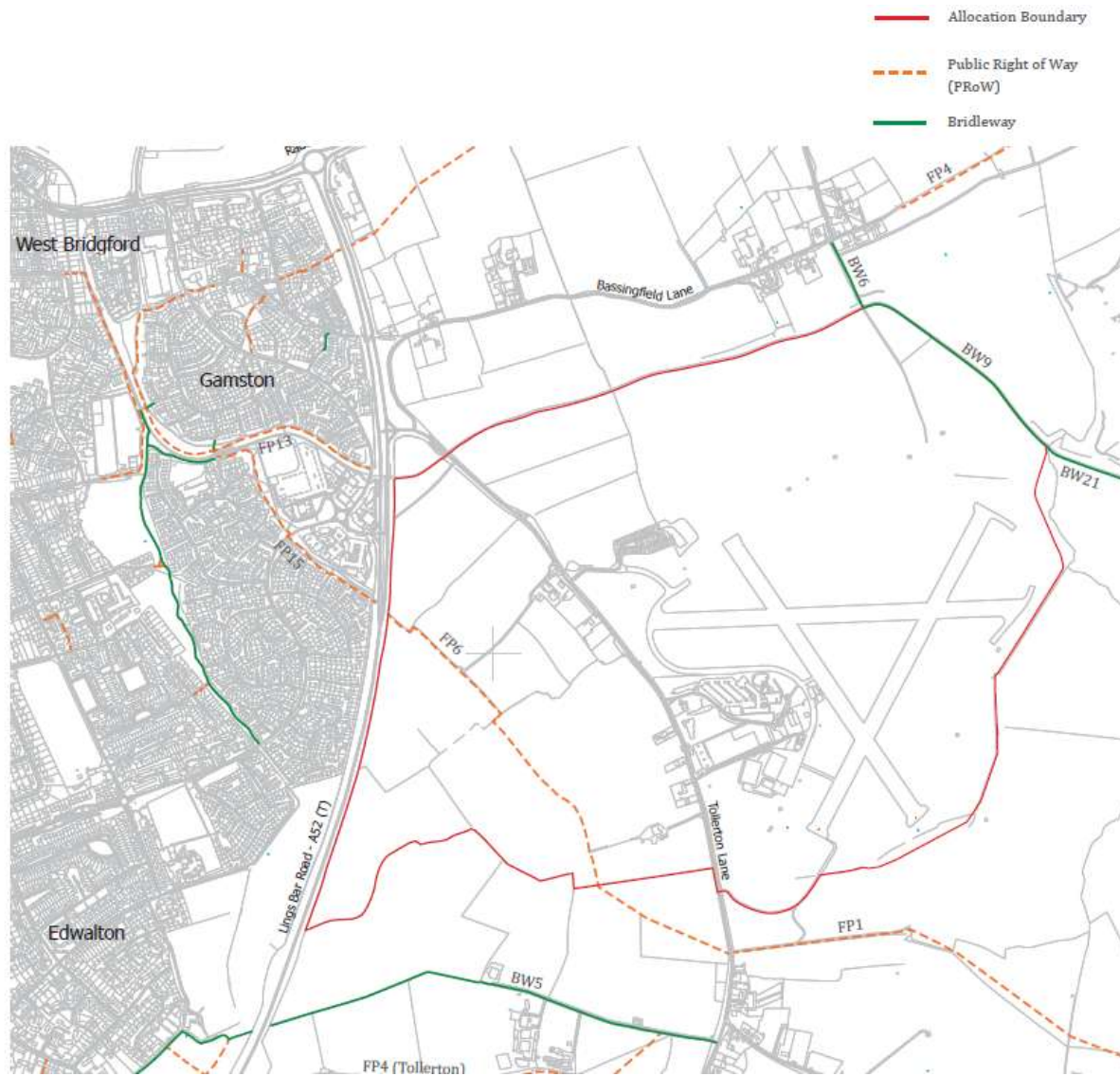


Figure 13. Local Pedestrian & Cycle Movement

## Public Transport

- 3.40. There are several existing bus services which operate close to the proposed site, including services on Tollerton Lane (within the Site).
- 3.41. 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.
- 3.42. Additional bus services can be accessed on the western side of the A52 (T), adjacent to the Morrisons supermarket car park.
- 3.43. 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.

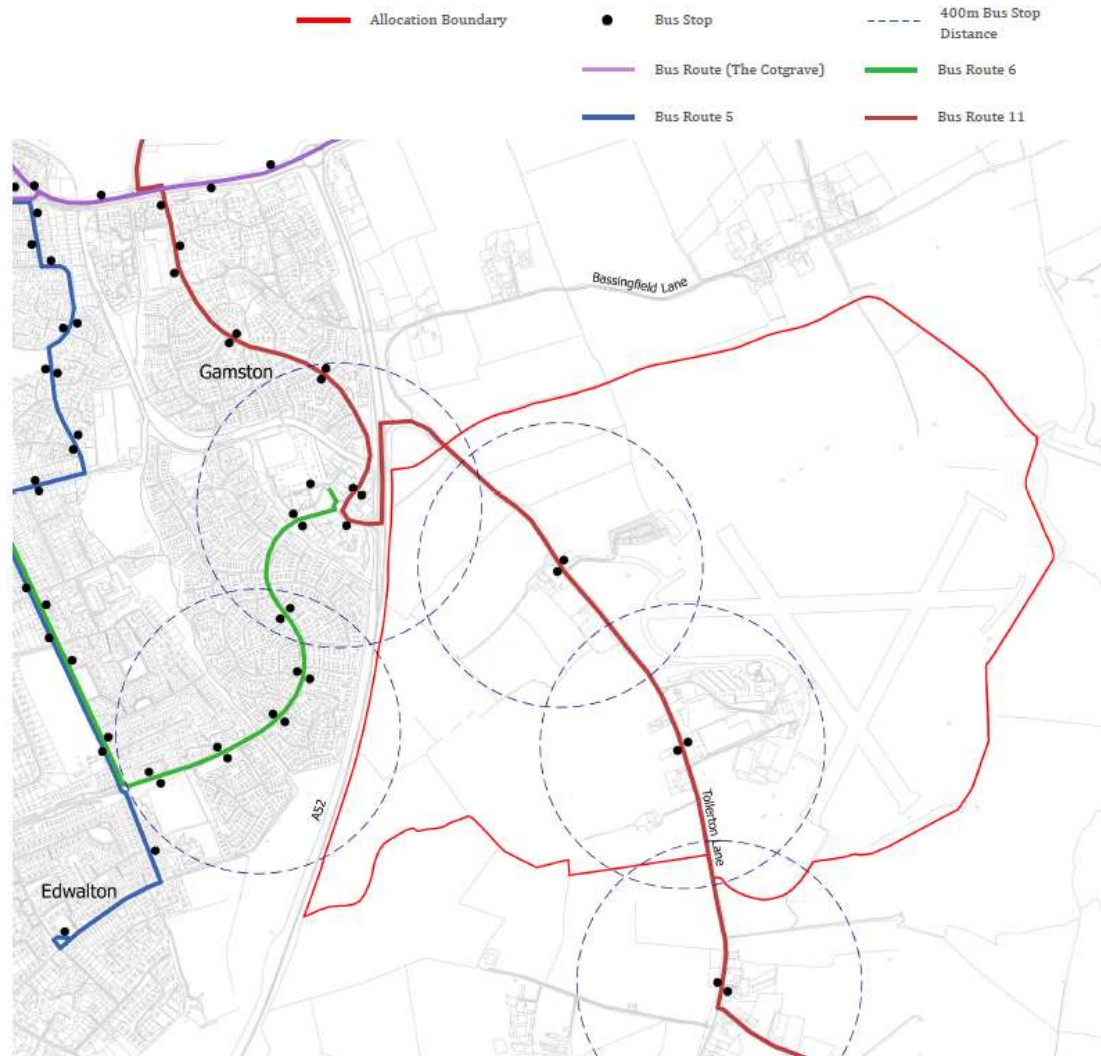


Figure 14. Existing Public Transport routes

## Facilities

- 3.44. 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.
- 3.45. 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.
- 3.46. 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.
- 3.47. 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.

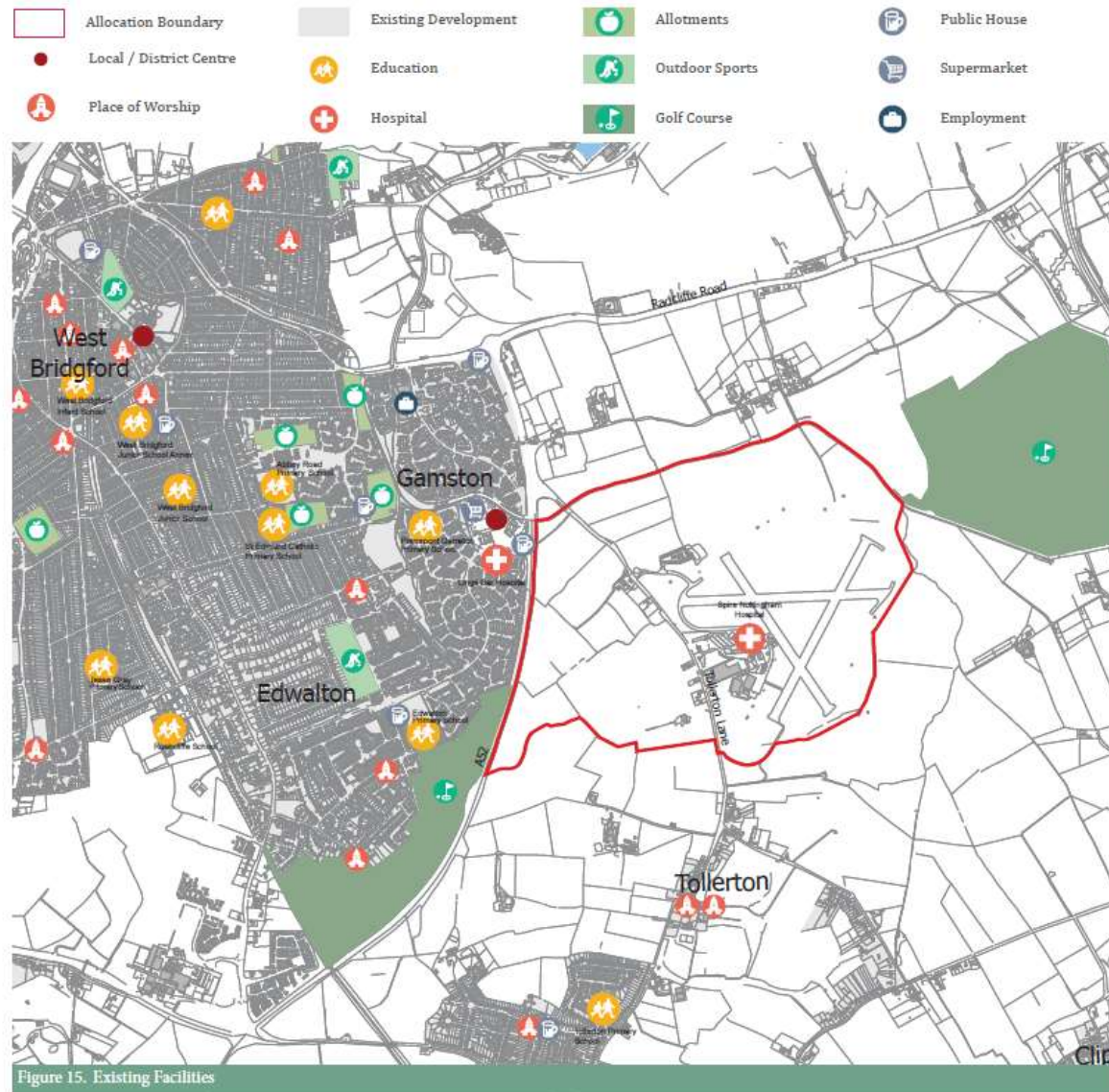


Figure 15. Existing Facilities - schools, hospitals, places of worship, supermarkets etc

## Heritage

- 3.48. To address the built heritage sensitivities of the site, all planning applications for the development of the site ~~must~~will be expected to 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.
- 3.49. 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'.
- 3.50. 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.
- 3.51. 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 95 metres AOD, Sharp Hill to the west at approximately 80 metres AOD and Radcliffe on Trent to the north-east at approximately 75 metres AOD.
- 3.52. 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).

- 3.53. 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~~should 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.
- 3.54. Based on a full understanding of the individual and collective significance of the pillboxes, the delivery of the allocation ~~will~~should 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.
- 3.55. 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 Pillboxes

## Archaeology

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

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

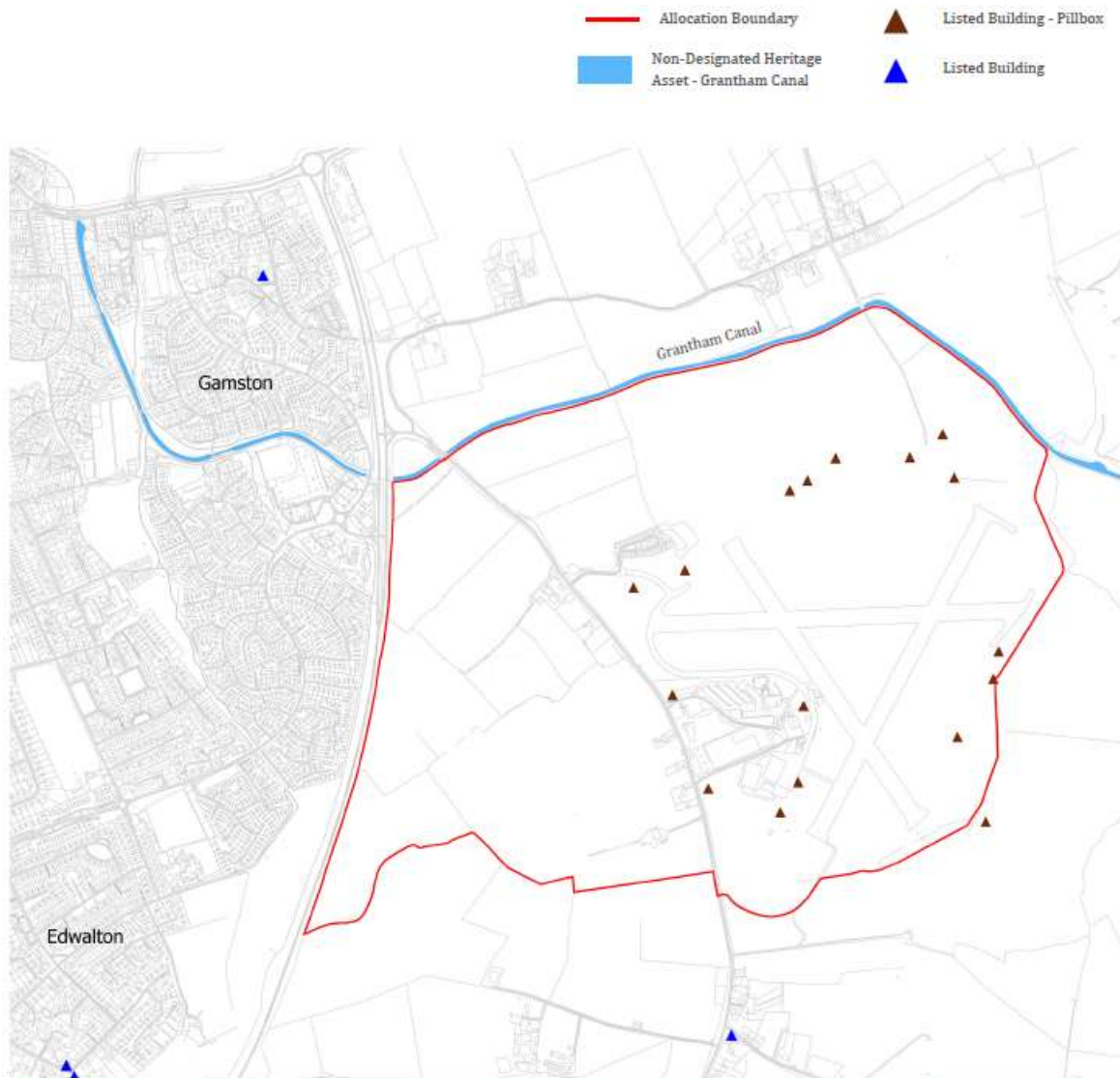


Figure 16. Heritage Plan

## Ecology

- 3.57. 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.
- 3.58. 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.

- Allocation Boundary
- Trees
- Hedge
- Priority Habitat
- Other Woodland
- Local Nature Reserve

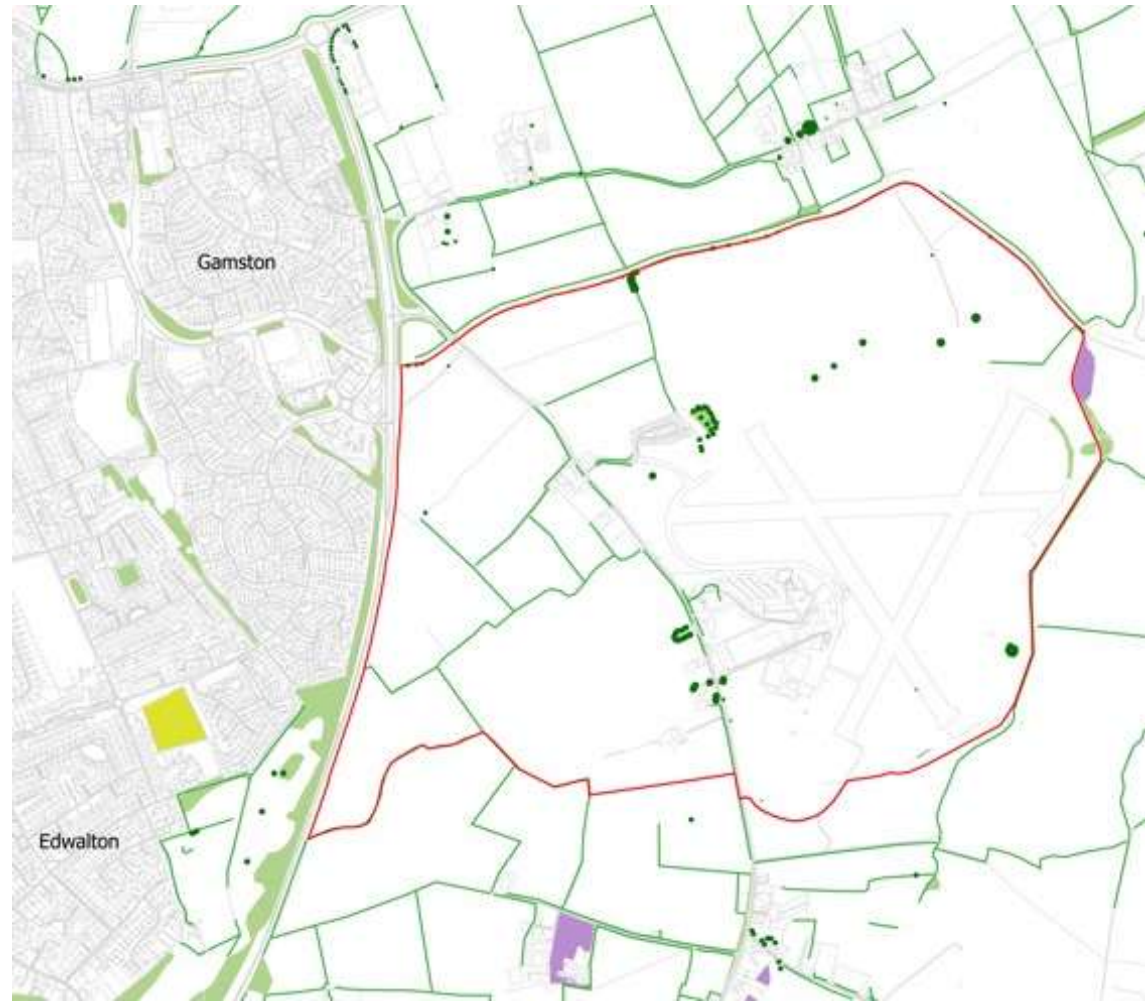


Figure 17. Ecology Features

## Noise and Air

- 3.59. The main sources of noise in the location of the site are road traffic noise and aircraft 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 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.
- 3.60 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

- 3.61. 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

- 3.62. 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~~should consider both the location and economics of the existing businesses within GDC.

### Edges

- 3.63. 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~~should incorporate such green edges.
- 3.64. 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

- 3.65. 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

- 3.66. The site represents a significant opportunity for provision of new green infrastructure and willshould include parks, meadows, sports pitches and habitats. New green links willshould 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 willshould be provided.
- 3.67. Pedestrian and Cycling Connections through and into the existing networks beyond the site's boundaries willshould also be provided.
- 3.68. Provision willshould 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.
- 3.69. 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 willshould 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

- 3.70. The impact of additional traffic through the village of Tollerton and Bassingfield ~~will~~should 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, 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

- 3.71. 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

- 3.72. 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.
- 3.73. 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~~expected.

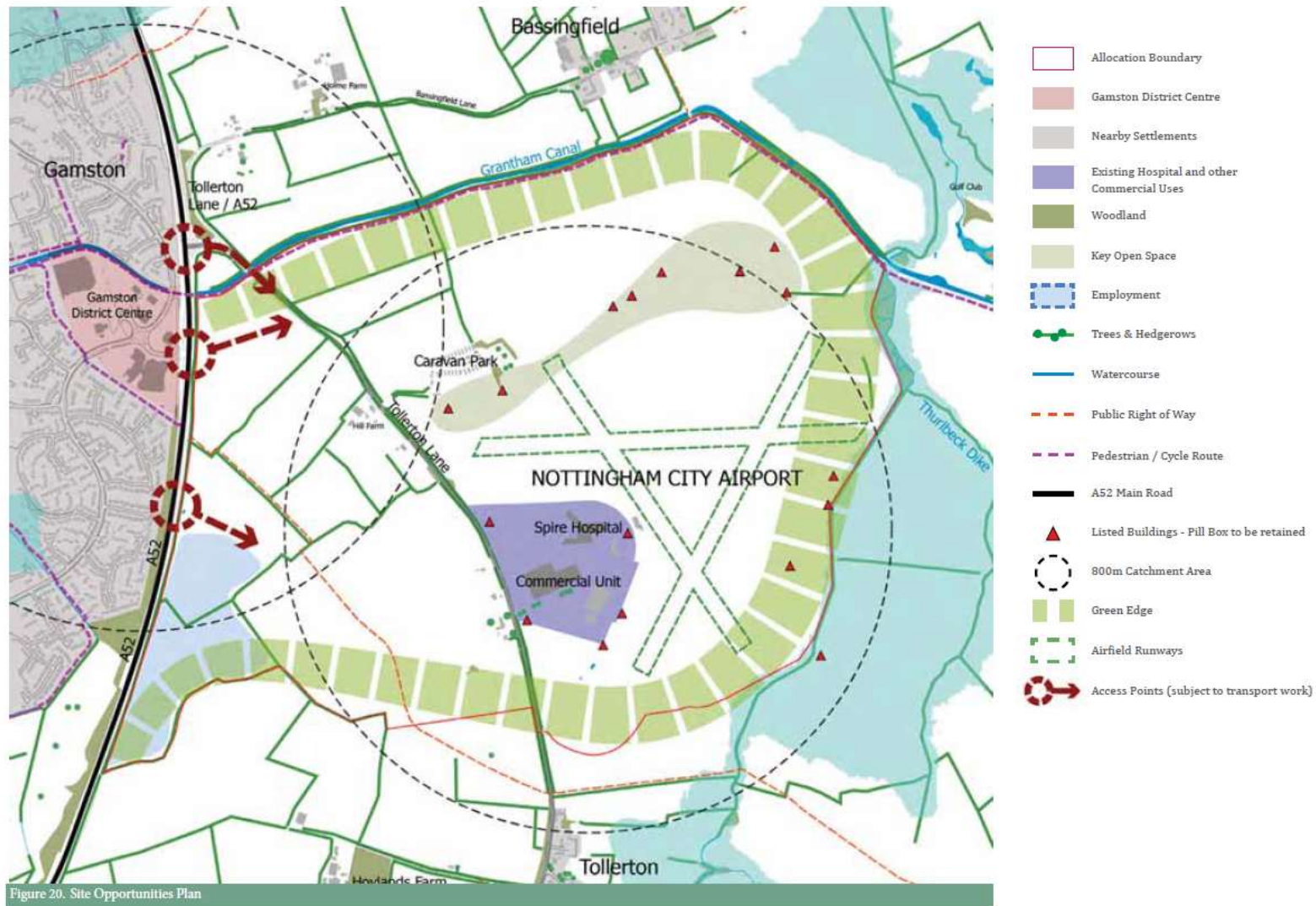


Figure 20. Site Opportunities Plan

## **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 44) 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 44) 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 in order** 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 **uses** on site are located in close proximity to the two 'hearts' of the development.



## The 'Edges'

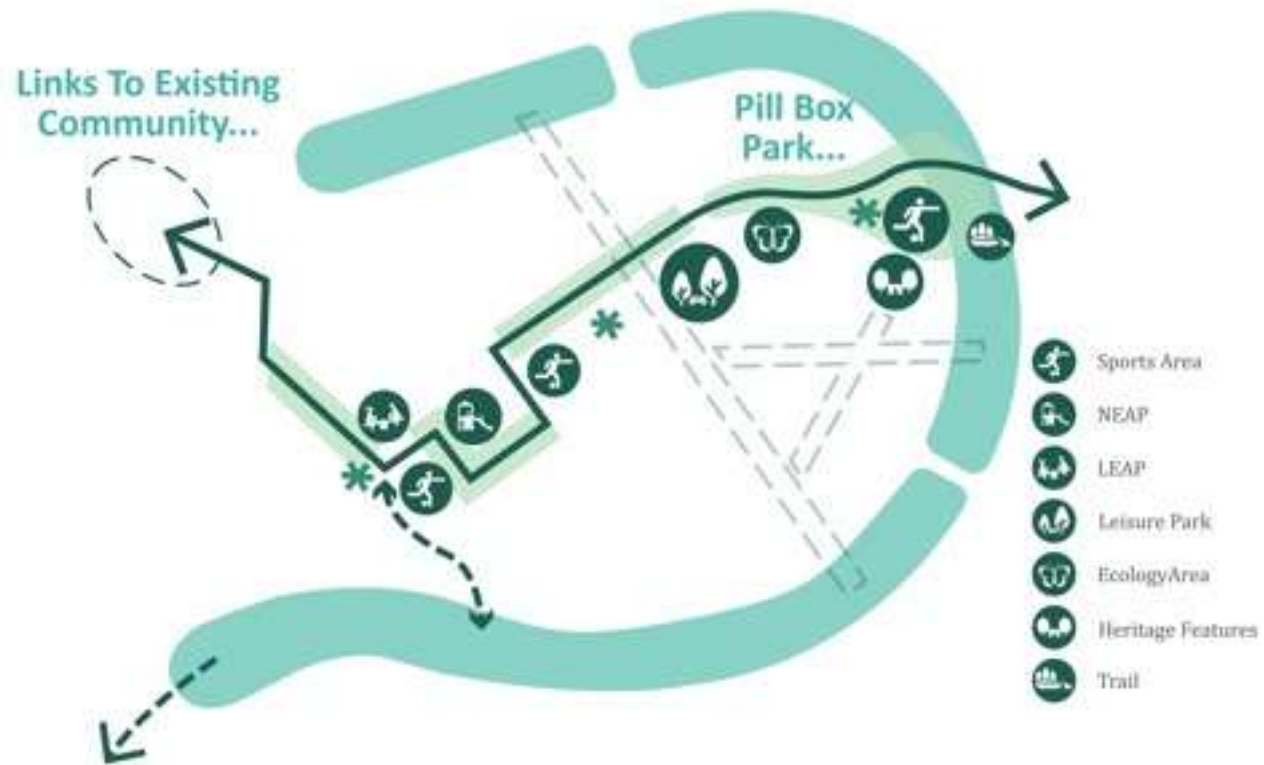
The outer edges will be defined through different landscape typologies and setting the development positively within the existing context. Water Meadows (east) which borders the Polser Brook willis expected to contain much of the **required** drainage attenuation features and deliver a more naturalistic informal 'water based' landscape character for habitat creation and biodiversity gain. The Woodland View (south) willis expected to 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'

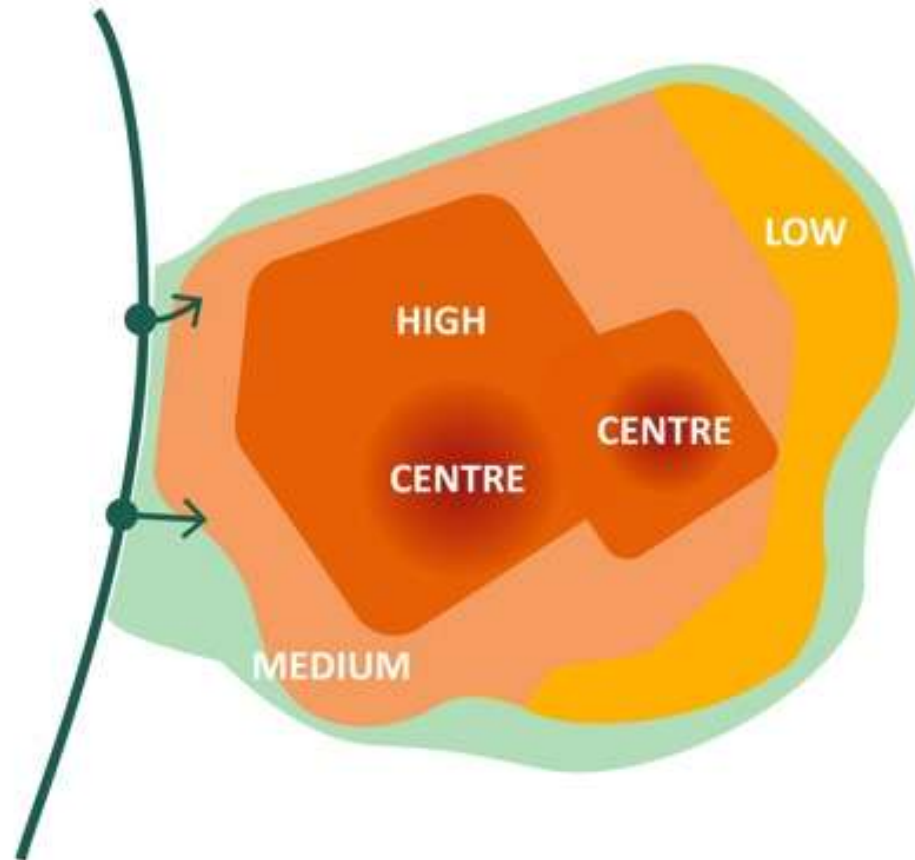
The creation of an East-West 'green' connection willis expected to be achieved by linking the existing community of Gamston to the west of the A52(T) with the existing Public Right of Way (PRoW) and then eastwards through the three Sports parks and, in the western edge of the development into the Pillbox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

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



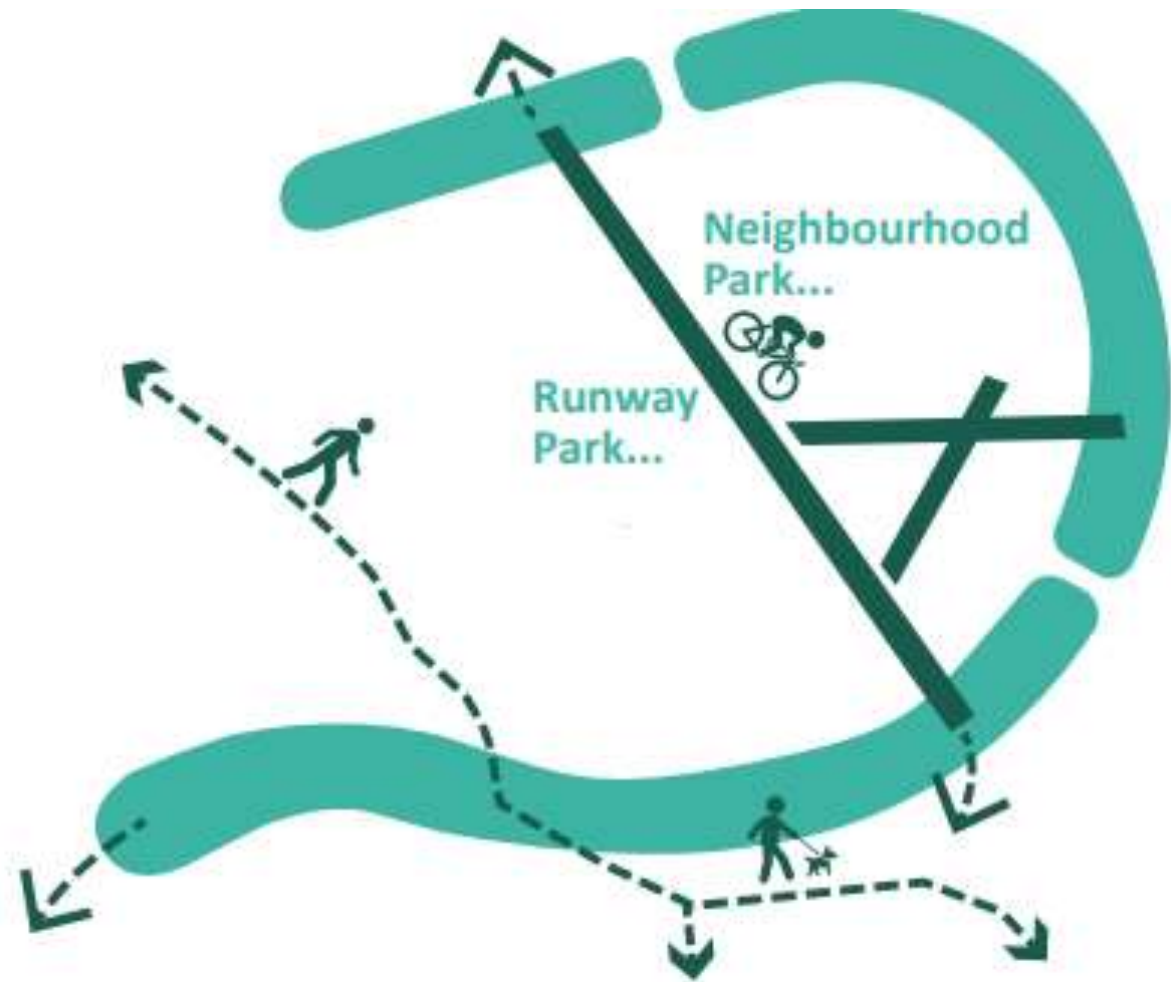
## Density

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 willis expected to 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 expected retention of the existing public right of way from Gamston through to Tollerton which will create new public routes, into, though, and out of the site.



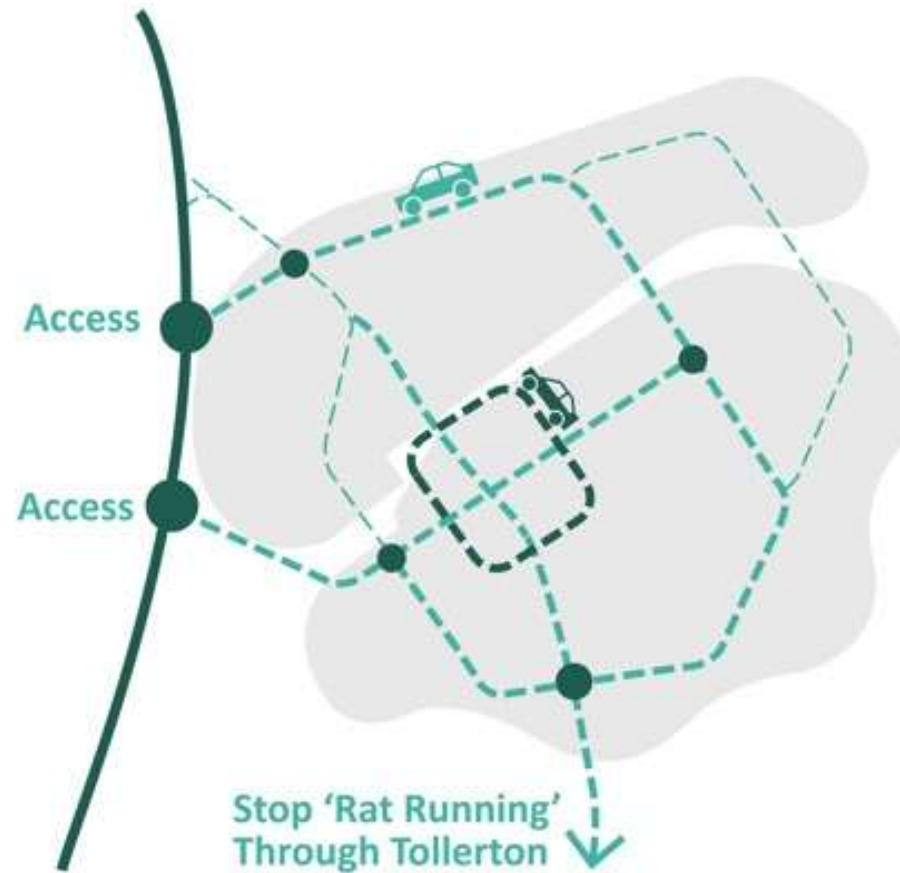
## Health & Wellbeing

The creation of a dedicated footpath and cycle track network in the form of a circular fitness trail, together with formal sports provision willis expected, to help deliver the health & wellbeing objectives which are core to the allocation objectives. Opportunities to connect into existing movement corridors outside of the site willshould be made at all possible locations. The Central Sports Park is expected 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.



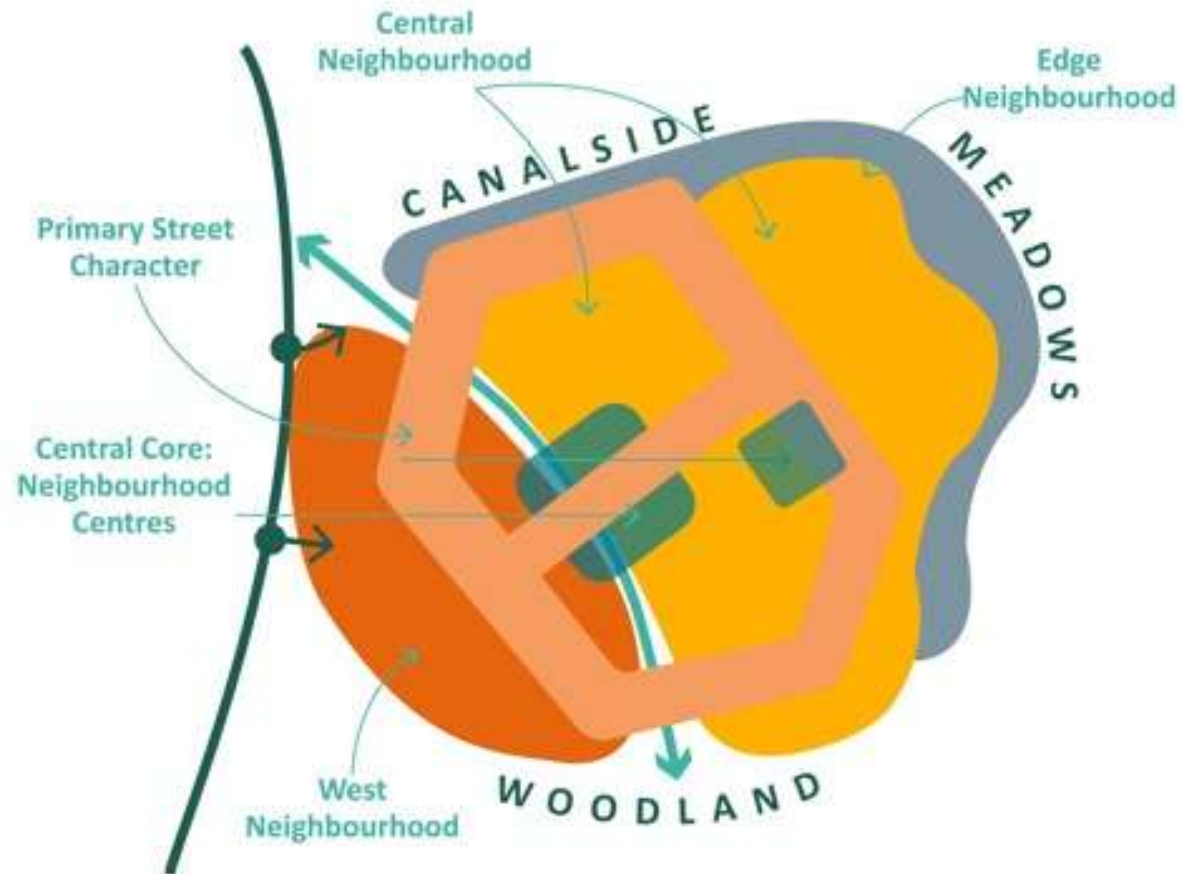
### Movement & Circulation

The movement, connectivity and circulation strategy for the development willis expected to 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 willis expected to provide access to all parts of the development. Importantly Tollerton Lane itself willis expected to be downgraded south of the Spire Nottingham Hospital. ~~This will to~~ 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** **proposed** 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~~is expected to provide affordable homes with a mixture of tenures informed by the appropriate evidence base and relevant policies. The proportion of affordable homes ~~will~~is expected to 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 up to 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~~is anticipated to be likely to 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 line with the requirements at the time.

- 4.10. The target levels [of affordable housing \(in terms of overall percentage and tenure mix\)](#) 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 [\(as adjusted by the local planning authority according to review and assessment at the time\)](#).
- 4.11. The specific provision and mix of [affordable housing on a development](#) site will be informed by evidence available at the time of application.
- 4.12. 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. 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~~are expected to be created to provide a range of facilities. The centres ~~shall~~are expected to 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~~are expected to 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

- 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 expected 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~~expected to provide a site for gypsy and traveller pitches to help meet identified needs. Provision ~~should~~is expected to 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~~is expected 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~~ is expected to include a variety of business and employment uses at all scales.
- 4.22. The location of a new business park will is expected to 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 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~~is expected to 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 expected to be 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 expected to be included to the east of the school site (subject to detailed design).



Figure 23. Illustrative Secondary School Layout

- 4.26. The school willis expected to 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 willis expected to 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 [is expected to be](#) located on the western side of Tollerton Lane, broadly opposite the Spire Hospital site. The other Primary School site is [expected to be](#) located to the north of the runways within the airfield, towards the north-eastern edge of the site. The [expected](#) locations of the Primary Schools are such that they would be within walking distance of most of the new residents. The schools [will be expected to](#) 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 [expected](#) 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 [expected to be](#) included to both the Primary School sites (subject to detailed design).
- 4.29. The Primary schools [will be expected to](#) 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~~are expected to 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 (Figure 24) has been developed in response to the wider context and the overall connectivity of the Site (also refer to Figure 35 for the access and movement strategy). The extensive Green Infrastructure ~~shall~~is expected to 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~~are expected to 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 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~~[expectation](#) 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~~[expectation](#) 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~~[expectation](#) 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~~[expectation](#) 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.

- 4.33. 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
- 4.34. 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.
- 4.35. The following pages provide an overview of the key principles and opportunities ~~required for~~ which relate to these areas.
- 4.36. 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)

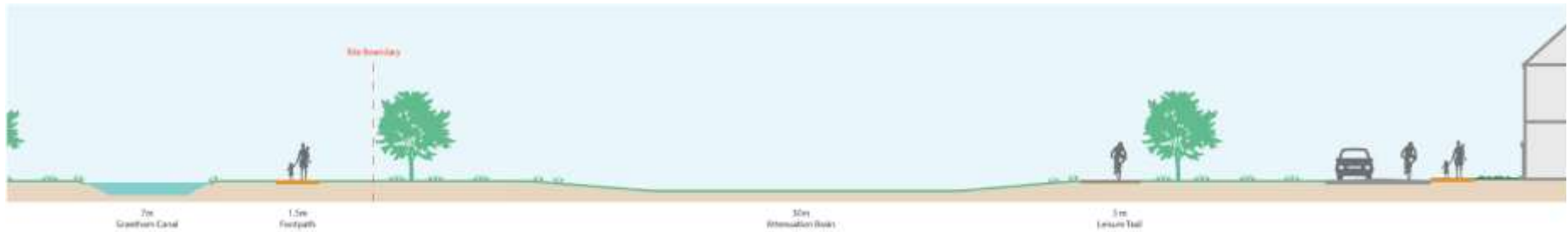


Figure 25. Section A

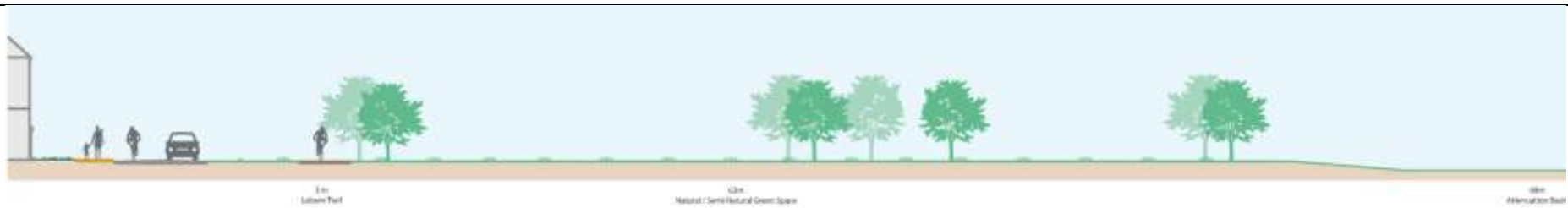


Figure 26. Section B

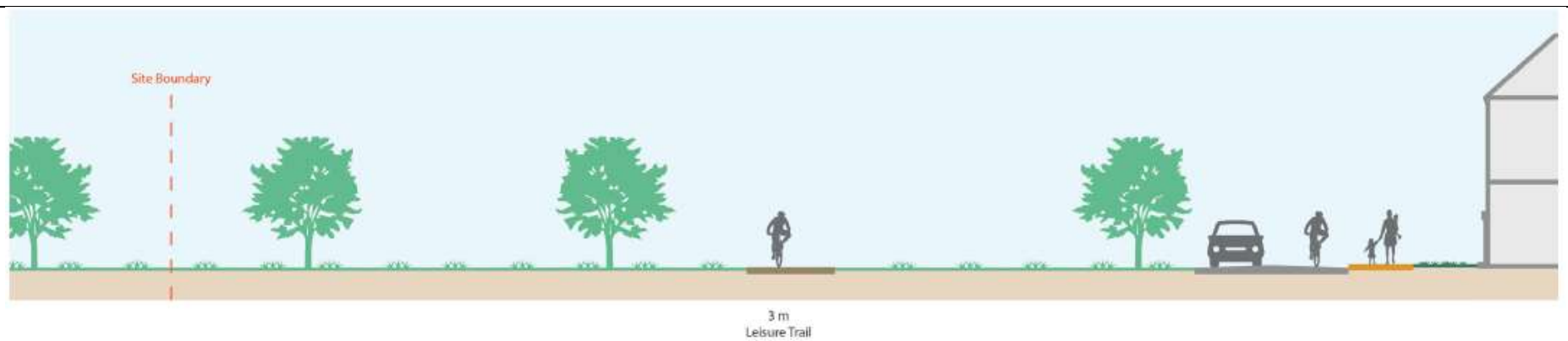


Figure 27. Section C

## 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 be expected to 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 willis expected to 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 be expected to 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 expected to 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 willis expected to be retained and enhanced, creating a linear 'Runway Park' through the centre of the site.
- The retained pillboxes willare expected to be set within a green corridor to be known as 'Pillbox Park'. The Grade II listed pillboxes willare expected to 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 willshould also be incorporated into the green space where they don't conflict with the need to retain the pillboxes.
- New pocket parks/green spaces willare expected to be created at key locations within the development.



Figure 31. Green Corridor Strategy

## Connectivity

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



Figure 32. Connectivity Plan



Existing Footpath



Proposed Leisure Trails (Pedestrian, Cycle, Equestrian)



Strategic Foot / Cycleway Network - Active Travel Corridors

Figure 32. Connectivity Plan

## Play

- A number of play and sports facilities will are expected to 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 expected to be positioned to allow most residents to travel on foot within 5 minutes to the nearest play space(s).
- Style of play facility will are expected to 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

- 4.37. The population of the proposed development of around 4,000 homes is identified as 9200 residents (2.3 x 4000) in the overall allocation.
- 4.38. 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.
- 4.39. 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.
- 4.40. 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.
- 4.41. 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).
- 4.42. The allocation site [willis expected to](#) provide 3 sports hubs: Sports East, Sports Central and Sports West. This [willis expected to](#) 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.

- 4.43. A community hall capable (incorporating an integrated community partnership library) of accommodating community groups for community engagement events, and future parish council meetings ~~will~~is expected to be provided to serve a development of this size. The community hall ~~must~~should 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~~should 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.
- 4.44. A central sports facility ~~will~~is expected to 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~~expected. Details of the management and maintenance of the sports facilities and associated buildings and car parks will be ~~required~~expected to be provided as part of the planning ~~process~~applications for those facilities.

## Play Strategy

- 4.45. The play provision policy is determined using localised evidence per 1,000 population to determine the provision ~~required~~expected 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~~expected so for 9,200 residents 5.06 hectares are ~~required~~expected.
- 4.46. A number of play areas will be expected to 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.

- 4.47. 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.
- 4.48. The majority of the green and blue infrastructure network ~~will~~is expected to 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>
- 4.49. New open space and sports facilities ~~must~~are expected to be accessible and designed to avoid any significant loss of amenity to residents, neighbouring uses or biodiversity. The proposed eastern play area therefore ~~will~~is not expected to 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~~expected to be provided as part of the planning ~~process~~applications for those facilities.

## Allotments

- 4.50. 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~~expected. Details for the management and maintenance of the allotment facilities and associated buildings and car parks will be ~~required~~expected to be provided as part of the planning ~~process~~applications 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 expected to 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 be expected to 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 expected to be provided to store and convey surface water drainage.

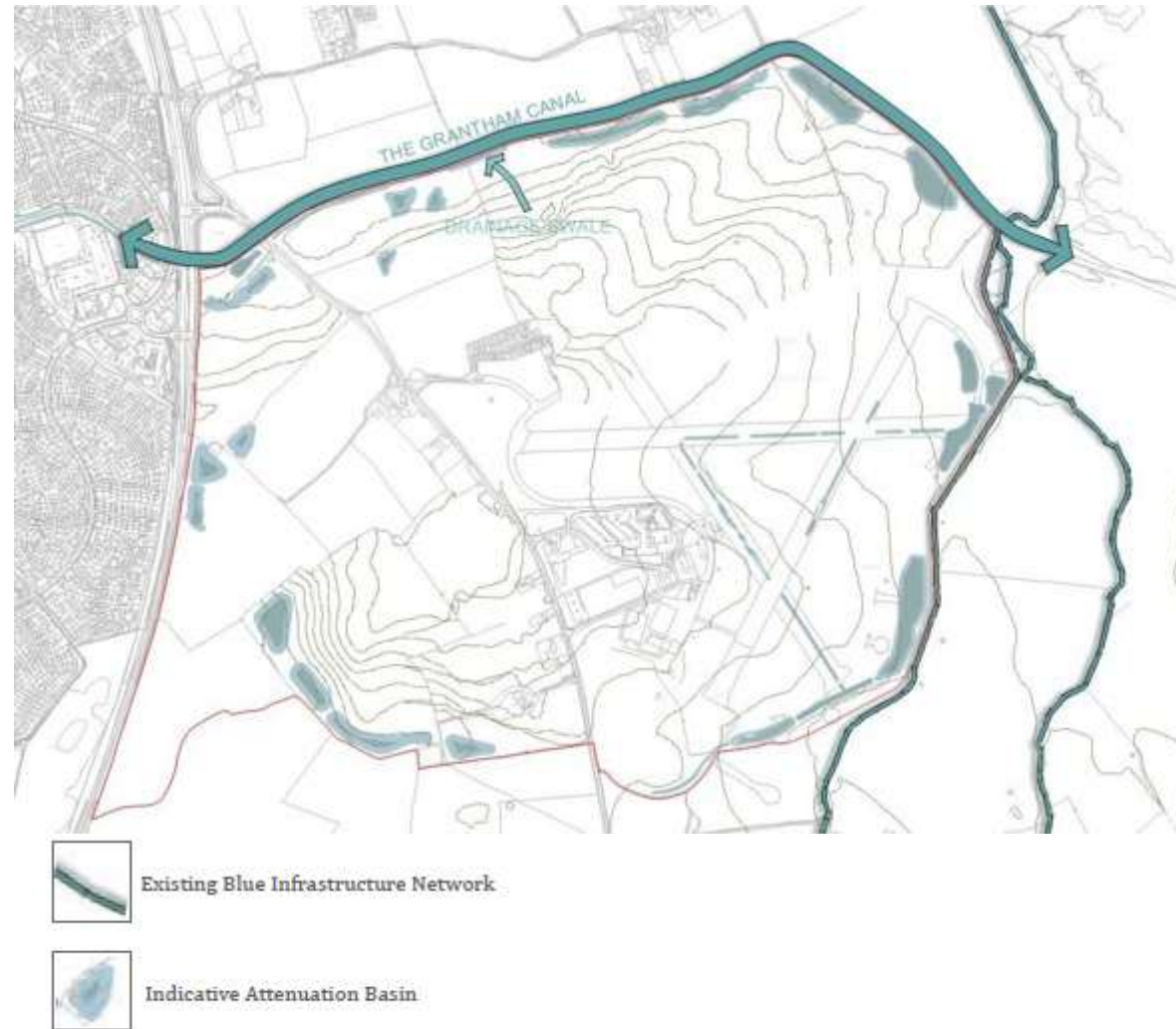


Figure 34. Blue Infrastructure Plan

## Drainage Strategy

- 4.51. The drainage strategy, including highway drainage, will be expected to 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 expected to 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.
- 4.52. Management and maintenance of SuDS will be expected to be dealt with by each developer in their respective planning applications and secured via legal agreements and / or conditions (as appropriate).
- 4.53. Across the allocation site, a robust drainage strategy will be ~~required~~expected for the entire site at a high level, with drainage proposals for development parcels ~~are~~ to be provided by each developer as part of their planning applications 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 be expected to 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.
- 4.54. The majority of the proposed basins will be expected to 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.

- 4.55. Permeable surfaces will be expected to 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~~will be expected to be incorporated into all forms of built development across the allocation.
- 4.56. The drainage strategy will be expected to be designed to be in line with the Environment Agency's 'Flood risk assessments: climate change allowances' guidance originally produced in 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).
- 4.57. 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

- 4.58. 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~~expected 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~~expected to include details of the management and maintenance responsibilities as part of the relevant planning application submission.
- 4.59. ~~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

- 4.60. Biodiversity Net Gain (BNG) will be [expected to 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)- [and where applicable developers](#) **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

- 4.61. The primary objective of the proposed Access and Movement strategy (Figure 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~~should 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.
- 4.62. 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.
- 4.63. Opportunities ~~will~~should 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~~should be provided for all users. The design of streets, parking areas, other transport elements and the content of associated standards will be expected to reflect current national and local guidance, including the National Design Guide and the National Model Design Code.
- 4.64. Bus stops ~~must~~will be expected to be located within walking distance (400 metres) of all residential properties and areas of employment. Bus stops ~~will~~should 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 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

4.65. The site will be expected to 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 35.

## Primary Hub

4.66. A Primary Hub will be expected to 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).

4.67. This primary hub ~~will~~should 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

4.68. The secondary hub will be [expected to 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.

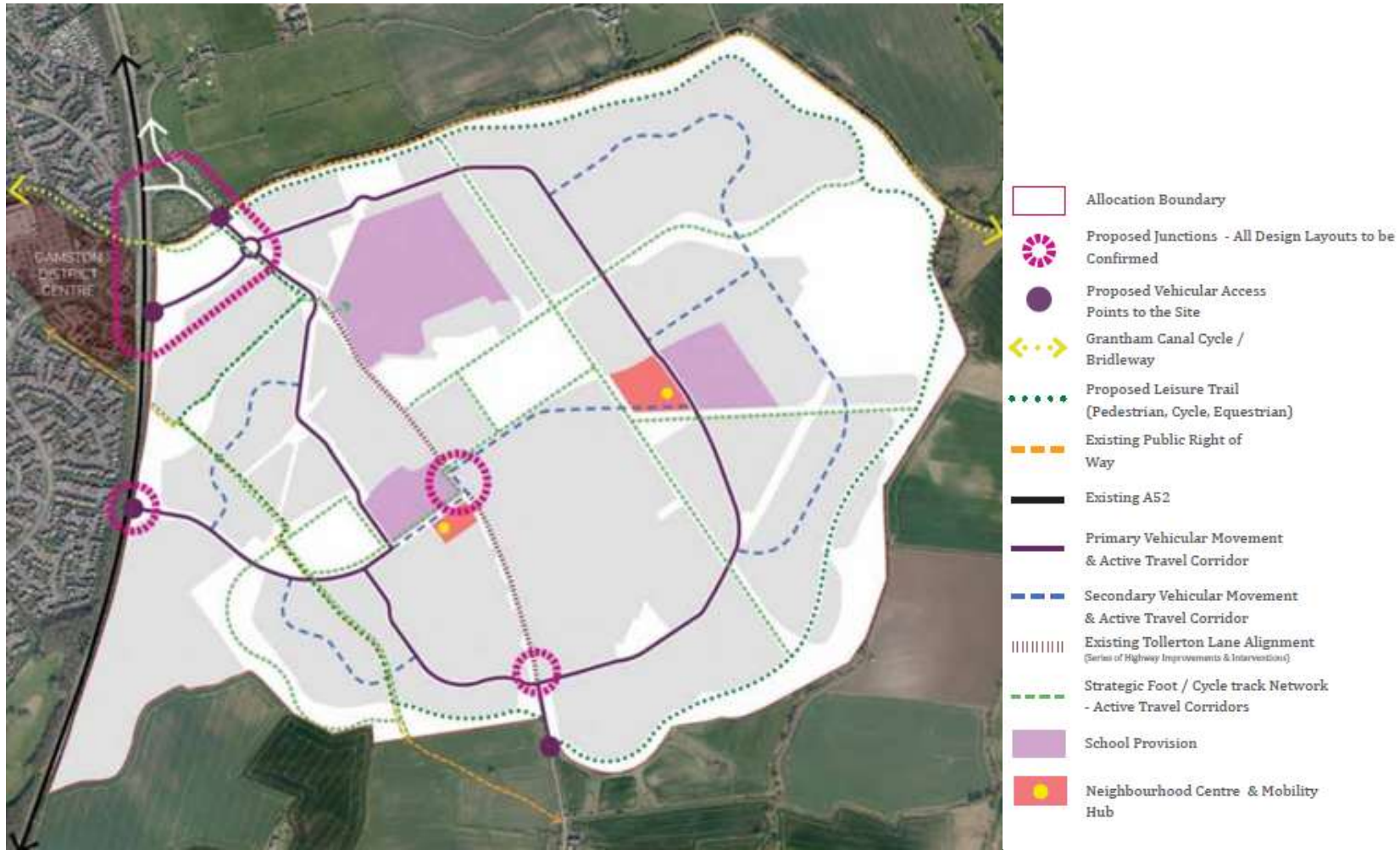
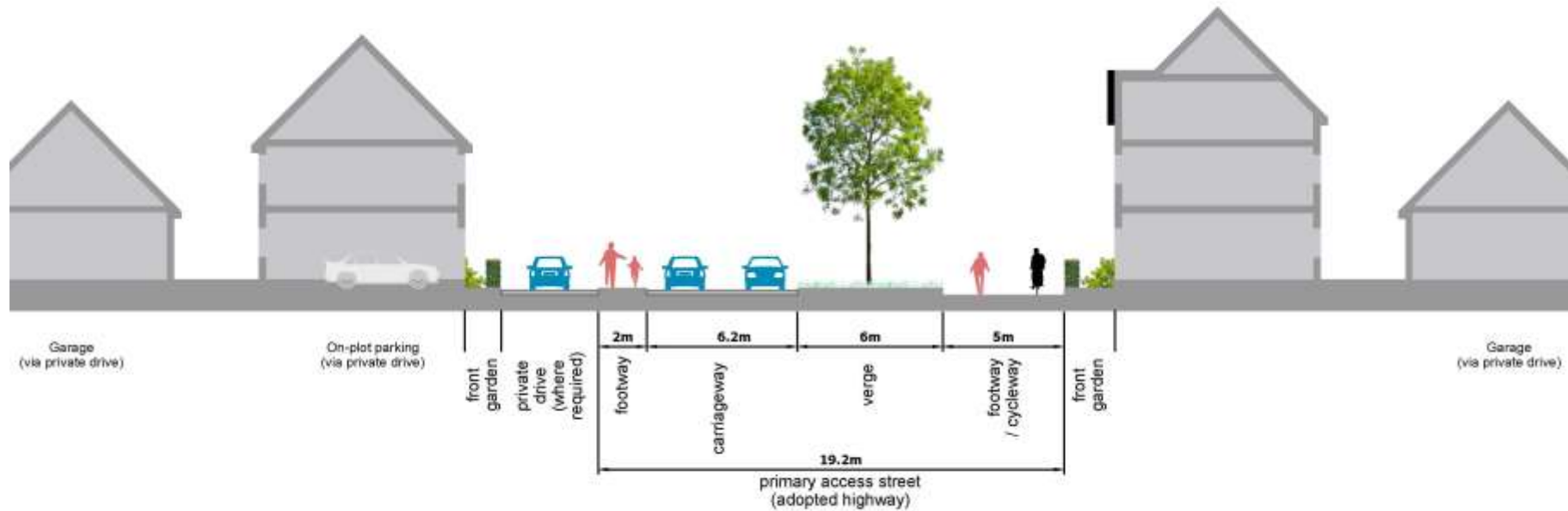


Figure 35. Access & Movement Strategy

## Primary Streets

4.69. Primary Streets will form the main movement routes into the Site for all modes of transport including buses. These streets will be expected to 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 expected to be made for bus stops along the route of Primary Streets. Junctions will be expected to 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 be expected to 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 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

4.70. 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 expected to be planted regularly. Predominantly Detached/ Semi-detached houses of two to three storey dwellings with defined boundary treatments will be anticipated, to 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 Street in terms of carriageway widths and the requirement for segregated footway/cycleways.

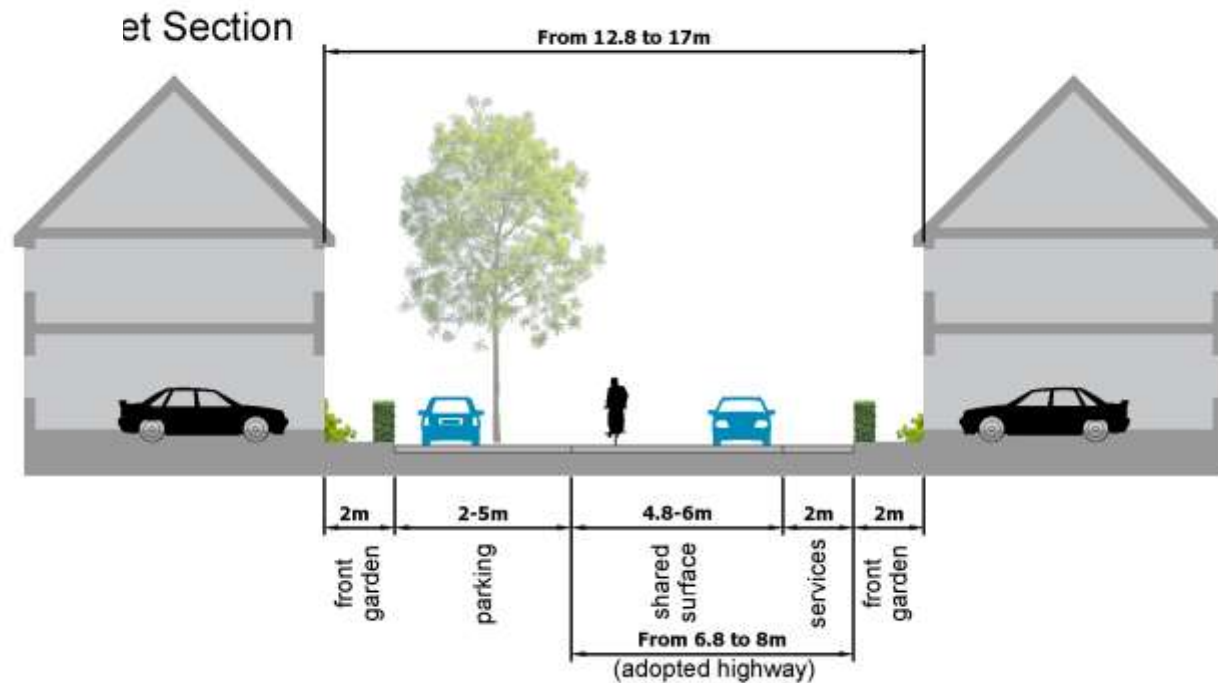


Figure 40. Indicative Secondary Street Section

## 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

4.71. The full, site wide public transport strategy (PTS) is still being developed. However, it [willis expected to](#) comprise a combination of the enhancement of existing bus services (the 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 [expected to 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 [willis expected to](#) 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

- 4.72. New junctions into the site will be expected to 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~~ is expected 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.
- 4.73. A segregated two-way cycle track ~~will~~ is expected to be delivered along Primary Streets through the development, with a shared footway/cycle track provided, unless departures from this requirement have been demonstrated as appropriate and are agreed by the Local Planning Authority in consultation with the Local Highway Authority. The proposals ~~must~~ should have been informed by Active Travel principles. All future planning applications ~~must~~ should demonstrate compliance with the same principles.

## Vehicular Movement and Access Strategy

- 4.74. The first phases of development ~~will~~ are expected to 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~~ are expected to 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.
- 4.75. Vehicles travelling north and southbound along Tollerton Lane ~~will~~ are expected to be redirected through the western parcel to join a new primary vehicular movement and active travel corridor. The existing Tollerton Lane ~~will~~ is expected to 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~~ measures and any limitations on the number of occupations prior to new accesses being provided ~~will~~ is expected to be specified in the framework legal agreement.

- 4.76. A number of interventions will are expected to be provided at junctions and along the carriageways within the development site to ensure design speeds of 20mph. The Primary Roads will are expected to be limited to 30mph. The internal layout will is expected to 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 to include traffic calming features throughout the site.
- 4.77. 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 expected 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.
- 4.78. Measures will are expected to 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 approach works must should 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

- 4.79. All junctions into and within the development **must**should 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**should be provided to any parcels of development that will be accessed from a single access point.

## Services and Facilities

- 4.80. 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~~ expected to be provided on-site.

## Vehicular Parking

- 4.81. Parking typologies will vary across the site and will be expected to 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~~ provided must be attractively landscaped and safe places which are appropriately overlooked. The scheme ~~will~~ should be designed to accommodate current Parking Standards in accordance with discussions with the Highway Authority.
- 4.82. 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.
- 4.83. Minimum parking standards ~~must~~ should 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 in respect of the quantum of parking, parking geometry and parking layout (positioning).

## Sustainable Transport Strategy

- 4.84. The diagram opposite (Figure 42) 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.
- 4.85. 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.

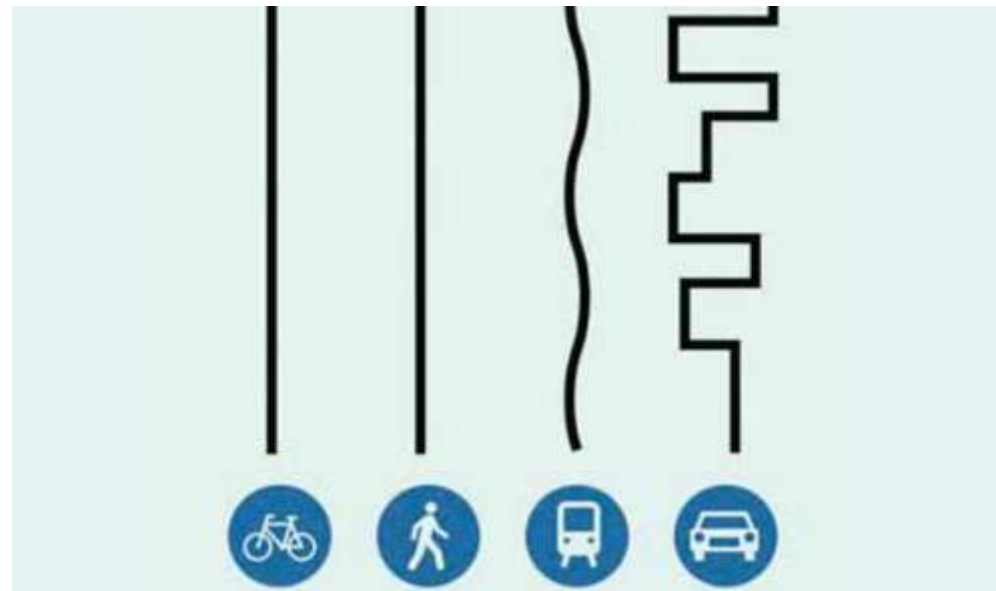


Figure 42. Sustainable Transport Concept (from Copenhagenize Design Co.)

- 4.86. The Land East of Gamston and North of Tollerton development must is expected to 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~~should 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~~expected towards a detailed design study for the facility and, further to that study, a further reasonable and proportionate financial contribution ~~will~~is likely to 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 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~~should 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

- 4.87. The proposals will be expected to 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.
- 4.88. 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~~will be expected to 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

- 4.89. 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.
- Streetscape
  - Built Form & Scale
  - Architectural style & Material
  - Boundary Treatment
  - Roofscape

- 4.90. A character analysis from the local area will provide an understanding of the context and inform future proposals and ~~must~~will be expected to 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).
- 4.91. 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 43 and listed below and will be expected to 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).

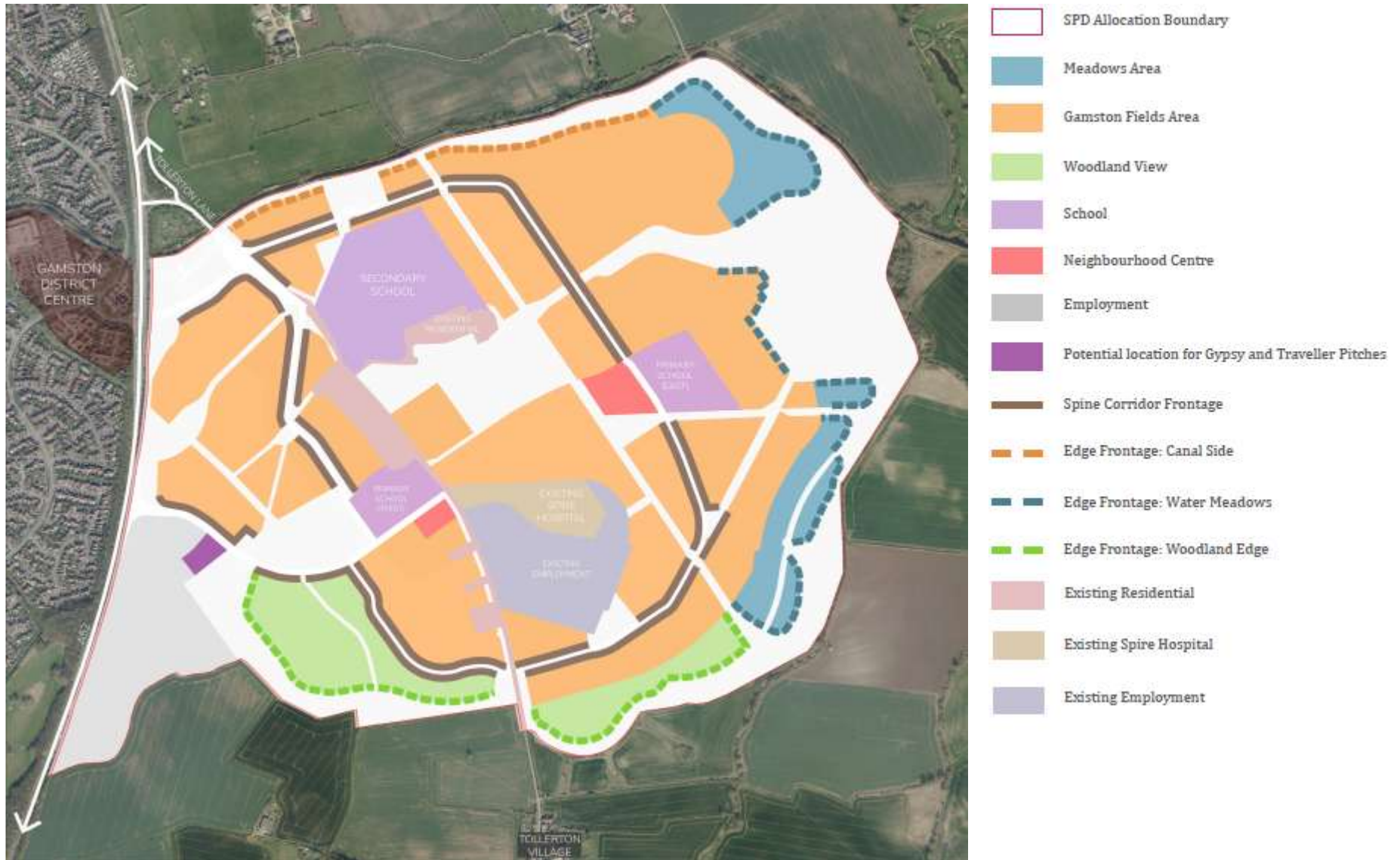


Figure 43. Character Areas Plan

## Sustainability

4.92. The proposed development will [be expected to](#) 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

4.93. Through a range of design measures the development will [be expected to](#) 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

4.94. The development will [be expected to](#) 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 [may](#) 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 [expected to 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 [expected to 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 [expected to be](#) designed to be resilient to climate change and to remain at a comfortable temperature throughout the year. All buildings [will be expected](#) 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 [expected to 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 [be expected to](#) 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 [expected to 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 expected to 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

- 4.95. 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.
- 4.96. The proposals must are expected to 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 is expected to be delivered.
- 4.97. 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) mustis expected to 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 mustis expected to be provided.

4.98. The Allocation Framework Plan shown in Figure 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.

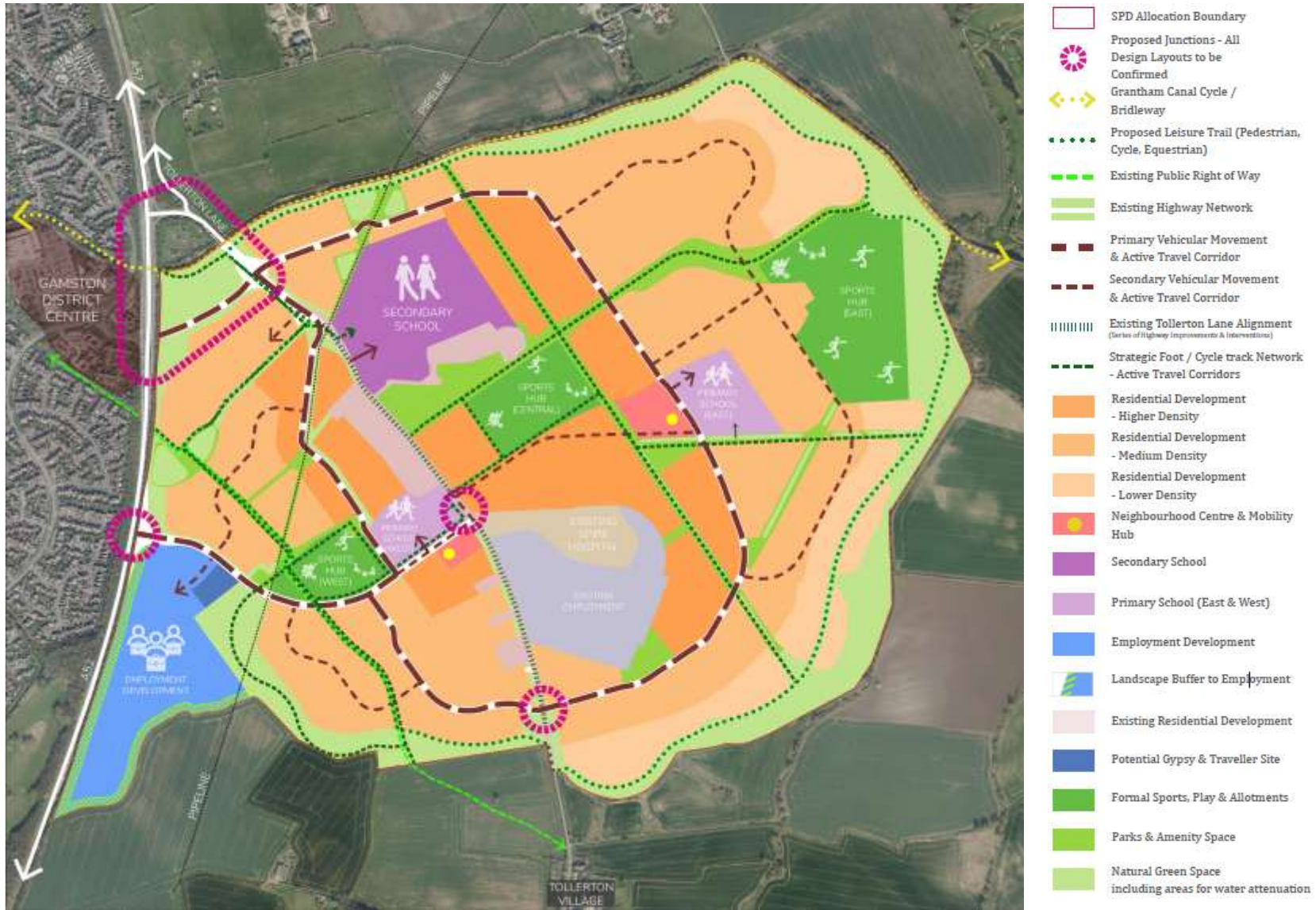


Figure 44. Allocation Masterplan Framework

## Stewardship

- 4.99. 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~~ which reflect the scale of development. These features must be delivered across the Site.
- 4.100. 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.
- 4.101. 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.
- 4.102. 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.

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

**Stewardship Strategy – ~~requirements~~expectations for planning applications**

4.104. A high quality, comprehensive stewardship strategy for the development is ~~required~~expected 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.

4.105. Long term stewardship needs to be considered from the outset of the planning process and planning applications are ~~required~~expected 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~~is expected to 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.

4.106. A phased approach ~~will need~~is expected 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.

4.107. 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

4.108. The draft stewardship strategy ~~will need~~ is expected 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):

<b>Exemplar Community Spirit</b>	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.
<b>A Strong nature Based Approach</b>	Provision and enhancement of biodiversity, the natural environment and green and blue infrastructure bringing associated well-being benefits to the community.
<b>Consolidated and Reasonable Service Charge</b>	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.
<b>A Sustainable, Resilient and Well Communicated Stewardship Business Plan</b>	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.
<b>Exemplar Community Facilities</b>	The early delivery of high quality community facilities and amenities to help engender a strong sense of community spirit.
<b>Strong Environment, Social and Governance targets and Monitoring</b>	A strong set of environmental, social and governance targets with monitoring of performance.
<b>Collaboration and Inclusiveness</b>	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

4.109. The stewardship strategy ~~must~~is expected to 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.

4.110. The stewardship strategy is expected 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.)

4.111. The stewardship strategy ~~will need~~is expected 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.

4.112. A long term commitment to management and maintenance is ~~required~~expected, 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

- 4.113. 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.
- 4.114. The stewardship strategy ~~must~~is expected to 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.
- 4.115. 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

Strategic Infrastructure  
Access and Active Travel  
Framework Section 106 Agreement  
Viability

## Strategic Infrastructure

- 5.1. The plan at Figure 45 identifies the strategic infrastructure (including the potential access arrangements described above) which is ~~required~~expected to be delivered on-site to support the allocation of the site as a whole. This plan (Figure 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~~identified includes 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) 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 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<sup>1</sup> 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~~are expected.
- 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 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~~ is expected to exceed 499sqm in floor space and there ~~shall be no~~ is not expected to be any amalgamation of the units defined for the above uses within each of the neighbourhood 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 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 roles staff (physiotherapist, social prescriber, mental health, etc). This does not include a commercial pharmacy – this would require an additional 100-150 square metres if located within this building. The total gross internal floor area (GIFA) anticipated to be required ~~would be~~ is 954 square metres over two floors (plus pharmacy) to be split circa 2/3 Ground Floor and 1/3 First Floor (636 square metres and 318 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 anticipated would be 0.28 hectares (plus the land which may be 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~~which reflect 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~~are anticipated 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 term leases. They include EV charging facilities and reduce the need for roads fronting houses / parking required on plot and they can also cater for some visitor parking.
- Framework Travel Plan and Framework Travel Plan Co-ordinator (for residential and employment).
- Minimum corridor widths for all active travel routes (Pedestrian / Cycle) within the site to encourage and promote their use (i.e. open, wide overlooked routes with no secluded areas).
- Retention of the location and alignment of footpath "Tollerton FP6" running through the site and provide connections into it from the surrounding development.

- 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.
- 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 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 highways authorities. The development of the site shall be expected to 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 expected to be provided in agreement with the highway authorities.
- Improvement measures to capacity and safety of pedestrian / cycle / bus infrastructure will be expected to 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~~expected towards a detailed design study for the facility and, further to that study, a further reasonable and proportionate financial contribution ~~will~~is likely to 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~~be expected 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~~expected 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 5.16 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 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 willis expected to 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 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 willis expected to 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 highways authorities and will be set out in an 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~~provided if necessary.

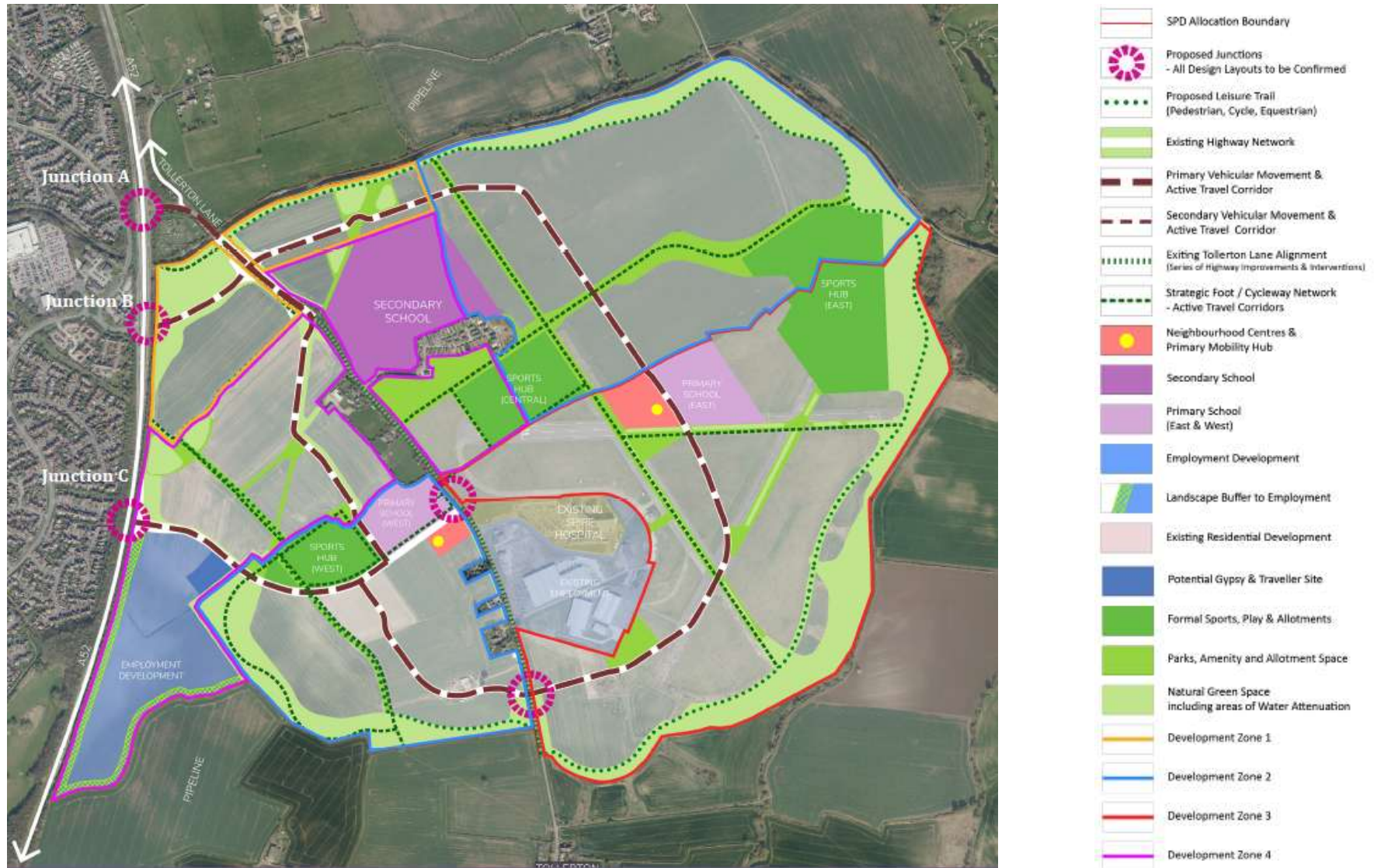


Figure 45. Whole Site Infrastructure Plan

## 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~~[anticipated to be needed](#) 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.
- 5.10. 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.
- 5.11 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 5.16(b) for further detail regarding Works in Kind.
- 5.12. Option B would involve a framework Section 106 agreement, together with equalisation agreements which landowners and developers of land within the allocated site would also be expected to enter into in relation to Works in 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 would be the assumed basis for framework Section 106 agreement requirements.

- 5.13 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.
- 5.14 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).
- 5.15. 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 5.16(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 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
5	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
6	Active Travel	At grade controlled crossings A52 / Ambleside	Early delivery
7	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
8	Active Travel	Upgraded footway / cycleway provision on Tollerton Lane from A52 / Tollerton Lane junction to the entrance to Tollerton village	Early delivery
9	Active Travel	Improvement to Bassingfield Lane active travel connection to the existing toucan crossing over the A52	500 dwellings
10	Public Transport Services	Agreement of service provision	Delivery trigger 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.
11	Public Transport Infrastructure	Bus stops and turning facilities within development parcels as necessary	Delivery trigger to be confirmed; but likely requirement for early approval of Public Transport Delivery, setting out a timetable for bus service to

Item	Infrastructure Type	Infrastructure Description	Trigger
			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.
12	Public Transport Infrastructure	Improvements to Tollerton Lane bus infrastructure (carriage widening and bus stop shelters)	Delivery trigger 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.
13	Off-site Highways	20% indexed linked contribution towards Memorandum of Understanding strategic network improvements (see below) at the following junctions: <ul style="list-style-type: none"> <li>• A52 / A453 Silverdale junction</li> <li>• A52 / A60 Nottingham Knight junction</li> <li>• A52 / Wheatcroft junction</li> </ul>	Early delivery

Item	Infrastructure Type	Infrastructure Description	Trigger
		<ul style="list-style-type: none"> <li>• A606 / Tollerton Lane and main Road junctions, and</li> <li>• A52 / A6011 Gamston junction</li> </ul>	
14	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**

5.16. 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 5.16(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 5.16(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 5.16(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 5.17 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: 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 or an adjustment to other Section 106 contributions, where appropriate. Any developer proposing to carry out Works in 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 (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 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 shall be at the Council's discretion, bearing in mind all relevant circumstances. Where the Council does permit 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 necessary 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):
- may be reviewed by the Council where circumstances indicate it is necessary (but no more than annually) 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); 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~~expected 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.

- 5.17. 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.
- 5.18. 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.
- 5.19. 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.
- 5.20. 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**

- 5.21. 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.
- 5.22. 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~~expectations of this SPD and the Gamston SUE IDP, the developer ~~is required~~will be expected to robustly demonstrate that the development is clearly unviable by submitting a financial viability assessment (FVA) to the local planning authority.
- 5.23. 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/[expectations](#);
- 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/[expectations](#); 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.

- 5.24. 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.
- 5.25. Where the Council is satisfied that Section 106 contributions or works ~~required by the~~[sought pursuant to](#) 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.
- 5.26. 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 5.25 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

### 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 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. [and as such is a material consideration in the determination of planning applications, where the determination must be made in accordance with the development plan unless material considerations indicate otherwise. Where reference is made in this Site Wide Design Code to 'mandatory requirements' or items that 'must' or 'shall' or are 'expected' to be achieved they should be understood in that context.](#)

### 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.

**TIER 1 - SITE WIDE DESIGN INSTRUCTIONS**

- 1.0 INTRODUCTION
- 2.0 SITE WIDE DESIGN CODE INSTRUCTIONS
- 3.0 NATURE AND OPEN SPACE
- 4.0 MOBILITY STRATEGY
- 5.0 LAND USE AND BUILDING FORM



**TIER 2 - 6.0 AREA DESIGN INSTRUCTIONS**

- WOODLAND VIEW
- GAMSTON FIELDS
- GAMSTON MEADOWS

**Figure 47: 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**

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.

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.

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.

- Allocation Boundary
  - Existing Junction Modified for Phase 1
  - Key Frontage
  - Proposed Vehicular Access Points
  - Proposed Southern Vehicular Access Point
  - Existing Pedestrian Access Points
  - Bus Gate
  - Location of Pedestrian / Cycle Link Across A52
  - Primary Street
  - Secondary Street
  - Existing Public Footpath
  - Footway/Cycleway
  - Walking Trail
  - Existing Road
  - Residential 45 dph / up to 3 Storey
  - Residential 35-40 dph / up to 2-3 Storey
  - Residential 35 dph / up to 2.5-2 Storey
  - Local Centre up to 4 Storey
  - Primary School - 2 Storey
  - Secondary School - 2 Storey
  - Employment (max 50.0m AOD)
  - Proposed Sub-Station
  - Neighbourhood Parks
  - Amenity Green Space
  - Natural / Semi Natural Green Space
  - Allotments
  - Formal Sports, Play Areas & MUGA
  - LEAPS Local Equipped Areas of Play
  - Sports Pavilion
  - Pavilion Parking Area
  - Indicative SUDs Zone
  - Oil Pipeline
  - Listed Pill Boxes
  - Potential location for Gypsy & Traveller Pitches if required
  - Key Frontage
  - Key Frontage - Mixed Use
  - Landmark (Height)
  - Key View (Indicative)
  - Long Distance View
  - Gateway
  - Key Spaces
  - Areas of Design Interest
  - Indicative School Frontage
- Residential - Includes Ancillary Infrastructure, Secondary & Tertiary Streets and Open Space.



Figure 48: Site Wide Design Coding 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 49: 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 50 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 53) 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 51;
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 50 and must make provision for pedestrian and cycle links through it, in accordance with Figure 51;
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 51 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 53;
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 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:** 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 50: 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~~expected 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.

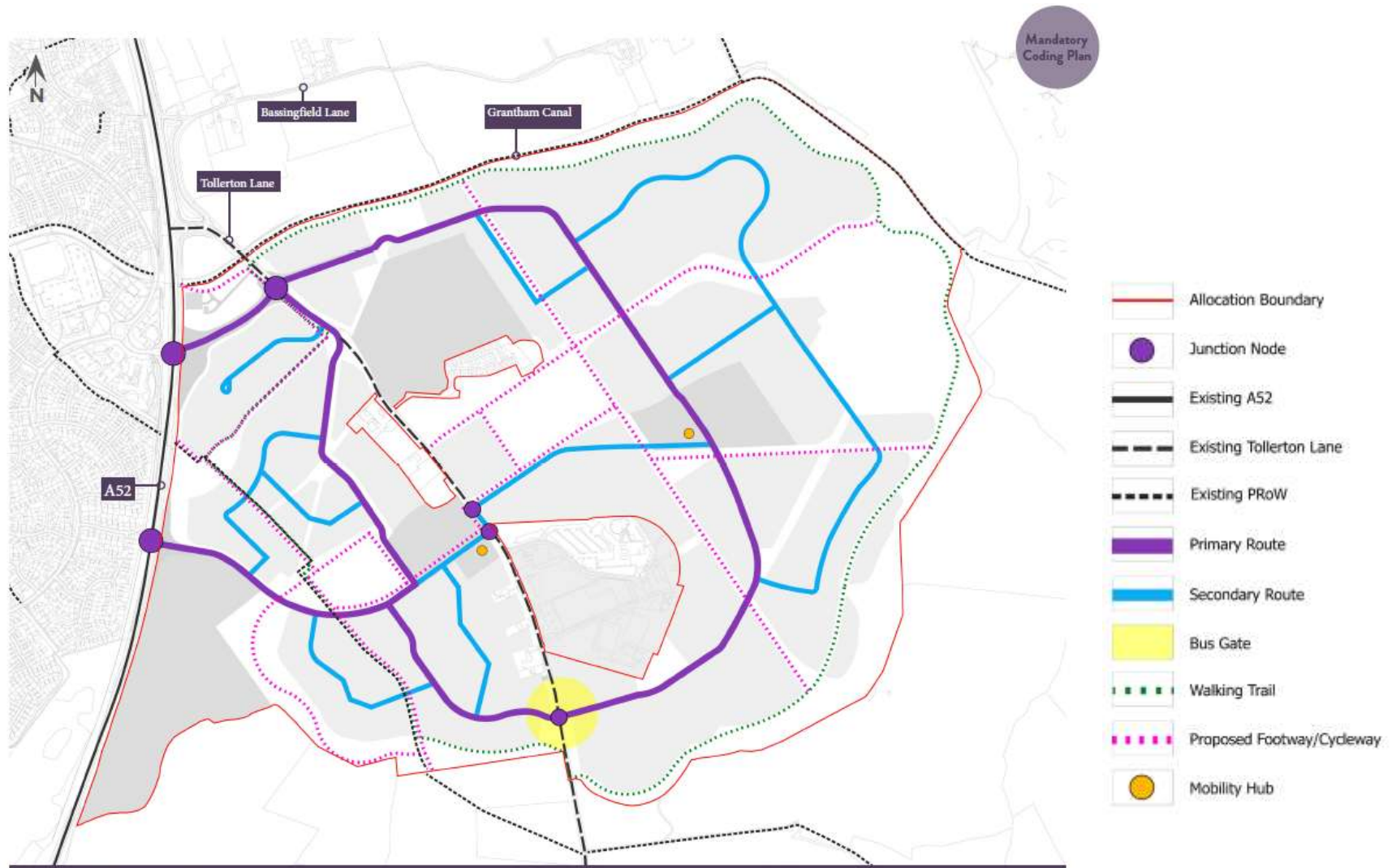


Figure 51: Mobility Strategy Plan

## **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**

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 6.2 metres, increasing to 6.5 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 6.2 metres can be considered on short sections (10-15 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 400 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 3 metres wide dedicated cycle way and 2 metres wide dedicated footway (5 metres wide when combined, and minimum 6.5 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 3 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 51 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..

## 4.6 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.

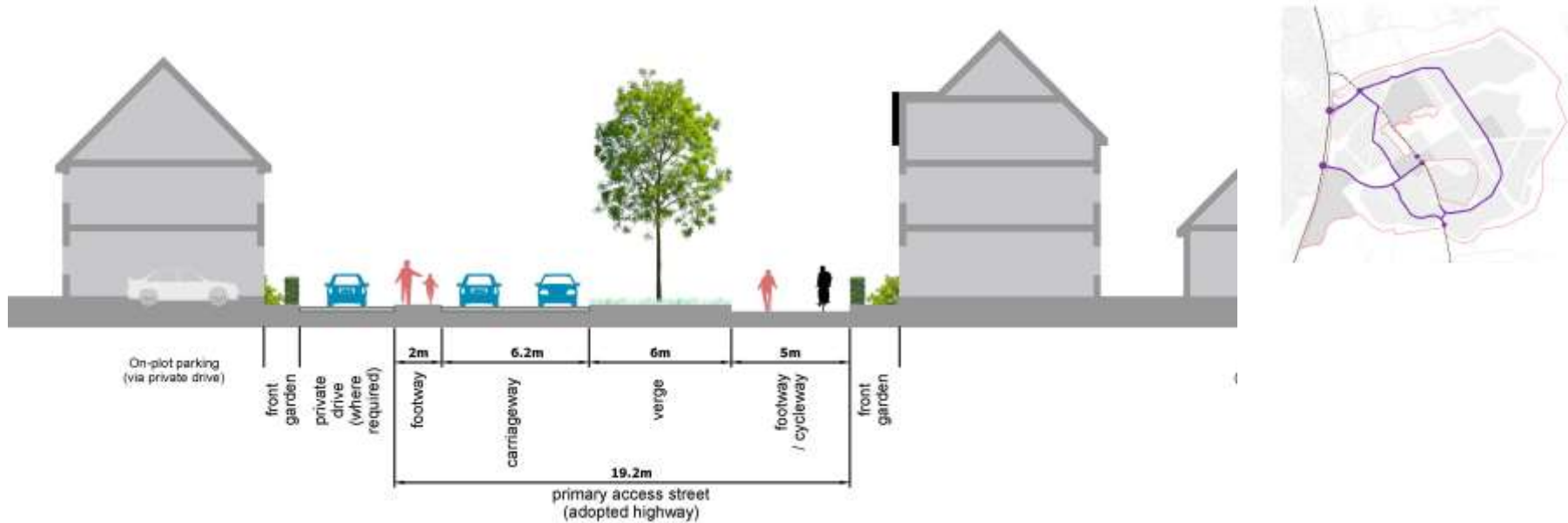


Figure 52: Indicative Primary Street Section



### Mandatory requirements

1. Tree lined street with grass verge and planting;
2. Vehicular carriageway widths shall not exceed 6.2 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 6.5 metres;
5. In accordance with the NCC Highway Design Guide, the carriageway width of 6.5 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 53: Indicative Land Use a Plan

## 5.2 Residential Areas

This section sets out the design coding principles, illustrated in Figure 54, 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 21 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 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 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 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 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 54: 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 centres located at the heart of the development, as seen in Figure 55. The local centres will provide a vibrant focus with a mix of retail, community, and residential uses. The design and uses provided within the local centres will be subject to 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.



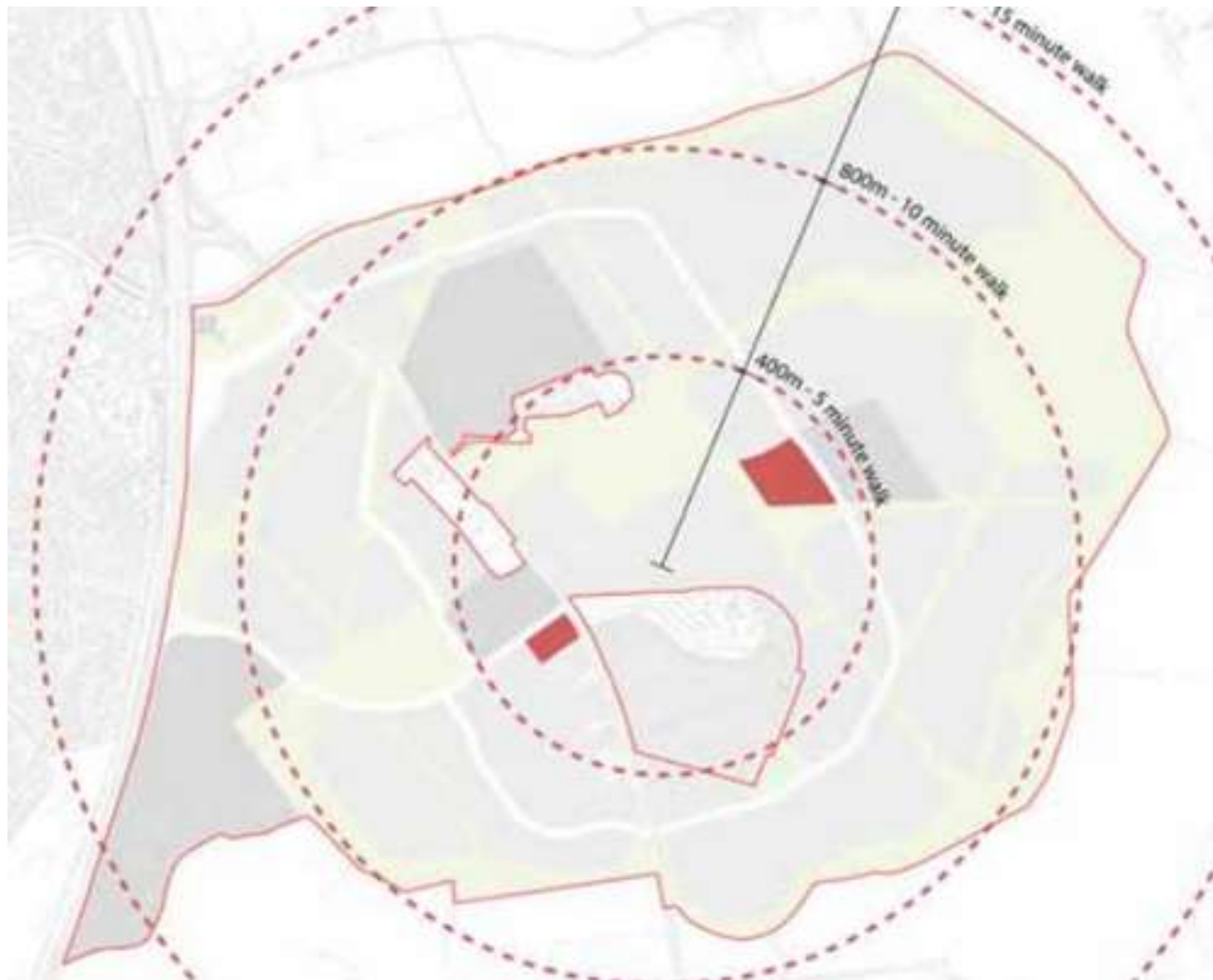


Figure 55: Mixed Use Areas Plan

## 5.5 Primary and Secondary Education

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

### 5.6 Primary Schools

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

### 5.7 Secondary School

The development is likely to require the provision of a circa 640 secondary places and 120 sixth form places using the 16/100 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 57, 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.



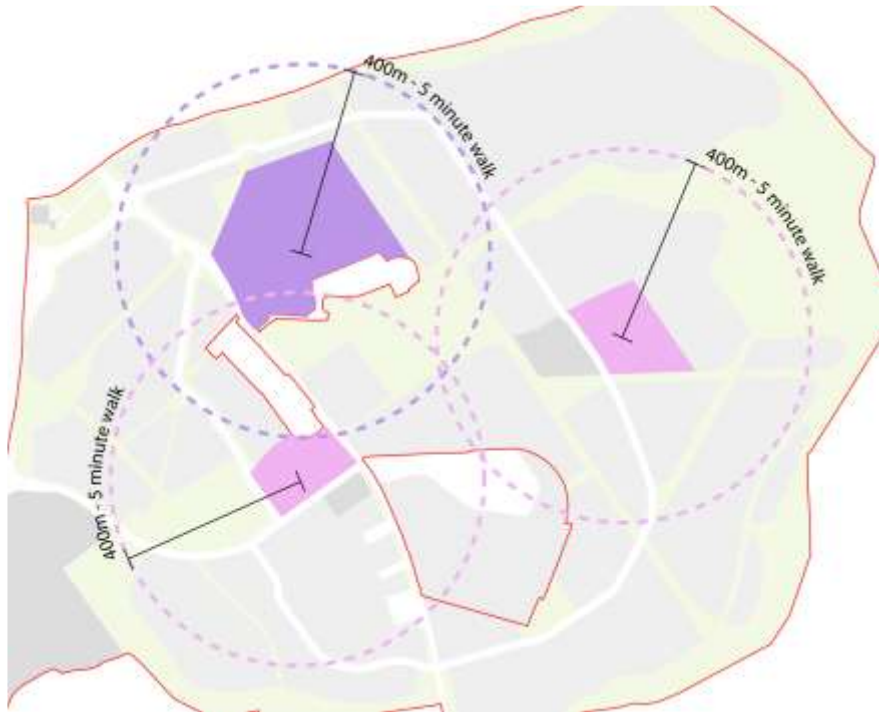


Figure 56: Proposed school locations



Figure 57: 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 52, 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 58: 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 59) 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 59: 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.



High quality surface materials and tree planting to be a dominant feature.



Formal street scene with consistent architectural features.



Building frontage to follow widening of streets and incidental spaces.



Key building at end of view. Use of white render as a common material alongside red/orange brick.



Variation in roof scape and building materials within same street scene



Figure 60: 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 61) 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 61: 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 62: 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 63) 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 63: 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.



Development frontage overlooking parkland. Consistent boundary treatment and planting.



Low density development with detached dwellings overlooking play area.



Subtle variation of dwelling typologies and materials overlooking attenuation basin. Limited use of materials palette to emphasise development character.



Figure 64: Gamston Meadows Key Plan



Homes overlooking trim trail and play area.



Images of formal development with set in a natural landscape context.

## 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~~expected 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
<b>Context</b>					
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	✓		✓		✓
<b>Movement</b>					
Street Network	✓	✓	✓	✓	✓
Public Transport	✓	✓	✓	✓	✓
Street Hierarchy	✓	✓	✓	✓	✓
Walking +Cycling	✓	✓	✓	✓	✓
Junction + Crossings	✓	✓		✓	✓
Inclusive Streets	✓	✓		✓	✓
Car Parking & Cycle Parking		✓	✓	✓	✓
Services & Utilities	✓	✓	✓	✓	✓
<b>Nature</b>					
Network of Spaces	✓	✓		✓	✓
Design		✓	✓	✓	✓
Working with Water	✓	✓		✓	✓
SUDS	✓	✓	✓	✓	✓
Flood Risk	✓		✓		✓
Net Gain	✓				✓
Biodiversity	✓	✓	✓	✓	✓
Street Trees				✓	✓
<b>Built Form</b>					
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	✓	✓	✓	✓	✓
<b>Identity</b>					
Local Character	✓	✓	✓	✓	
Legibility		✓	✓	✓	✓
Masterplanning	✓	✓	✓	✓	
Design of buildings				✓	✓
<b>Public Space</b>					
Primary		✓		✓	✓
Local & Secondary		✓		✓	✓
Tertiary				✓	✓
Meeting Places		✓		✓	✓
Multi-functional		✓		✓	✓
Home Zones			✓	✓	✓
Secured by Design				✓	✓
<b>Uses</b>					
Efficient Land Use	✓		✓	✓	✓
Mix, Housing for All & Type	✓		✓	✓	✓
Active Frontage		✓	✓	✓	✓
Schools	✓	✓	✓	✓	✓
Community Facilities	✓	✓	✓	✓	✓
Local Services	✓	✓	✓	✓	✓
<b>Homes and Buildings</b>					
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				✓	✓
<b>Resources</b>					
Energy Hierarchy	✓				✓
Energy Efficiency	✓				✓
Neighbourhood Energy & Embodied Energy					✓
Construction/Modern Methods of Construction					✓
Water	✓				✓
<b>Lifespan</b>					
Management Plan	✓		✓		✓
Participation/Community	✓		✓		✓

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**Appendix 2: Updated/Revised East of Gamston/North of Tollerton  
Development Framework – Screening Report for  
Strategic Environmental Assessment and Habitats  
Regulations Assessments**



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

**Screening Report for Strategic  
Environmental Assessment and  
Habitats Regulations Assessment**

May 2026

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# 1 Introduction

- 1.1 This is an updated SEA and HRA screening opinion for the East of Gamston/North of Tollerton Development Framework Supplementary Planning Document (SPD) following minor wording updates to the SPD, and comments received in relation to the previous screening opinion.
- 1.2 This screening report has assessed the contents of the SPD (with minor wording updates from the originally adopted 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.
- 1.3 This report also determines whether or not the contents of the SPD (with minor wording updates) 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').
- 1.4 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'.
- 1.5 It should be noted that the adopted Rushcliffe Local Plan Part 1: Core Strategy (December 2014) (LPP1) has been subject to a full Strategic Environmental Assessment and Sustainability Appraisal in accordance with the legislation, as well as a Habitats Regulations Assessment in accordance with the Habitats Regulations (which concluded that a full Appropriate Assessment of it would not be required). 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) and therefore the previous assessment has been taken into account in providing this screening opinion where appropriate.
- 1.6 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 in this screening opinion where

appropriate.

- 1.7 The emerging Greater Nottingham Strategic Plan (GNSP) includes the allocation of east of Gamston/north of Tollerton within Policy 31. This plan is supported by a Sustainability Appraisal and Habitats Regulations Assessment. This plan has been submitted for examination and dates for hearing sessions are expected to be set in May. Regard has also been had to the assessments undertaken in relation to the emerging GNSP where appropriate.
- 1.8 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 (HRA) are not required to accompany the SPD. The assessment is that the SPD itself does not give rise to any new or materially different likely significant environmental effects that have not already been assessed at the adopted local plan stages, and also having regard to emerging local plan stages and SEA and HRA assessment of the emerging local plan stages to date. Details of the reasoning behind these conclusions are provided within sections 4 and 5 of this report.
- 1.9 The previous SEA and HRA Screening Opinion was consulted upon alongside the earlier consultation of the SPD and sent to the three statutory consultees (Historic England, Natural England, and Environment Agency) to seek their views on its contents. This updated SEA and HRA Screening Opinion will be sent to the three statutory consultees again 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:

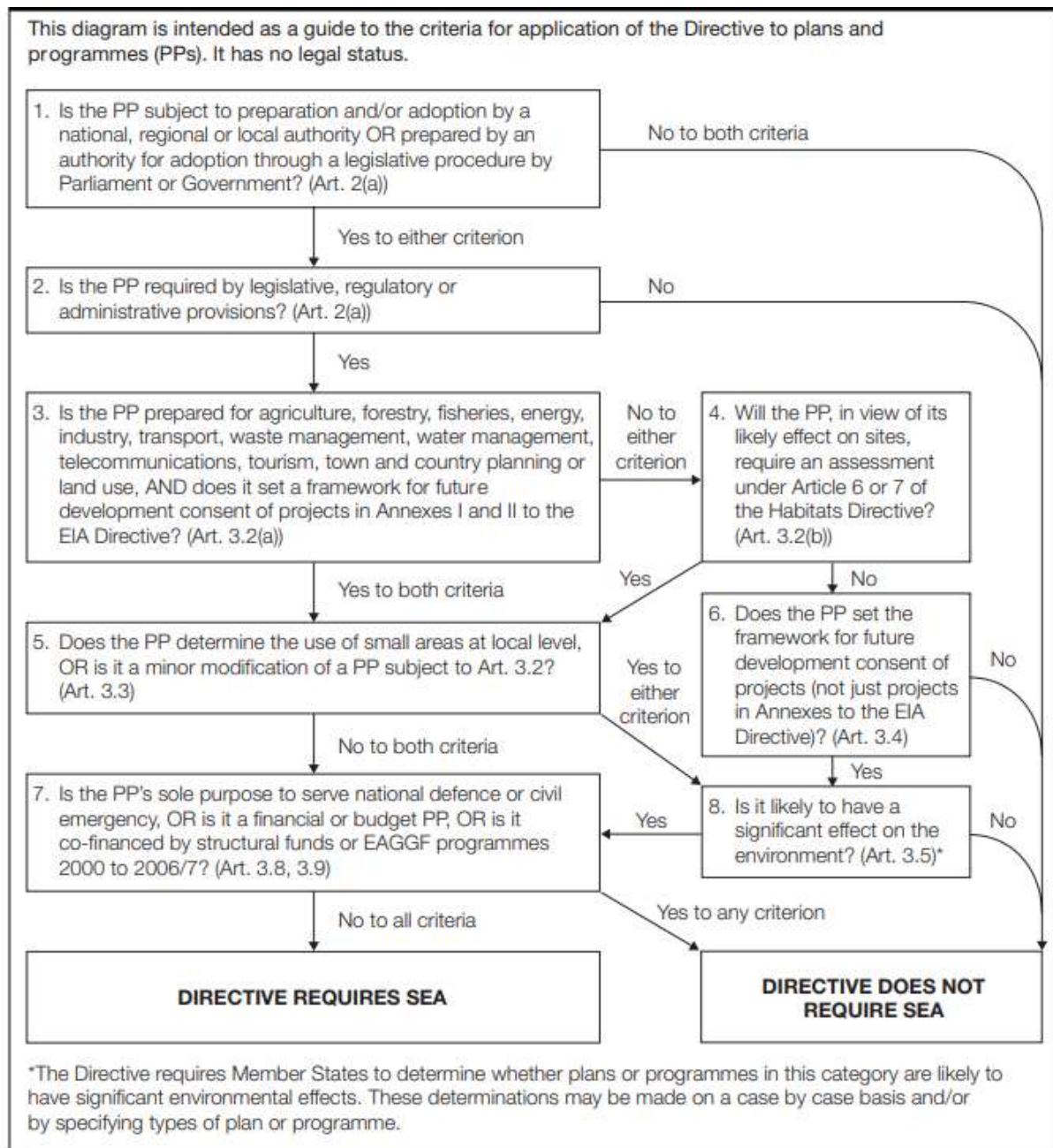
*'The objective of this Directive is to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes with a view to promoting sustainable development, by ensuring that, in accordance 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 Supplementary Planning Document *'may in exceptional circumstances require a strategic environmental assessment if they are likely to have significant environmental effects that have not already have been assessed during the preparation of the relevant strategic policies'*<sup>1</sup>.

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<sup>1</sup> Paragraph: 008 Reference ID: 11-008-20140306

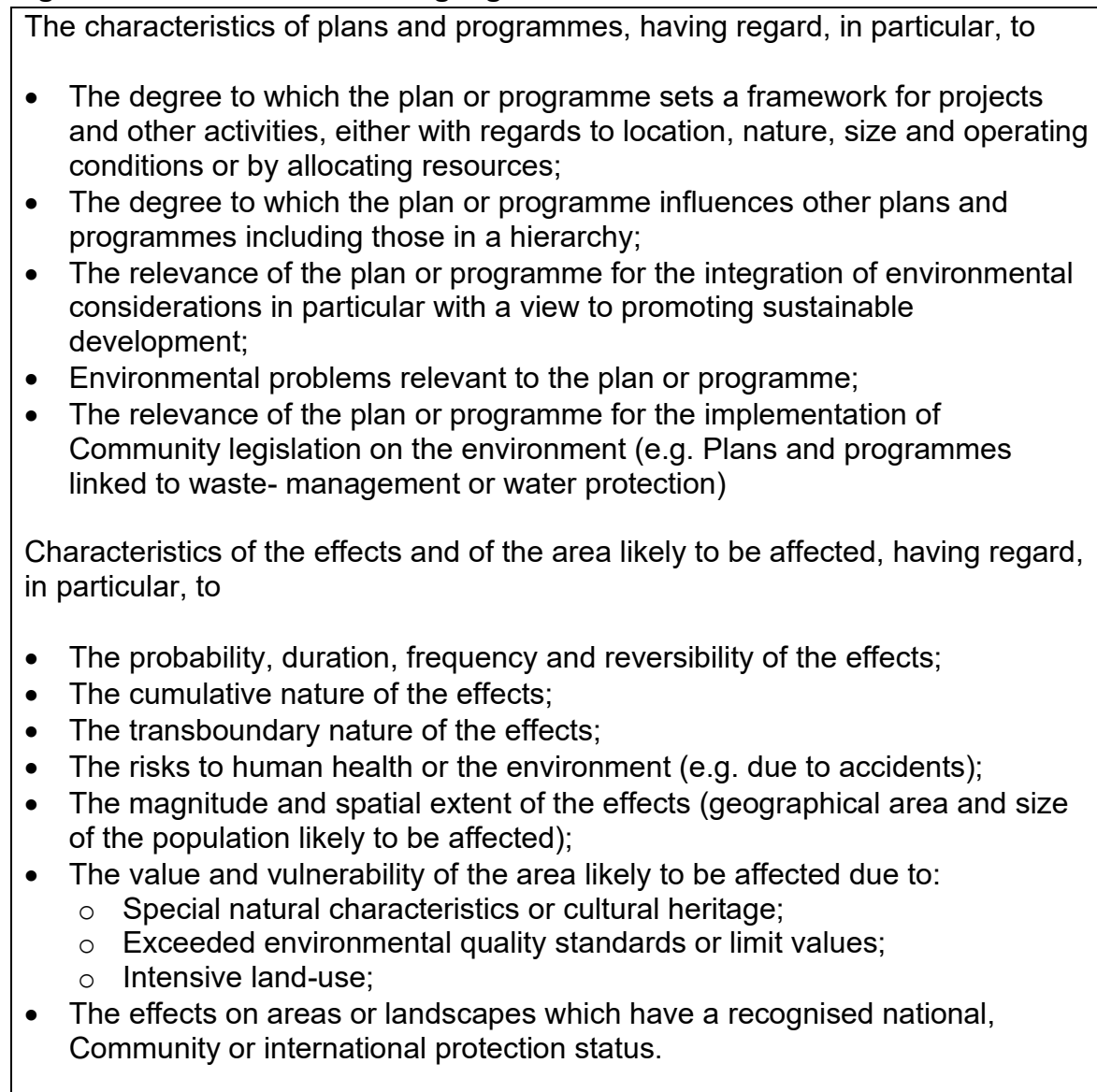
**Figure 1 - Criteria against which an SEA must be screened**



2.6 Assessing the significance of the environmental effects (required at stage 8 in Figure 1) that an SPD will have depends on the contents of 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. It is also identified within Planning Practice Guidance that *'Before deciding whether significant environment effects are likely, the local planning authority will need to take into account the criteria specified in [schedule 1 to the Environmental Assessment of Plans and Programmes Regulations 2004](#) and consult the consultation bodies'*<sup>1</sup>.

2.7 These criteria have been set out below in Figure 2.

**Figure 2: Criteria for assessing significance**



**Habitats Regulations Assessment (HRA)**

2.8 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).

- 2.9 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.
- 2.10 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 East of Gamston/North of Tollerton Development Framework Supplementary Planning Document**

- 3.1 The East of Gamston/North of Tollerton Development Framework SPD provides 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 East of Gamston/North of Tollerton Development Framework SPD SEA screening assessment

- 4.1 An SEA was completed as part of the adopted Rushcliffe District Council Local Plan Part 1 (Core Strategy) (December 2014) and Local Plan Part 2 (Land and Planning Policies) (October 2019), and this has been taken into account in this screening assessment.
- 4.2 Additionally, an SEA has been completed for the emerging Greater Nottingham Strategic Plan which is currently under examination and regard has also been had to the SEA completed as part of the emerging GNSP.
- 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 a full SEA 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 a non-development plan document which will form a material consideration when assessing planning applications within the allocated site.
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.
3. Is the SPD prepared for agriculture, forestry, fisheries, energy, industry, transport, waste management, water management, telecommunications, tourism, town and country 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))	Yes (go to Q.5)	The SPD is for town and country planning purposes and 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 and it sets a framework for future development consent of projects in either Annex I or Annex II of the EIA Directive, given it relates to an urban development project.

Stage	Yes / No	Reason
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	See HRA Screening Conclusion in section 5 below.
5. Does the SPD determine the use of small areas at local level, OR is it a minor modification of a PP subject to Art. 3.2? (art 3.3)	Yes (go to Q.8)	The SPD is focused upon the strategic allocation East of Gamston/North of Tollerton. The uses proposed for this site were established in the Local Plan Part 1: Core Strategy Policy 25. This is a small area at a local level in the context of the local plan area for Rushcliffe Borough Council (the allocation site is c.247 hectares which covers c.0.6% of the local plan area covered by Rushcliffe (being c.40,923 hectares).
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	<p>The SPD is not considered likely to have a significant effect on the environment and it is not considered that there are any new or materially different likely significant effects in relation not the SPD than have already been assessed in the context of SEA of the adopted local plan as a whole, having regard also to the SEA of the emerging GNSP. Further detail of how this has been concluded and the assessment is provided in tables 3 and 4 below.</p> <p>Any development undertaken further to the SPD would also be subject to EIA screening (and, as appropriate scoping) and EIA's have accompanied the applications made to date in relation to the East of Gamston/North of Tollerton (Gamston Sustainable Urban Extension (SUE)) allocation site.</p>
<b>SEA IS NOT REQUIRED</b>		

4.4 An assessment of the likely significant effects of the SPD is set out in Table 3, having regard to Table 4.

**Table 3: Criteria for assessing significance**

Environmental Regulations Paragraph	SEA Criteria	Likely Significant effect?	Comments
1. The characteristics of plans and programmes, having regard, in particular, to—			
a.	the degree to which the plan or programme sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources;	No	<p>The SPD would not, if adopted, form part of the statutory Development Plan. However, it does as an SPD form part of the framework for future development consent of projects, as it will be a ‘material consideration’ in the determination of planning applications, alongside other SPDs. The project also sits within the wider framework set by the National Planning Policy Framework and Planning Practice Guidance.</p> <p>The SPD provides further context to the allocation set within Local Plan Part 1 which sets the requirements for the allocation in terms of quantum and type of development and requirements of the site in regard to infrastructure delivery. The SPD impact would be localised in nature and have limited resource implications.</p>
b.	the degree to which the plan or programme influences other plans and programmes including those in a hierarchy;	No	<p>The SPD guidance must be in conformity with the adopted development plan, being the Local Plan Part 1 and Local Plan Part 2. It provides additional guidance and objectives to support the requirements of Policy 25 of the LPP1. The allocation falls within the Tollerton Neighbourhood Plan Area, which requires the allocation to follow high design standards, include a buffer between Tollerton and be a new successful settlement, all aspects the SPD promotes. The SPD follows the principles of existing plans and provides further guidance in how these could be delivered for the allocation. It would not influence other Plans or Programmes.</p>
c.	the relevance of the plan or programme for the integration of environmental considerations in	No	<p>The SPD follows the principles from Policy 25 of the LPP1 and provides further guidance in some areas which would help ensure the sustainable development of this allocation and inform planning decision-making but not lead to materially different or new likely significant environmental effects other than assessed in the adopted Local Plan process in relation to the Gamston SUE allocation site</p>

Environmental Regulations Paragraph	SEA Criteria	Likely Significant effect?	Comments
	particular with a view to promoting sustainable development;		and having regard to the emerging GNSP process and impacts arising from the development of the Gamston SUE allocation site.
d.	Environmental problems relevant to the plan or programme; and	No	This SPD develops from the existing mitigation of Policy 25 of the LPP1 and has a strong focus upon the preservation and enhancement of biodiversity, landscape character and heritage assets on site to adequately mitigate the impacts of development. The SPD also seeks further studies to be undertaken to support any future planning application and does not result in any new or materially different likely significant environmental effects other than assessed in the adopted Local Plan process in relation to the Gamston SUE allocation site and having regard to the emerging GNSP process and impacts arising from the development of the Gamston SUE allocation site.
e.	The relevance of the plan or programme for the implementation of Community legislation on the environment (for example, plans and programmes linked to waste management or water protection).	No	The SPD does not itself implement Community or national environmental legislation; rather, it provides guidance to ensure development proposals comply with existing legal and policy requirements. As such, while the SPD supports the application of environmental legislation at the development management stage, it is not itself a delivery vehicle for environmental law. This is a small area at a local level in the context of the local plan area for Rushcliffe Borough Council. The SPD does not result in any new or materially different likely significant environmental effects other than assessed in the adopted Local Plan process in relation to the Gamston SUE allocation site and having regard to the emerging GNSP process and impacts arising from the development of the Gamston SUE allocation site.
<b>2. Characteristics of the effects and of the area likely to be affected, having regard, in particular, to—</b>			
a.	The probability, duration, frequency and reversibility of the effects;	No	Development is likely to take place in the allocated site and enabling infrastructure related to the development over a number of years and the effects would be largely irreversible.

Environmental Regulations Paragraph	SEA Criteria	Likely Significant effect?	Comments
			The SPD is not considered to give rise to any likely significant environmental effects by itself and there are not likely to be any new or materially different likely significant environmental effects than have already been assessed in the context of SEA of the adopted local plan as a whole having regard to the SEA of the emerging GNSP. (further details provided in Table 4).
b.	The cumulative nature of the effects;	No	The sustainability appraisal (incorporating SEA) of LPP1 considered the allocation which the SPD refers to through Policy 25, as well as other allocations in the LPP1 and undertook a cumulative assessment of the allocation. The SPD follows the policy requirements for the site in terms of scale of dwelling numbers and land uses. It is assessed that the SPD does not result in any materially different likely significant environmental cumulative effects than have already been assessed in the context of the SEA of the adopted local plan as a whole, including the SPD having effect as a material planning consideration in conjunction with the adopted local plan as a whole, having regard also to the SEA of the emerging GNSP.
c.	The trans-boundary nature of the effects;	No	The allocation which the SPD refers to is a localised area within Rushcliffe Borough and there are not expected to be significant trans-boundary effects. The SEA and HRA of the adopted LPP1 considered the effects of development in areas beyond Rushcliffe Borough on protected sites, and this SPD would not give rise to any new or materially different likely significant trans-boundary effects than those which were considered and appraised under the local plan process, having regard also to the SEA of the emerging GNSP.
d.	the risks to human health or the environment (for example, due to accidents);	No	It is not anticipated that there would be an increase to risks to, or significant risks to, human health or the environment as a result of the SPD. The elaboration on mitigation measures in the SPD to help guide any planning application and for relevant supporting documents to be provided to identify any impacts, is positive. The SPD does not result in any new or materially different likely significant effects than those which have already been assessed under the local plan process, having regard also to the SEA of the emerging GNSP. .
e.	The magnitude and spatial extent of the	No	The SPD does not materially impact the scale of development set in Policy 25 of the LPP1. The magnitude and spatial extent of the effects are not materially

Environmental Regulations Paragraph	SEA Criteria	Likely Significant effect?	Comments
	effects (geographical area and size of the population likely to be affected);		different to that identified in relation to Policy 25 of the Local Plan Part 1, having regard also to the SEA of the emerging GNSP. The likely significant environmental effects identified within the SA supporting the LPP1 remain the same for the SPD, which provides further elaboration on the mitigation of effects.
f.	the value and vulnerability of the area likely to be affected due to— (i)special natural characteristics or cultural heritage; (ii)exceeded environmental quality standards or limit values; or (iii)intensive land-use;	No	The allocation contains listed pillboxes in a setting of an airfield. Policy 25 identifies mitigation required to protect these heritage assets and the SPD adds further guidance and mitigation to ensure the heritage assets and their setting are protected where possible and any harm is minimised. The assessment of likely significant effects is unchanged from the original SA appraisal for the Local Plan Part 1 and the Policy 25 requirements of LPP1, having regard also to the SEA of the emerging GNSP.
g.	the effects on areas or landscapes which have a recognised national, Community or international protection status.	No	The allocation does not include any landscape allocations or national, community or international protection status. There are no areas within the immediate vicinity and therefore there are unlikely to be significant environmental effects upon areas such as this and the assessment remains unchanged to the original assessment of the allocation within the SA of LPP1, having regard also to the SEA of the emerging GNSP.

**Table 4: SPD commentary in relation to SEAs undertaken for the LPP1 and the emerging GNSP**

LPP1 SA Objective	LPP1 SA	LPP1 SA Commentary in relation to Policy 25 East of Gamston / North of Tollerton Sustainable Urban Extension ("Gamston SUE")	GNSP SA objective	GNSP SA Score for Gamston SEA	Commentary in the GNSP SA for Gamston SUE	SPD Commentary
Housing	<p>Policy 25: (Gamston SUE):</p> <p>Very major/ important positive</p> <p>[Cumulative Impact score (alongside other allocations) +++]</p>	<p>Addition of up to 4,000 homes (2,500 during the plan period and up to 1,500 additional beyond 2028) would significantly boost overall housing supply. This looks beyond the plan period, providing for longer term needs. Would include a significant proportion of affordable housing in an area of high demand. Would provide for differing house types and sizes. Policy wording also specifies that appropriate provision should be made for gypsy and traveller accommodation - thereby addressing a specific housing need.</p>	Housing	++	<p>The site is allocated for around 2,500 dwellings before 2028 with up to a further 1,500 dwellings post 2028*.</p> <p>*This commentary relates to the allocation within Policy 25 of the Rushcliffe Local Plan Part 1.</p> <p><u>Mitigation</u> Must carry forward requirements (mitigations) of P25 LPP1</p>	<p>In relation to whether the SPD has any new or materially different likely significant environment effects compared to those assessed in the LPP1 (and having regard to the assessment in the SA for the GNSP draft allocation of the Gamston SUE), the SPD does not alter the housing figure for the site as set out Policy 25 of the LPP1 (and this is also unchanged in the emerging GNSP) and provides guidance that within the indicative masterplan the number of dwellings (of mixed tenure in accordance with Policy 8) can be provided on site alongside the provision of gypsy and traveller accommodation. Therefore, this SPD does not introduce any materially new or different likely significant effects which differ to the assessment of the Local Plan Part 1 Sustainability Appraisal.</p>
Health	Policy 25: (Gamston SUE):	In close proximity to Holme Pierrepont which offers a variety of recreational	Health and Wellbeing	+	<p>The site is within 30 minutes travel time of a health facility. The site is within 400 metres</p>	<p>In relation to whether the SPD has any new or materially different likely significant environment effects</p>

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	<p>The assessment was that there were some moderate positives and some minor negatives in relation to likely significant health effects</p> <p>[Cumulative Impact score (alongside other allocations) +]</p>	<p>activities.</p> <p>Grantham canal forms the northern boundary of the site. There are existing corridors along the Grantham Canal for access by healthier modes of transport to West Bridgford and the countryside. Development north of the canal could open up better opportunities for exploring walking/cycling /recreational due to closer proximity to Holme Pierrepont and canal. Uncertainties around health provision on the site. If no facilities developed on site then development would place extra strain on existing facilities in the West Bridgford area.</p> <p><u>Mitigation</u> Policy wording requires provision of contributions to</p>			<p>walking distance of a recreational area or accessible blue-green infrastructure. The site could potentially lead to a loss of recreational area or accessible blue-green infrastructure.</p> <p><u>Mitigation</u> Ensure that any relevant requirements within Policy 25 of the Rushcliffe Local Plan Part 1 are carried forward.</p>	<p>compared to those assessed in the LPP1 (and having regard to the assessment in the SA for the GNSP draft allocation of the Gamston SUE), the SPD elaborates on s design objectives to improve health and wellbeing for the site which includes the recommendation for cycle and footpaths within the site and a fitness trail. The SPD also discusses the requirement for healthcare provision on site including a GP surgery, however the location of which is not identified on the indicative masterplan and is to be determined at the application stage. Policy 25 of the LPP1 requires the creation and enhancement of open space and Green Infrastructure and the SPD highlights the requirement of Rushcliffe Borough Council's Leisure Facilities Strategy 2017-2027 which requires the provision of allotments and uses the requirements to calculates the provision of allotments to be provided on site. The SPD does not alter the overall conclusions on likely significant effects.</p>

LPP1 SA Objective	LPP1 SA	LPP1 SA Commentary in relation to Policy 25 East of Gamston / North of Tollerton Sustainable Urban Extension ("Gamston SUE")	GNSP SA objective	GNSP SA Score for Gamston SEA	Commentary in the GNSP SA for Gamston SUE	SPD Commentary
		improve local health facilities as appropriate to meet the needs of the development; Improvements to canal corridor to encourage greater use of it as a recreational route.				The SPD elaborates on the development of the allocation being guided by these principles which should help mitigate the impacts of the development assessed at the SA stage of the LPP1; however as these details are yet to be finalised the effects of these updates are not considered to be significant. The assessment aligns with the assessment of the Local Plan Part 1 Sustainability Appraisal. This SPD does not introduce any materially new or different likely significant effects which differ to the assessment of the Local Plan Part 1 Sustainability Appraisal.
Heritage	The assessment was that there were some minor positives and moderate negatives in relation to likely significant	There are 18 Grade II listed pillboxes scattered across the airfield part of the site. Part of the reason for their listing is due to their 'functional inter-relationship'. Due to the wide distribution across the airfield any potential development could compromise the integrity of these heritage assets. The wider setting of	Built and historic Environment	?	Unsure whether any development would be sympathetic to its surrounding in terms of design layout and scale. The site could potentially lead to the loss of or harm the significance of the designated heritage assets within the sites boundaries. Unsure whether it will promote heritage based	In relation to whether the SPD has any new or materially different likely significant environment effects compared to those assessed in the LPP1 (and having regard to the assessment in the SA for the GNSP draft allocation of the Gamston SUE), the SPD elaborates on the heritage requirements providing further detail from Policy 25 of the LPP1, identifying a need for the establishment of a full understanding of

LPP1 SA Objective	LPP1 SA	LPP1 SA Commentary in relation to Policy 25 East of Gamston / North of Tollerton Sustainable Urban Extension ("Gamston SUE")	GNSP SA objective	GNSP SA Score for Gamston SEA	Commentary in the GNSP SA for Gamston SUE	SPD Commentary
	<p>heritage effects</p> <p>[Cumulative Impact score (alongside other allocations) -]</p>	<p>the airfield is important as part of the wider military setting. Therefore, even if development avoids the pillboxes, the wider setting could still be compromised. Grantham Canal is a heritage asset increased use as a recreational use would open this asset up to a wider audience.</p> <p><u>Main Modifications update</u> Proposed amendment to policy provides more detail in relation to what the Council would expect the Heritage Strategy to contain. This wording is partly based on the mitigation recommended through the SA of the previous policy wording (see document EX39). The policy also includes additional text in relation to the impact of higher densities on the heritage assets.</p>			<p>tourism or heritage led regeneration.</p> <p><u>Mitigation</u> Ensure that any relevant requirements within Policy 25 of the Rushcliffe Local Plan Part 1 are carried forward. Ensure any non-designated heritage assets within the site are protected and/or appropriately recorded.</p>	<p>the individual and collective significant of the pillboxes with development needing to be designed to minimise harmful impacts to the pillboxes. Additionally the design code references that the heritage and former use of the site should be considered in the design evolution of the open space areas. The SPD references a heritage statement to be submitted with all applications for the site. Further context and expectations are set within the SPD which are to be addressed through the development of Heritage Statement/Strategies. This aligns with the requirement for a heritage strategy to be produced for the site in accordance with Policy 25 of LPP1. This further information will help guide a Heritage Strategy and develop a positive design for the allocation. This wording provides more detail relating to mitigation but does not result in any materially new or different likely significant effects which differ to the assessment of the Local Plan Part 1</p>

LPP1 SA Objective	LPP1 SA	LPP1 SA Commentary in relation to Policy 25 East of Gamston / North of Tollerton Sustainable Urban Extension ("Gamston SUE")	GNSP SA objective	GNSP SA Score for Gamston SEA	Commentary in the GNSP SA for Gamston SUE	SPD Commentary
		<p>Ultimately, these changes to the policy wording are not significant enough to affect the overall 'score', but they will provide greater assurances in relation to the protection of the heritage assets in terms of mitigation.</p> <p><u>Mitigation</u> Detailed heritage assessment needs to be undertaken to understand the importance of the asset and its setting and the potential impact of any development proposal on the assets (both designated assets and non-designated) and the wider setting. Due to the importance of the relationship between the pillboxes, the views between these will be an important consideration. Mitigation should be proposed through this assessment that looks at ways of maximising</p>				Sustainability Appraisal.

LPP1 SA Objective	LPP1 SA	LPP1 SA Commentary in relation to Policy 25 East of Gamston / North of Tollerton Sustainable Urban Extension ("Gamston SUE")	GNSP SA objective	GNSP SA Score for Gamston SEA	Commentary in the GNSP SA for Gamston SUE	SPD Commentary
		enhancement and avoiding or minimising harm. Design measures may be proposed as part of this - i.e. scale, height massing of any new buildings, layout of a scheme etc. Consideration of development of a heritage trail between the pillboxes.				
Crime	No scoring was provided in the SA for Crime	No significant Impact	Community Safety	?	<p>Uncertain as the impact of development upon crime is dependent upon design and a series of secondary factors not related to site allocation</p> <p><u>Mitigation</u> Ensure policies in the Local Plan in general promote a safe secure environment for new development</p>	<p>In relation to whether the SPD has any new or materially different likely significant environment effects compared to those assessed in the LPP1 (and having regard to the assessment in the SA for the GNSP draft allocation of the Gamston SUE), the SPD discusses the principles of secured by design in the context of National Guidance. There are no specific details developed further in the SPD on this topic. This wording sign posts to existing national guidance which does not result in any materially new or different likely significant effects which differ to the assessment of the Local Plan Part 1 Sustainability Appraisal.</p>

LPP1 SA Objective	LPP1 SA	LPP1 SA Commentary in relation to Policy 25 East of Gamston / North of Tollerton Sustainable Urban Extension ("Gamston SUE")	GNSP SA objective	GNSP SA Score for Gamston SEA	Commentary in the GNSP SA for Gamston SUE	SPD Commentary
Social	The assessment was that there were some moderate positives and some moderate negatives in relation to likely significant social effects  [No Cumulative Impact score was provided]	Large new urban extension may impact on the character/identity of Tollerton village and Bassingfield. Development north of the canal would breach a potentially strong defensible boundary which could compromise the setting of Bassingfield. Policy states that a new neighbourhood centre will be provided as part of the development. Positive impact through the delivery of new services. Policy wording specifies inclusion of new community facilities and retail facilities either on site or through improvement of adjacent community facilities.  <u>Mitigation</u> Retail impact assessment to assess the impact of new neighbourhood centre on existing retail centres. Policy	Social Inclusion	+	The site is not within 400 metres walking distance of community facilities. The site will not result in a loss of a community facility. The site is not located in or adjoining a deprived area.  <u>Mitigation</u> Ensure that any relevant requirements within Policy 25 of the Rushcliffe Local Plan Part 1 are carried forward.	In relation to whether the SPD has any new or materially different likely significant environment effects compared to those assessed in the LPP1 (and having regard to the assessment in the SA for the GNSP draft allocation of the Gamston SUE), the SPD identifies that the allocation will effectively be creating a new community which requires health services, education, shops and local facilities which are needed to create sustainable development. Design objectives are set for the site of which one is 'Community Hearts' which identifies two beating hearts (neighbourhood centres) at the centre of the development providing community facilities and infrastructure. Detail as to the size and scale of the elements which sit within the neighbourhood centres and will be determined at the application stage. The indicative land use plan includes green edges to the south, west and north of the site in accordance with the requirements of Policy 25, point 17 of
			Shopping Centres	+	The site is not located within 400 metres of a shopping centre such as a city centre or local centre. The site will not result in a loss of town centre use or mixed use shopping centre.  <u>Mitigation</u> Ensure that any relevant requirements within Policy 25 of the Rushcliffe Local Plan	

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		wording requires provision of new facilities			Part 1 are carried forward.	the LPP1. The SPD introduces a comprehensive long-term stewardship and governance framework covering the management and maintenance of green and blue infrastructure, community facilities, heritage assets and biodiversity net gain land. While this primarily relates to delivery mechanisms rather than land use change, ineffective or under-resourced stewardship has the potential to influence longer-term social and environmental outcomes. The SPD places significant emphasis on coordinated phasing and timely infrastructure delivery across the allocation to mitigate impacts of delayed delivery of key services or transport infrastructure which could influence interim social and accessibility effects. The SPD includes detailed expectations for inclusive and accessible design, including wheelchair adaptable housing, inclusive streets and emergency access. These measures strengthen social equity outcomes and

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						are not considered to introduce new significant environmental effects. This SPD provides further guidance and objectives in regards to the social aspects of Policy 25 of the LPP1; however this further guidance and objectives do not introduce any new or materially different likely significant effects which differ to the assessment of the Local Plan Part 1 Sustainability Appraisal.
Biodiversity and Green Infrastructure	The assessment was that there were some minor positives and some moderate to major negatives in relation to likely significant biodiversity and green	Potential to displace habitats. No SSSIs on site but Grantham Canal is a SINC. The designation describes the area as: "An urban stretch of canal with a good aquatic plant community". Associated wetland marsh vegetation. The canal corridor is well maintained as a recreational route and connects to the existing Gamston area and onwards to Lady Bay and the city centre. Opportunities for further improvements along	Natural Environment, Biodiversity and Blue-Green Infrastructure	?	The site will not result in a loss of all or part of a designated site of nature conservation interest. The site is not adjacent to a designated site of nature interest The site could potentially lead to the loss of existing habitats or trees/hedgerows/woodlands.  <u>Mitigation</u> Ensure that any relevant requirements within Policy 25 of the Rushcliffe Local Plan Part 1 are carried forward.	In relation to whether the SPD has any new or materially different likely significant environment effects compared to those assessed in the LPP1 (and having regard to the assessment in the SA for the GNSP draft allocation of the Gamston SUE), the SPD discusses the provision for green corridors, green edges, woodland and utilising the sites contours within the allocation which would guide the development to be designed and developed with the principles of biodiversity enhancements on site, a requirement of Policy 25 (16) of LPP1, with a strong emphasis on on-

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	<p>infrastructure effects</p> <p>[Cumulative Impact score (alongside other allocations) -]</p>	<p>the non-urbanised part of the route as part of any potential future development. The canal forms part of a wider Green Infrastructure network that connects the Holme Pierrepont area (including Gamston Pits SINC) to the north and the River Trent beyond.</p> <p>A small wooded area to the south of the site (Jubilee Woods).</p> <p><u>Mitigation</u> Policy wording specifies "The creation of significant Green Infrastructure areas/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</p>				<p>site provision habitat connectivity and long-term management. Biodiversity and Green Infrastructure is a theme which runs throughout the SPD. The <u>SPD does not</u> introduce any materially new or different likely significant effects which differ to the assessment of the Local Plan Part 1 Sustainability Appraisal.</p>

LPP1 SA Objective	LPP1 SA	LPP1 SA Commentary in relation to Policy 25 East of Gamston / North of Tollerton Sustainable Urban Extension ("Gamston SUE")	GNSP SA objective	GNSP SA Score for Gamston SEA	Commentary in the GNSP SA for Gamston SUE	SPD Commentary
		created along the Grantham Canal", "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". Any Environmental Impact Assessment should identify measures to protect species and safeguard SINC designation.				
Environment and Landscape	The assessment was that there were some moderate negatives in relation to likely significant environment	Rural character. Majority of site arable farmland. Open and flat with some undulation. Long views across the site and from the site.	Landscape	--	The site could potentially have an adverse impact on local landscape character. The site will not conserve, enhance or restore the features and characteristics of the landscape in the present form. The site will create a new landscape character.	In relation to whether the SPD has any new or materially different likely significant environment effects compared to those assessed in the LPP1 (and having regard to the assessment in the SA for the GNSP draft allocation of the Gamston SUE), the indicative landuse plan for the site has been designed in the context of the existing landscape character. The development

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	and landscape effects  [Cumulative Impact score (alongside other allocations) -]				Mitigation Ensure that any relevant requirements within Policy 25 of the Rushcliffe Local Plan Part 1 are carried forward.	of an open site will cause some harm to the character of the area which was referenced within the SA of the LPP1, however the development of landscape character areas, preservation of heritage assets and the alignment of the runways would help ensure that the development will be designed with respect to the current and existing landscape character where possible. The SPD includes a section on 'potential contamination' due to the previously developed status of part of the allocation. There is potential for contaminated land on some of the site and further work is expected to determine if the site contains any contamination or to what extent. Mitigation will be provided throughout any planning application as it would be supported by initial assessments and if required remedial mitigation would be conditioned as part of any planning permission. The final detail remains to be determined through the planning applications. The SPD does not
			Pollution and Air Quality	?	The site is not within the Nottingham urban area agglomeration zone. Unknown whether the site will lead to the creation of a new air quality management area.  <u>Mitigation</u> Ensure that any relevant requirements within Policy 25 of the Rushcliffe Local Plan Part 1 are carried forward.	

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						introduce any new or materially different likely significant effects which differ to the assessment of the Local Plan Part 1 Sustainability Appraisal in this regard.
Natural Resources and Flooding	The assessment was that there were some moderate to major negatives in relation to likely significant health effects  [Cumulative Impact score (alongside other allocations) -]	Majority of land to the west of Tollerton Lane is Grade 2 agricultural land (BMV) (approx. half of overall site). Very large site with potential impacts on water and air quality. Increased consumption of raw materials inevitable. Will lead to loss of soils. Area along Polser Brook along the eastern boundary of the site at risk of flooding. Development of Greenfield site may lead to increased flooding on the site and elsewhere due to increased runoff. Would involve reuse of PDL (airport). EA flood maps identified north	Natural Resources and Waste Management	--	The site is located within both grade 2 and 3 agricultural land. The site's development would lead to a loss of the best and most versatile agricultural land. Unsure as to whether the site's development would sterilise mineral reserves which can be viably extracted.  <u>Mitigation</u> Ensure that any relevant requirements within Policy 25 of the Rushcliffe Local Plan Part 1 are carried forward.	In relation to whether the SPD has any new or materially different likely significant environment effects compared to those assessed in the LPP1 (and having regard to the assessment in the SA for the GNSP draft allocation of the Gamston SUE), the SPD references flood risk to be considered and suggests that drainage basins could be situated around the edges of the site; however this detail is to be determined following further survey work. The SPD does not introduce any new or materially different likely significant effects which differ to the assessment of the Local Plan Part 1 Sustainability Appraisal.
			Flooding and Water Quality	0	The site is predominantly within EA flood Zone 1 but it is partially within and adjacent to a flood zone 3 area to the	

LPP1 SA Objective	LPP1 SA	LPP1 SA Commentary in relation to Policy 25 East of Gamston / North of Tollerton Sustainable Urban Extension ("Gamston SUE")	GNSP SA objective	GNSP SA Score for Gamston SEA	Commentary in the GNSP SA for Gamston SUE	SPD Commentary
		<p>western area as at risk of flooding. SFRA maps suggested the area is protected with proposed flood defences.</p> <p><u>Mitigation</u> Built development to avoid areas at risk of flooding.</p>			<p>south and east of the site.</p> <p><u>Mitigation</u> Ensure that any relevant requirements within Policy 25 of the Rushcliffe Local Plan Part 1 are carried forward.</p>	
			Brownfield Land	--	<p>The site is predominantly on greenfield land</p> <p><u>Mitigation</u> Ensure that any relevant requirements within Policy 25 of the Rushcliffe Local Plan Part 1 are carried forward.</p>	
Waste	The assessment was that there were some moderate negatives in relation to likely significant waste effects	Household and business waste will inevitably be increased.	Natural Resources and Waste Management	--	The site is located within both grade 2 and 3 agricultural land. The site's development would lead to a loss of the best and most versatile agricultural land. Unsure as to whether the site's development would sterilise mineral reserves which can be viably extracted.	In relation to whether the SPD has any new or materially different likely significant environment effects compared to those assessed in the LPP1 (and having regard to the assessment in the SA for the GNSP draft allocation of the Gamston SUE), the SPD expects the provision of measures to minimise waste through a range of design measures on site, provide facilities for

LPP1 SA Objective	LPP1 SA	LPP1 SA Commentary in relation to Policy 25 East of Gamston / North of Tollerton Sustainable Urban Extension ("Gamston SUE")	GNSP SA objective	GNSP SA Score for Gamston SEA	Commentary in the GNSP SA for Gamston SUE	SPD Commentary
	[Cumulative Impact score (alongside other allocations) -]				<p><u>Mitigation</u> Ensure that any relevant requirements within Policy 25 of the Rushcliffe Local Plan Part 1 are carried forward.</p>	bins and collection points for all dwellings. Additionally, the SPD outlines that applications should show waste and emergency vehicle swept path analysis, as required by the Nottinghamshire Highway Design Guide – section 3.1. Whilst this detail supports further mitigation the detail is to be determined at the planning application stage. The SPD does not introduce any new or materially different likely significant effects which differ to the scoring of the Local Plan Part 1 Sustainability Appraisal.
Energy and Climate Change	The assessment was that there were some moderate negatives in relation to likely significant energy and climate change effects	Any development would inevitably lead to an increase in energy consumption.	Energy and Climate Change	?	<p>Uncertain as the impact of development is dependent upon opportunities for either renewable energy provision or energy efficiency measures or nature-based solutions</p> <p><u>Mitigation</u> Ensure that any relevant requirements within Policy 25 of the Rushcliffe Local Plan Part 1 are carried forward.</p>	In relation to whether the SPD has any new or materially different likely significant environment effects compared to those assessed in the LPP1 (and having regard to the assessment in the SA for the GNSP draft allocation of the Gamston SUE), the SPD includes a section 'mitigating and adapting to climate change' this introduces clear climate change adaptation measures, including overheating resilience, water efficiency, smart grid connectivity and

LPP1 SA Objective	LPP1 SA	LPP1 SA Commentary in relation to Policy 25 East of Gamston / North of Tollerton Sustainable Urban Extension ("Gamston SUE")	GNSP SA objective	GNSP SA Score for Gamston SEA	Commentary in the GNSP SA for Gamston SUE	SPD Commentary
	[Cumulative Impact score (alongside other allocations) -]					future-proofing of buildings. These measures would primarily help strengthen mitigation and resilience rather than alter the scale or nature of effects previously assessed. It is concluded that the SPD does not introduce any new or materially different likely significant effects which differ to the assessment of the Local Plan Part 1 Sustainability Appraisal.
Transport	The assessment was that there were some minor positives and some moderate to major negatives in relation to likely significant transport effects	Issues with existing road capacity, in particular A52 and crossings over Trent Bridge. Large development may put large demand on existing transport network. Connectivity problems with existing urban area. However, reasonably close to city centre which would help reduce travel distances. Development of a large enough scale to generate highways infrastructure improvements. <u>Main Mods update</u>	Transport	+	The site is accessible by public transport with bus routes operating along Tollerton Lane. The site is separated from the main built up area by the A52. The site is within 30 minutes public transport time of community facilities, schools, retail centres and employment.  <u>Mitigation</u> Ensure that any relevant requirements within Policy 25 of the Rushcliffe Local Plan Part 1 are carried forward.	In relation to whether the SPD has any new or materially different likely significant environment effects compared to those assessed in the LPP1 (and having regard to the assessment in the SA for the GNSP draft allocation of the Gamston SUE), the SPD identifies that sustainable modes of transport should be provided within the development (in accordance with Policy 25 9 of the LPP1) and the SPD goes no further than support the requirements of LPP1 policy 25's transport related criteria (7 to 11). The SPD identifies that off site highways infrastructure may be required to mitigate the impacts

LPP1 SA Objective	LPP1 SA	LPP1 SA Commentary in relation to Policy 25 East of Gamston / North of Tollerton Sustainable Urban Extension ("Gamston SUE")	GNSP SA objective	GNSP SA Score for Gamston SEA	Commentary in the GNSP SA for Gamston SUE	SPD Commentary
	[Cumulative Impact score (alongside other allocations) -]	<p>Existing justification text proposed a singular access off the A52 Lings Bar. Specification of requirement of two accesses off the A52 Lings Bar (reflected in the amended indicative diagram) will improve accessibility to the site. Although this is considered to have a more positive impact on the transport objective than the previous policy wording, this is not considered positive enough to alter the scoring from 'moderate major negative' to 'moderate negative' due to the overall impact of the development on the surrounding highways network.</p> <p><u>Mitigation</u> Policy wording states those road improvements to the A52</p>				<p>of the development but states that the detail of this will be determined by the outcome of a transport assessment(s). Additionally, the SPD identifies an access and movement strategy for the allocation (figure 35 and figure 44), however paragraph 4.98 identifies that there is flexibility with the appropriate justification and evidence through the planning process (including planning applications). Work is ongoing for the Highways Strategy and Transport Assessment to support the current planning applications; due to this, the full impacts and mitigation is currently being worked on and the current available data is the modelling based on the LPP1 which the previous SA for LPP1 has already assessed and the emerging GNSP. The SPD provides additional guidance on sustainable travel behaviour through the provision of mobility hubs, shared micro-mobility infrastructure and car clubs. These measures elaborate on the transport mitigation assumed in the Local Plan SA</p>

LPP1 SA Objective	LPP1 SA	LPP1 SA Commentary in relation to Policy 25 East of Gamston / North of Tollerton Sustainable Urban Extension ("Gamston SUE")	GNSP SA objective	GNSP SA Score for Gamston SEA	Commentary in the GNSP SA for Gamston SUE	SPD Commentary
		Gamston Lings Bar Road required, specifically stating the requirement to minimise impacts on Tollerton village. Policy wording also refers to need to improve walking, cycling and public transport through the site. Implementation of a travel plan.				and are expected to reinforce modal shift objectives. The SPD provides guiding principles, and does not result in a change which impacts the assessments of likely significant effects to those identified in the LPP1. The <u>SPD does not introduce any new or materially different likely significant effects</u> in this regard
Employment	The assessment was that there were some moderate to major positives in relation to likely significant employment effects  [Cumulative Impact score (alongside	Mixed use would ensure development of new high quality employment opportunities provided the right mix is provided. Development would require the loss of the airfield; however, this is not considered a significant employment generator. Development would be of a size where new employment would be provided.	Employment and Jobs	+	The site is allocated for around 20 hectares of employment land which could provide a strategic level of jobs (approximately 963, assuming 50% reduction due to displacement and leakage), that could include opportunities for unemployed people. The site is not within an area of deprivation.  <u>Mitigation</u> Ensure that any relevant requirements within Policy 25 of the Rushcliffe Local Plan	In relation to whether the SPD has any new or materially different likely significant environment effects compared to those assessed in the LPP1 (and having regard to the assessment in the SA for the GNSP draft allocation of the Gamston SUE), the quantum of employment land remains as per the policy requirements of Policy 25 of the LPP1. The indicative allocation framework plan identifies the location of the employment land which is situated close to existing highways infrastructure, which accords with the indicative distribution of the proposed uses identified on Figure 6 which

LPP1 SA Objective	LPP1 SA	LPP1 SA Commentary in relation to Policy 25 East of Gamston / North of Tollerton Sustainable Urban Extension ("Gamston SUE")	GNSP SA objective	GNSP SA Score for Gamston SEA	Commentary in the GNSP SA for Gamston SUE	SPD Commentary
	other allocations) ++]				Part 1 are carried forward.	accompanies Policy 25 of LPP1. No further detail is provided within the SPD. The SPD does not introduce any new or materially different likely significant effects which differ to the assessment of the Local Plan Part 1 Sustainability Appraisal.
Innovation	No assessment provided for innovation	No significant impact				The SPD does not introduce any further information in regards to Innovation and therefore the assessment remains unchanged from the Local Plan Part 1 Sustainability Appraisal.
Economic Structure	The assessment was that there were some moderate positives in relation to likely significant economic structure effects	Such a scale of development would make a positive contribution to the wider economy.	Economic Structure and Innovation	++	The site is allocated for a wide range of employment opportunities, including training opportunities. The site will not involve the loss of employment, retail or mixed use land. The site is allocated to provide educational facilities.  <u>Mitigation</u> Ensure that any relevant requirements within Policy 25	In relation to whether the SPD has any new or materially different likely significant environment effects compared to those assessed in the LPP1 (and having regard to the assessment in the SA for the GNSP draft allocation of the Gamston SUE), the SPD references expectations for high-quality digital infrastructure, supporting home working and local economic activity. While digital infrastructure does not give rise to direct environmental effects, it may indirectly influence travel

LPP1 SA Objective	LPP1 SA	LPP1 SA Commentary in relation to Policy 25 East of Gamston / North of Tollerton Sustainable Urban Extension ("Gamston SUE")	GNSP SA objective	GNSP SA Score for Gamston SEA	Commentary in the GNSP SA for Gamston SUE	SPD Commentary
	[Cumulative Impact score (alongside other allocations) +]				of the Rushcliffe Local Plan Part 1 are carried forward.	patterns and economic resilience. These effects are considered positive but do not introduce any new or materially different likely significant effects which differ to the assessment of the Local Plan Part 1 Sustainability Appraisal.

## **Conclusion**

- 4.5 On the basis of the SEA screening exercise undertaken in relation to the SPD, it is considered that there are no likely significant effects on the environment as a result of the SPD and none that are new or materially different likely significant effects compared to those already assessed by way of the adopted local plan, including the SPD having effect as a material planning consideration in conjunction with the adopted local plan as a whole, and having regard to the emerging GNSP.
- 4.6 Overall, on balance, the SPD is expected to have neutral or some positive effects on the environment (through enabling the delivery of social and environmental infrastructure).
- 4.7 On the above basis, the SPD does not require a SEA.

## **5 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 and comprises the screening of likely significant effects of the SPD (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) (and having regard to the emerging GNSP), 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.

## **HRA Screening Conclusion**

- 5.7 Taking into account the conclusions of the Local Plan HRAs that the adopted local plan would be unlikely have significant effects on any designated and prospective European or internationally protected nature conservation sites, and having regard to the HRA of the emerging GNSP to date, plus the conclusions of the SEA Screening Report in relation to the SPD above, it is considered that this subordinate SPD, which accords with the policies within the Local Plan, would not have a likely significant effect on any designated and prospective European or internationally protected nature conservation site or trigger the requirement for an appropriate assessment. The SPD does not give rise to any likely significant environmental effects and there are no new or materially different additional likely significant effects compared to those assessed in relation to the adopted local plan, having regard also to the emerging GNSP.

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**Cabinet**

**Tuesday, 23 June 2026**

**Designation of New Local Nature Reserves**

## **Report of the Director – Neighbourhoods**

### **Cabinet Portfolio Holder for Environment and Safety, Councillor R Inglis**

#### **1. Purpose of report**

- 1.1. This report is to seek approval for the designation of three new Local Nature Reserves (LNRs) in Rushcliffe under the powers provided by Section 21 of The National Parks and Access to the Countryside Act 1949.
- 1.2. Cabinet is asked to support the Council making these three new designations.
- 1.3. This issue has not been considered by any other committee.

#### **2. Recommendation**

It is RECOMMENDED that Cabinet approve for a Declaration to be made designating the land at The Green Line, West Bridgford; Meadow Park, East Leake and Springdale Wood, East Bridgford (shown hatched on the plans in Appendix 1) as Local Nature Reserves pursuant to Section 21 of the National Parks and Access to the Countryside Act 1949.

#### **3. Reasons for Recommendation**

- 3.1. To regularise the established use of these sites as nature reserves.
- 3.2. To act on the Council's biodiversity duty to consider actions to conserve and enhance biodiversity.
- 3.3. To meet the objective within the Rushcliffe Nature Conservation Strategy 2026 – 2030 to identify and designate new sites.

#### **4. Supporting Information**

- 4.1. Rushcliffe Borough Council has previously declared eight LNRs in Rushcliffe. It is proposed the Council declare three further three sites as LNRs.
- 4.2. LNRs are protected areas statutorily designated by local authorities due to their special natural interest and educational value.

- 4.3. The groups supporting the management of these three sites have all requested that they be designated as LNRs.
- 4.4. The new sites proposed for declaration as LNRs are:
- 4.4.1. **The Green Line, West Bridgford**; this is part of a former railway, this section runs from Melton Road to Boundary Road. The site has been used as nature area / public open space since 1988. It has nature conservation interest and is designated a Local Wildlife Site by the Nottingham Biological and Geological Record Centre (NBGRC). The site is owned by the Council, and its day-to-day management is shared with the Green Line Conservation Group under a Service Level Agreement.
- 4.4.2. **Meadow Park, East Leake**: Meadow Park is almost eighteen hectares of former agricultural land given to the Council in 1995, as a permanent leisure facility for local residents. The Nottinghamshire Biological and Geological Records Centre (NBGRC) designated the site a Local Wildlife Site on 1 May 2024. The Park remains under the control of the Council, but day-to-day management of the park has been in the hands of East Leake Parish Council and Friends of Meadow Park volunteers since 2009.
- 4.4.3. **Springdale Wood, East Bridgford**: Springdale Wood is a 1.41ha site created by The Woodland Trust in November 1999, on former arable land, purchased by The Woodland Trust, as one of 200 'Woods on Your Doorstep' across the UK. East Bridgford Parish Council took a 999-year Lease that commenced in 2016. Day to day management is provided by East Bridgford Wildlife and Biodiversity Community Interest Company since 2016. As the Council does not own this site a Management Agreement between the Council, East Bridgford Parish Council (as leaseholder) and The Woodland Trust (as freeholder) has been agreed; to enable the Council to declare the site as a LNR.
- 4.5. Natural England has been consulted on the proposals to designate these sites as LNRs, for the Green Line and Meadow Park they replied, "Natural England is supportive of these plans for both sites as the declaration as a LNR will ensure the future management of the sites for the benefit of the local community in terms of outdoor recreation and for wildlife and green infrastructure connectivity." For East Bridgford they replied "Natural England is delighted to support the declaration of the site as an LNR. Protecting this site and its habitats will allow it to continue to be used and valued by local people for recreation and enjoyment of the natural environment."

## 5. **Alternative options considered and reasons for rejection**

Cabinet can decide to not make the declarations, the management of these sites will continue as present, without any statutory designation. This will not further the reasons stated in Section 3 above.

## **6. Risks and Uncertainties**

- 6.1. Failure to manage the sites in accordance with the management plans creates a reputational risk to the Council; however, this risk would be present whether the designation was made or not.
- 6.2. Management of the sites to seek to ensure compliance with agreed management plans will continue to be overseen by appropriate Council officers, with oversight provided by the Cabinet Portfolio Holder for Environment and Safety.

## **7. Implications**

### **7.1. Financial Implications**

There are no direct financial implications because of designation. Management and oversight of sites will remain unchanged.

### **7.2. Legal Implications**

7.2.1. The Council has the power under Section 21 of the National Parks and Access to Countryside Act 1949 to provide nature reserves on any land in the Borough where it appears expedient that the land should be managed as a nature reserve. This power can only be exercised after consulting Natural England. If approved, the Council formally declare the sites as LNRs under Section 19 of the Act and must send a certified copy of the declaration to Natural England, along with copies of the final site boundaries, management plans, public notices and completed local nature reserve factsheets for each site.

7.2.2. If designated as LNRs, ownership of the sites will remain unchanged and the sites must be managed as a nature reserve. The Council can introduce byelaws to control people's use of the site, but this will be used as a last resort if there are any problems to deal with. Any changes in the LNR's boundary will need to be approved by Natural England. LNRs are statutory sites that are designated using a legal mechanism. Once designated, they are protected from development by local planning policies.

### **7.3. Equalities Implications**

There are no foreseen equalities implication of designation and usage of the sites remains unchanged.

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

There are no foreseen Section 17 implication of designation and usage of the sites remains unchanged.

## 7.5. Biodiversity Net Gain Implications

Designation of the sites supports the borough council's biodiversity duty requirements. The sites potentially could provide opportunity to provide Biodiversity Net Gain units for sale, but this is unlikely.

## 7.6 Local Government Reorganisation Implications

There are no direct Local Government Reorganisation Implications contained within this report.

## 8. Link to Corporate Priorities

The Environment	Yes – supports good management of environmental assets
Quality of Life	Yes – provides publicly accessible green spaces
Efficient Services	Not applicable
Sustainable Growth	Not applicable

## 9. Recommendation

It is RECOMMENDED that Cabinet approve for a Declaration to be made designating the land at The Green Line, West Bridgford; Meadow Park, East Leake and Springdale Wood, East Bridgford (shown hatched on the plans in Appendix 1) as Local Nature Reserves pursuant to Section 21 of the National Parks and Access to the Countryside Act 1949.

<b>For more information contact:</b>	Paul Phillips Senior Ecology and Sustainability Officer 0115 914 8595 <a href="mailto:pphillips@rushcliffe.gov.uk">pphillips@rushcliffe.gov.uk</a>
<b>Background papers available for Inspection:</b>	None
<b>List of appendices:</b>	Appendix 1 Location maps for the three proposed LNR's

# Appendix 1 – Maps

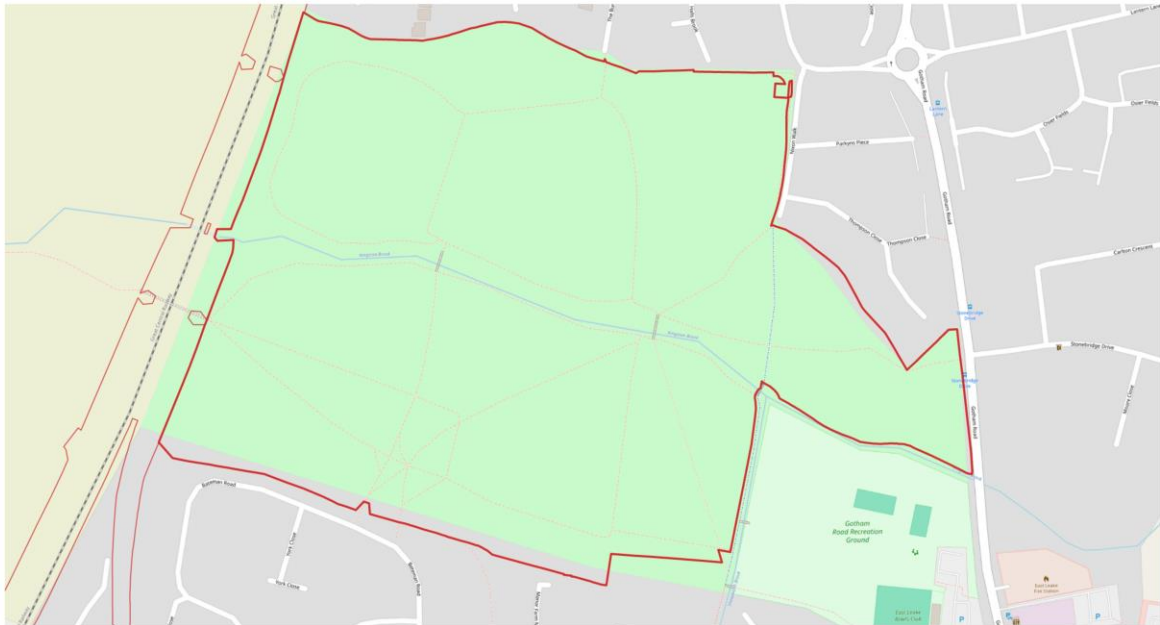
## The Green Line Nature Reserve



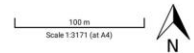
Produced on Land App, Mar 4, 2026.  
© OpenStreetMap contributors



## Meadow Park LWS, East Leake



Produced on Jun 3, 2024.  
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Springdale Wood, East Bridgford,  
Notts



Produced on Aug 6, 2024.  
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**Cabinet**

**Tuesday, 23 June 2026**

**East Midlands Freeport Strategic Infrastructure and Contributions 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 principal purpose of the East Midlands Freeport Strategic Infrastructure and Contributions Supplementary Planning Document (SPD) is to help ensure the coordinated and collaborative delivery and funding of the strategic transport infrastructure needed to support development of the three East Midlands Freeport (EMF) sites. The development of the three EMF sites, together with development on strategic allocation sites or other major development sites adjacent to or outside the EMF sites within Rushcliffe Borough, North West Leicestershire District and South Derbyshire District, which will be unlocked by or significantly benefit from that strategic transport infrastructure (referred to collectively in this report, with the EMF sites, as 'the SPD Sites'), will be expected to contribute towards that strategic transport infrastructure on an equitable and proportionate basis.
- 1.2. The evidential work underpinning the SPD, which will be further evolved through an EMF Infrastructure Delivery Plan ('IDP') process and through assessments accompanying relevant planning or consenting applications, establishes the in principle need for pooled contributions (which may include works in kind) in relation to this strategic transport infrastructure. Further highways modelling work is continuing and will inform an EMF IDP, which will be the subject of public consultation, in due course.
- 1.3. The Council has been working with the EMF and the other local planning authorities and County Authorities within which the EMF sites are located, to prepare and adopt the SPD.
- 1.4. The SPD was the subject of a five-week public consultation running between 23 March 2026 and 27 April 2026.
- 1.5. The Statement of Consultation on the SPD (Appendix 1) sets out a summary of the responses received to that public consultation, outlines how the Council has considered the main issues raised and indicates where the SPD has been modified in response to the consultation comments received or due to other relevant matters.
- 1.6. The SPD has been prepared on a collaborative basis by the three local planning authorities for the EMF sites – Rushcliffe Borough Council, North West

Leicestershire District Council and South Derbyshire District Council (the 'Local Planning Authorities') with the intention (subject to necessary approvals) that all three Local Planning Authorities adopt the SPD by 30 June 2026. There is a cut-off date for the adoption of SPDs of 30 June 2026 – beyond that date it is not possible for local planning authorities to adopt an SPD. This has been confirmed in the Levelling-up and Regeneration Act 2023 (Commencement No. 11 and Saving and Transitional Provisions) Regulations 2026, (Schedule 1, paragraph 6), which came into force on 25 March 2026. The cut-off date for the adoption of SPDs is part of the transition to a new plan-making system.

- 1.7. This report recommends that the revised draft East Midlands Freeport Strategic Infrastructure and Contributions SPD (at Appendix 2) is adopted. Once adopted, it will form a material consideration in the determination of relevant planning applications in the Borough, although please see paragraph 3.3 below for an explanation of the weight it is expected to carry in advance of the EMF IDP being published and endorsed by the Council.

## **2. Recommendation**

It is RECOMMENDED that Cabinet:

- a) considers any recommendations made by Local Development Framework Group;
- b) supports the proposed revisions to the draft East Midlands Freeport Strategic Infrastructure and Contributions Supplementary Planning Document;
- c) approves the adoption of the East Midlands Freeport Strategic Infrastructure and Contributions Supplementary Planning Document;
- d) delegates authority to the Director of Development and Economic Growth, in consultation with the Cabinet Portfolio Holder for Planning and Housing, to adopt the East Midlands Freeport Strategic Infrastructure and Contributions Supplementary Planning Document no later than 30 June 2026 and to make any necessary final graphical, presentational and minor textual changes required to the SPD prior to publication; and
- e) requests a further report is brought to Cabinet in the event that either or both of the other local planning authorities (North West Leicestershire District and South Derbyshire District Council) do not adopt the SPD in order to review the Council's position as regards the SPD.

## **3. Reasons for Recommendation**

- 3.1. Once adopted, the East Midlands Freeport Strategic Infrastructure and Contributions SPD will help ensure the coordinated and collaborative delivery and funding of the strategic transport infrastructure needed to support development of the three EMF sites and help ensure that all schemes coming

forward on the EMF sites and other SPD Sites contribute towards that strategic infrastructure on an equitable and proportionate basis.

- 3.2. The SPD envisages a mechanism (a framework section 106 agreement) to coordinate the funding and delivery of this strategic transport infrastructure from multiple sites through the planning process, as and when those sites come forward for development. The evidential work underpinning the draft SPD establishes the need for shared infrastructure pooled contributions from multiple sites. Ongoing highways modelling and evidence work is also being carried out to inform an EMF IDP in due course which will supplement the SPD and provide greater detail on the strategic infrastructure, estimated costings, SPD Sites and where possible timescales for delivery and delivery bodies. The EMF IDP will be the subject of further public consultation, which it is anticipated to be towards the end of 2026/early 2027. Following public consultation, it is expected that the Council (and other Local Planning Authorities) will ask their respective appropriate committee and/or Cabinet to endorse the final EMF IDP before it is published and used for the purpose set out in the SPD.
- 3.3. The SPD makes it clear that it is not part of the development plan and is not development plan policy. From the date of its adoption, the SPD is a material planning consideration in planning determinations under the Planning Acts (as defined in the Town and Country Planning Act 1990) and any other relevant planning decision in relation to the SPD Sites. However, at the date of adoption of this SPD the EMF IDP will not yet have been issued for public consultation, published or endorsed by the Council, and therefore the detail of the strategic infrastructure required will not have been established. The SPD includes a statement that until such time as the EMF IDP has been published and endorsed by the Council, following public consultation, only limited weight should be given to the SPD as a material planning consideration by the Council, though the “in principle” need for pooled contributions set out in the SPD (which may include works in kind in accordance with the SPD) in relation to Strategic Infrastructure has been established by the SPD at the date of adoption and carries weight as a material planning consideration from the date of adoption. This is relevant to the Council and other Local Planning Authorities’ application of Section 38(6) of the Planning and Compulsory Purchase Act 2004, which provides that in determining planning applications the determination must be made in accordance with the development plan, unless material considerations indicate otherwise.
- 3.4. As referred to above at paragraph 1.6, adoption of the SPD cannot be deferred beyond 30 June 2026 and it is therefore not recommended that adoption of the SPD be delayed until the EMF IDP has been prepared. Beyond 30 June 2026, as part of the move towards a new plan-making system, it is envisaged that Supplementary Plans will be prepared and adopted by local planning authorities in place of SPDs. However, it is not yet clear that Supplementary Plans can be prepared pursuant to existing adopted plans or emerging ‘old-style’ local plans (such as the Council’s emerging local plan will be) and in addition Supplementary Plans will be subject to a different adoption process, including independent public examination. On the basis that it is clear that there is a need for pooled contributions towards certain strategic transport infrastructure, amongst other things, it is recommended that the SPD be adopted now, with

the weight to be given to the SPD as a whole as a material planning consideration being adjusted pre- and post- endorsement of the EMF IDP by the Council as set out in paragraph 3.3 above.

#### **4. Supporting Information**

##### **Consultation on the SPD**

- 4.1. The SPD was the subject of a five-week public consultation running between 23 March 2026 and 27 April 2026.
- 4.2. The consultation responses were all considered carefully. The Statement of Consultation on the SPD (at Appendix 1) sets out a summary of the responses received to that public consultation, outlines how the Council has considered the main issues raised and indicates where the SPD has been modified in response to the consultation comments received or due to other relevant matters.
- 4.3. As set out in the Statement of Consultation (Appendix 1), 32 responses were received to the consultation from a broad range of stakeholders including statutory consultees, neighbouring Councils, landowners, promoters, housing and employment developers, local interest groups, local residents, Parish Councils and Borough and District Councillors. Consultation versions of the SPD and the Strategic Environment Assessment (SEA)/Habitats Regulations Assessment (HRA) Screening Report documents can be viewed on the Council's website: [www.rushcliffe.gov.uk/supplementary-planning-documents](http://www.rushcliffe.gov.uk/supplementary-planning-documents)
- 4.4. Responses received typically supported the principle of what the SPD is trying to achieve. This notwithstanding, there were concerns raised focussed primarily on the perceived lack of evidence underpinning the SPD and the timing for the preparation of an IDP and how the IDP would be consulted on.
- 4.5. The Statement of Consultation sets out how the representations received have been responded to and in several cases, how it is proposed the SPD is amended to address the points raised. The revised draft SPD is at Appendix 2. Of particular note, it is proposed that the SPD is amended in the following respects:
  - Text has been added (as referred to in paragraph 3.3 above) to make it clear that the SPD is not part of the development plan and is not development plan policy. From the date of its adoption, the SPD will be a material planning consideration in planning determinations under the Planning Acts (as defined in the Town and Country Planning Act 1990) in relation to the SPD Sites. However, at the date of adoption of the SPD, the EMF IDP will not have been issued for public consultation, published or endorsed by the Local Planning Authorities, and therefore the detail of the Strategic Infrastructure required will not have been established. Until such time as the EMF IDP has been published and endorsed by the Local Planning Authorities, following public consultation, only limited weight should be given to the SPD as a material planning consideration by the Local Planning Authorities, though the "in principle" need for pooled

contributions set out in this SPD (which may include works in kind in accordance with the SPD) in relation to Strategic Infrastructure has been established by the SPD at the date of adoption and carries weight as a material planning consideration in that regard. This is relevant to the local planning authorities' application of Section 38(6) of the Planning and Compulsory Purchase Act 2004, which provides that in determining planning applications the determination must be made in accordance with the development plan, unless material considerations indicate otherwise. Where reference is made in the SPD to something being 'required' or a 'requirement', that something 'will', 'must' or is 'expected' to be provided, then that must be understood in the context of this SPD being material planning consideration and not a development plan document (paragraph 1.17);

- Further clarification has been added in relation to the proposed EMF IDP, including:
  - that the EMF IDP will include estimated costs for identified strategic infrastructure, as well as (where possible) timescales for delivery and the body anticipated to deliver each item (paragraph 1.7);
  - that the EMF IDP will be accompanied by an appropriate evidence base including viability evidence (paragraph 1.10);
  - that the basis on which contributions are sought will be considered as part of the IDP preparation (paragraph 2.9.1(d)); and
  - that the IDP will be the subject of public consultation, following which the IDP is expected to be endorsed by the respective appropriate committee and/or Cabinet of the local planning authorities, prior to it being brought into use for the purposes of the SPD (paragraphs 1.10-1.11);
- Further clarification has been added around how 'Other Benefitting Development Sites' will be determined, including that these are expected to include development sites immediately adjacent to the EMF Sites which form part of or are related to development of an EMF Site. It has also been clarified that 'Other Benefitting Development Sites' will also be 'SPD Sites' and a key has been added to the plan at Appendix 4 to assist (paragraph 1.4);
- Text has also been added to explain that the EMF IDP will identify which SPD Sites are intended to contribute towards which items of Strategic Infrastructure, as far as is reasonably practicable at the stage of EMF IDP endorsement by the local planning authorities (paragraph 1.7);
- Text has been added to clarify that it is intended that the substance of this SPD (possibly in a different format, for example a Supplementary Plan where possible) will continue to apply once the adopted local plans cease to have effect and the local planning authorities will work together to achieve that (paragraph 1.20);

- Reference has been added to the East Midlands Gateway Phase 2 Development Consent Order application including proposed highway mitigation works to M1 J24 (paragraph 1.21.1(a)(i)(1));
- The description of the proposed development of the Ratcliffe on Soar Power Station site has been amended and further reference to the Ratcliffe on Soar Local Development Order has been added (paragraph 1.21.2(a)(i));
- The strategic infrastructure needed to deliver the EMIP site has been reviewed and reference to the M1 J24 Improvement Scheme removed, in light of the representations received and an understanding that the EMIP site is unlikely to have a substantial impact on M1 J24 (paragraph 1.21.3(d));
- Other minor amendments have been made to the description of strategic infrastructure for all 3 EMF Sites (paragraphs 1.21.1(d), 1.21.2(d) and 1.21.3(d));
- Further clarification has been added in relation to the application of CIL in Rushcliffe Borough (paragraph 1.22.2);
- It has been clarified that public sector funding may be sought towards the strategic transport infrastructure (paragraph 2.9.1(c));
- Reference to circumstances where roads will be expected to be offered for adoption has been removed (paragraph 2.11);
- Reference has been added to current RICS valuation standards applying to financial viability assessments (paragraph 2.13.3); and
- Minor typos and grammatical errors have been corrected.

### **SEA and HRA Screening Report**

- 4.6. The draft SPD is accompanied by a Strategic Environmental Assessment (SEA) and Habitat Regulations Assessment (HRA) Screening Report, provided at Appendix 3.
- 4.7. The SEA and HRA document published with the consultation draft SPD has been updated to take into account applicable consultation responses in respect of the SEA, add further explanation to support the conclusions and make it clear that it is a screening opinion report in respect of SEA and HRA. The comments of the three statutory consultation bodies (Historic England, Natural England and the Environment Agency) were sought following the amendments to the SEA and HRA Screening Report. Natural England and Historic England have confirmed that neither a SEA nor HRA is required. The Environment Agency did not respond. The conclusions of the SEA and HRA document published with the consultation draft SPD remain that the SPD does not require a SEA or HRA.

- 4.8. For the purposes of the SEA and HRA Screening Report the whole area covered by the SPD was considered, but for the purposes of this report and recommendation, the conclusions of the SEA and HRA Screening Report and the SPD have been considered specifically in relation to the Council's area.

### **LDF Group recommendations**

- 4.9. The revised draft SPD was considered by the LDF Group on 8 June 2026. The Group, by a majority vote of seven for and four against, supported the revised draft SPD and recommended to Cabinet that it be adopted.

## **5. Alternative options considered and reasons for rejection**

Cabinet could decide not to adopt the East Midlands Freeport Strategic Infrastructure and Contributions Supplementary Planning Document (SPD). This could leave the Council less able to effectively ensure that all relevant individual planning applications submitted appropriately contribute to strategic infrastructure and deliver development in a sufficiently coordinated manner and could make it harder to ensure the delivery and funding of the strategic infrastructure is carried out.

## **6. Risks and Uncertainties**

- 6.1. As a strategic allocation within the Draft Greater Nottingham Strategic Plan the former Ratcliffe on Soar Power Station forms a key component of expected employment land supply in Rushcliffe over coming years. If mechanisms are not in place to collect contributions for strategic infrastructure supporting the regeneration of the site, it may not deliver expected new employment land and would increase pressure for additional land to be released elsewhere in Rushcliffe for employment development.
- 6.2. The SPD will provide a framework for contributions to strategic infrastructure to come forward in a comprehensive and coordinated manner. Without the SPD, there would be a greater risk that development comes forward without the necessary strategic infrastructure which would be to the detriment of the existing infrastructure in the region. The provision of supporting infrastructure in a timely manner will support economic growth in the borough. Any adverse effect on delivery could increase pressure for development elsewhere.

## **7. Implications**

### **7.1. Financial Implications**

There are no direct financial implications for the Council arising from this report other than the officer time in preparing the relevant documents and the costs associated with any consultation process, which should not be significant.

### **7.2. Legal Implications**

7.2.1 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 Council.

7.2.2 The Town & Country Planning (Local Planning) (England) Regulations 2012 (the “2012 Regulations”) require that before a planning authority adopts a supplementary planning document, they must prepare a statement of consultation) setting out who the local planning authority consulted when preparing the SPD; a summary of the main issues raised by the consultees; and how these issues have been addressed in the SPD. The 2012 Regulations continue to apply to the preparation of the SPD by virtue of the Levelling-up and Regeneration Act 2023 (Commencement No 11 and Saving and Transitional Provisions) Regulations 2026 (Schedule 1, paragraph 6.) The consultation was therefore undertaken pursuant to the 2012 Regulations. Strategic Environmental Assessment and Habitats Regulations Assessment were made available for inspection during the consultation period.

7.2.3 The Environmental Assessment of Plans and Programmes Regulations 2004 set out the basis for requiring Strategic Environmental Assessment. The Conservation of Habitats and Species Regulations set out the basis for requiring Habitats Regulations Assessment.

### 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**

There are no direct Biodiversity Net Gain implications arising from matters covered in this report. The Local Development Order for the former Ratcliffe on Soar Power Station site includes Biodiversity Net Gain requirements.

### 7.6. **Local Government Reorganisation Implications**

There are no direct Local Government Reorganisation Implications contained within this report.

## 8. Link to Corporate Priorities

The Environment	The SPD helps to ensure new developments positively affect Rushcliffe's environment through the delivery of adequate infrastructure.
Quality of Life	The SPD helps to ensure new developments positively affect Rushcliffe residents' quality of life through the delivery of adequate infrastructure.
Efficient Services	The recommendations in this report do not impact on or contribute to the Council's Efficient Services priority.
Sustainable Growth	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. 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 Local Development Framework Group;
- b) supports the proposed revisions to the draft East Midlands Freeport Strategic Infrastructure and Contributions Supplementary Planning Document;
- c) approves the adoption of the East Midlands Freeport Strategic Infrastructure and Contributions Supplementary Planning Document;
- d) delegates authority to the Director of Development and Economic Growth, in consultation with the Cabinet Portfolio Holder for Planning and Housing, to adopt the East Midlands Freeport Strategic Infrastructure and Contributions Supplementary Planning Document no later than 30 June 2026 and to make any necessary final graphical, presentational and minor textual changes required to the SPD prior to publication; and
- e) requests a further report is brought to Cabinet in the event that either or both of the other local planning authorities (North West Leicestershire District and South Derbyshire District Council) do not adopt the SPD in order to review the Council's position as regards the SPD.

<b>For more information contact:</b>	Richard Mapletoft Planning Policy Manager 0115 914 8457 <a href="mailto:rmapletoft@rushcliffe.gov.uk">rmapletoft@rushcliffe.gov.uk</a>
<b>Background papers available for Inspection:</b>	<p>Rushcliffe Local Plan Part 1: Core Strategy, is available to view at: <a href="http://www.rushcliffe.gov.uk/media/y1pbquqz/local-plan-part-1-rushcliffe-core-strategy.pdf">www.rushcliffe.gov.uk/media/y1pbquqz/local-plan-part-1-rushcliffe-core-strategy.pdf</a></p> <p>Draft Greater Nottingham Strategic Plan is available to view at: <a href="http://www.gnplan.org.uk/media/dsrndti2/gnsp-publication-draft-march-2025.pdf">www.gnplan.org.uk/media/dsrndti2/gnsp-publication-draft-march-2025.pdf</a></p> <p>Consultation versions of the SPD and the SEA/HRA Screening Report documents are available to view at: <a href="http://www.rushcliffe.gov.uk/supplementary-planningdocuments">www.rushcliffe.gov.uk/supplementary-planningdocuments</a></p>
<b>List of appendices:</b>	<p>Appendix 1: East Midlands Freeport Strategic Infrastructure and Contributions Supplementary Planning Document Statement of Consultation</p> <p>Appendix 2: Revised Draft East Midlands Freeport Strategic Infrastructure and Contributions Supplementary Planning Document</p> <p>Appendix 3: East Midlands Freeport Strategic Infrastructure and Contributions SPD – Screening Report for Strategic Environmental Assessment and Habitats Regulation Assessment</p>

**Appendix 1: East Midlands Freeport Strategic Infrastructure &  
Contributions Supplementary Planning Document  
Statement of Consultation**

# **East Midlands Freeport Contributions Supplementary Planning Document Statement of Consultation**

Produced pursuant to the Town and County Planning  
(Local Planning) (England) Regulations 2012

May 2026

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## Executive Summary

1. This Statement of Consultation sets out a summary of the responses received during the five-week public consultation (23 March 2026 to 27 April 2026) on the emerging East Midlands Freeport (EMF) Supplementary Planning Document (SPD).
2. The Statement also outlines how the Council has considered the main issues raised and indicates where the SPD has been modified in response to the consultation comments received or due to other relevant matters.
3. The purpose of the SPD is to ensure the coordinated and collaborative delivery and funding of the necessary strategic transport infrastructure required to support development of the three East Midlands Freeport (EMF) sites and that all development coming forward on the EMF sites, or on strategic allocation sites or other major development sites adjacent to or outside the EMF sites which will be unlocked by or significantly benefit from that strategic transport infrastructure (the SPD Sites), contribute towards that strategic transport infrastructure on an equitable and proportionate basis. The evidential work underpinning the SPD, which will be further evolved through an EMF Infrastructure Delivery Plan (IDP) process, as well as assessments accompanying relevant planning or consenting applications, establishes the “in principle” need for pooled contributions (which may include works in kind) from SPD Sites in relation to this strategic transport infrastructure. Further highways modelling work is continuing and will inform an EMF IDP in due course.
4. As set out in this Statement, 32 responses were received to the consultation from a broad range of stakeholders including statutory consultees, neighbouring Councils, landowners, promoters, housing and employment developers, local interest groups, local residents, Parish Councils and Borough and District Councillors.
5. Responses received typically supported the principle of what the SPD is trying to achieve. This notwithstanding, there were concerns raised focussed primarily on the perceived lack of evidence underpinning the SPD and the timing for the preparation of an IDP and how the IDP would be consulted on.
6. This Statement sets out how the representations received have been responded to and in several cases, how the SPD has been amended to address the points raised. Of particular note, the SPD has been amended in the following respects:
  - Text has been added to make it clear that the SPD is not part of the development plan and not development plan policy. From the date of its adoption, the SPD will be a material planning consideration in planning determinations under the Planning Acts (as defined in the Town and Country Planning Act 1990) in relation to the SPD Sites (which have been clarified – see below). However, at the date of adoption of the SPD, the EMF IDP will not have been issued for public consultation, published or endorsed by the Local Planning Authorities, and therefore the detail of the Strategic Infrastructure required will not have been established. Until such time as the EMF IDP has been published and endorsed by the Local Planning Authorities, following public consultation, only limited weight should be given to the SPD as a material planning consideration by the Local Planning Authorities,

though the “in principle” need for pooled contributions set out in this SPD (which may include works in kind in accordance with the SPD) in relation to Strategic Infrastructure has been established by the SPD at the date of adoption and carries weight as a material planning consideration in that regard. This is relevant to the local planning authorities’ application of Section 38(6) of the Planning and Compulsory Purchase Act 2004, which provides that in determining planning applications the determination must be made in accordance with the development plan, unless material considerations indicate otherwise. Where reference is made in the SPD to something being ‘required’ or a ‘requirement’, that something ‘will’, ‘must’ or is ‘expected’ to be provided, then that must be understood in the context of this SPD being material planning consideration and not a development plan document (paragraph 1.17);

- Further clarification has been added in relation to the proposed EMF IDP, including:
  - that the EMF IDP will include estimated costs for identified strategic infrastructure, as well as (where possible) timescales for delivery and the body anticipated expecting to deliver each item (paragraph 1.7);
  - that the EMF IDP will be accompanied by an appropriate evidence base including viability evidence (paragraph 1.10);
  - that the basis on which contributions are sought will be considered as part of the IDP preparation (paragraph 2.9.1(d)); and
  - that the IDP will be the subject of public consultation, following which the IDP is expected to be endorsed by the respective appropriate committee and/or Cabinet of the local planning authorities, prior to it being brought into use for the purposes of the SPD (paragraphs 1.10-1.11.)
- Further clarification has been added around how ‘Other Benefitting Development Sites’ will be determined, including that these are expected to include development sites immediately adjacent to the EMF Sites which form part of or are related to development of an EMF Site. It has also been clarified that ‘Other Benefitting Development Sites’ will also be ‘SPD Sites’ and a key has been added to the plan at Appendix 4 to assist (paragraph 1.4.)
- Text has also been added to explain that the EMF IDP will identify which SPD Sites are intended to contribute towards which items of Strategic Infrastructure, as far as is reasonably practicable at the stage of EMF IDP endorsement by the local planning authorities (paragraph 1.7);
- Text has been added to clarify that it is intended that the substance of this SPD (possibly in a different format, for example a Supplementary Plan where possible) will continue to apply once the adopted local plans cease to have effect and the local planning authorities will work together to achieve that (paragraph 1.20);

- Reference has been added to the East Midlands Gateway Phase 2 DCO application including proposed highway mitigation works to M1 J24 (paragraph 1.21.1(a)(i)(1));
- The description of the proposed development of the Ratcliffe on Soar Power Station Site has been amended and further reference to the Ratcliffe on Soar Power Station Local Development Order has been added (paragraph 1.21.2(a)(i));
- The strategic infrastructure identified in respect of Ratcliffe has been amended to include reference to strategic landscape and visual mitigation measures including to address heritage (paragraph 1.21.2(d)(i)(5));
- The strategic infrastructure needed to deliver the EMIP site has been reviewed and reference to the M1 J24 Improvement Scheme removed, in light of the representations received and an understanding that the EMIP site is unlikely to have a substantial impact on M1 J24 (paragraph 1.21.3(d));
- Other minor amendments have been made to the description of strategic infrastructure for all 3 EMF Sites (paragraphs 1.21.1(d), 1.21.2(d) and 1.21.3(d));
- Further clarification has been added in relation to the application of CIL in Rushcliffe Borough (paragraph 1.22.2);
- It has been clarified that public sector funding may be sought towards the strategic transport infrastructure (paragraph 2.9.1(c));
- Reference to circumstances where roads will be expected to be offered for adoption has been removed (paragraph 2.11);
- Reference has been added to current RICS valuation standards applying to financial viability assessments (paragraph 2.13.3); and
- Minor typos and grammatical errors have been corrected.

# 1. Introduction

- 1.1 This document outlines the consultation that was undertaken in the preparation of the East Midlands Freeport (EMF) Supplementary Planning Document (SPD).
- 1.2 The Town & Country Planning (Local Planning) (England) Regulations 2012 (“2012 Regulations”) sets out in Regulation 12 that before a planning authority adopt a supplementary planning document, they must prepare a statement (i.e. a statement of consultation) setting out:
  - 1.2.1 The persons the local planning authority consulted when preparing the SPD;
  - 1.2.2 A summary of the main issues raised by those persons; and
  - 1.2.3 How those issues have been addressed in the SPD.
- 1.3 A statement of consultation was published with the consultation draft of the EMF SPD. This document is an updated version of that statement of consultation and provides a summary of those who were consulted on the consultation draft version of the SPD (at Appendix 1), a list of who responded to that consultation (at Table 1 below) and the main issues arising from the responses received (at Table 2 below). It also outlines how the Council has considered the main issues raised and indicates where the SPD has been modified in response to the consultation comments received or due to other relevant matters. These are summarised below and also set out in Table 2.
- 1.4 The consultation period ran from 23 March to 27 April 2026. As the consultation commenced prior to 25 March 2026, the date on which the Town and Country Planning (Local Planning) (England) Regulations 2026 (“2026 Regulations”) came into force, the consultation was therefore undertaken pursuant to the 2012 Regulations.

## 2. Purpose of the Supplementary Planning Document

- 2.1 EMF was approved by Government in 2023 and provides businesses located within its designated “tax sites” with financial incentives to enable economic growth, stimulate innovation, and to create regional investment and employment opportunities.
- 2.2 The EMF comprises three ‘tax’ sites, respectively falling within three different local authority administrative boundaries:
- East Midlands Airport Gateway and Industrial Cluster (EMAGIC) in North West Leicestershire District, Leicestershire.
  - Ratcliffe-on-Soar Power Station (Ratcliffe) in Rushcliffe Borough, Nottinghamshire.
  - East Midlands Intermodal Park (EMIP) in South Derbyshire District, Derbyshire.
- 2.3 The Council is working with the EMF and the other Local Planning Authorities and County Authorities within which the EMF sites are located, to prepare and adopt the SPD.
- 2.4 The SPD will ensure the coordinated and collaborative delivery and funding of the necessary strategic transport infrastructure required to support development of the three EMF sites and to ensure that all schemes coming forward on the EMF sites contribute towards that strategic infrastructure on an equitable and proportionate basis.
- 2.5 In addition, the SPD will ensure that strategic allocations in the adopted and emerging Local Plans, together with other development within the local authority areas, which are not within the EMF sites but will be unlocked by or significantly benefit from the strategic transport infrastructure delivered to facilitate development of the EMF sites, make appropriate and proportionate contributions towards that strategic transport infrastructure.
- 2.6 The SPD helps facilitate a mechanism (a framework section 106 agreement) to coordinate the funding and delivery of this strategic transport infrastructure from multiple sites through the planning process, as and when those sites come forward for development. The evidential work underpinning the draft SPD establishes the need for shared infrastructure pooled contributions from multiple sites. Ongoing work is also being carried out in order to inform an EMF Infrastructure Delivery Plan (IDP) in due course which will supplement the SPD and provide greater detail on the strategic infrastructure required and apportionment. The EMF IDP will be the subject of further public consultation, once available.
- 2.7 Subject to adoption, the SPD would form a material planning consideration for the determination of any planning application(s) coming forward on the EMF sites, and/or on other allocated sites or development within those administrative areas which would

also be unlocked by or significantly benefit from the strategic transport infrastructure being delivered to facilitate development of the EMF sites.

### 3. Consultation on the draft Supplementary Planning Document

- 3.1 A draft of the SPD was consulted on between 23 March and 27 April 2026.
- 3.2 In accordance with Regulations 12, 13, 35 and 36 of the Town and County Planning (Local Planning) (England) Regulations 2012, the draft SPD and supporting documents (Statement of Consultation and Strategic Environmental Assessment and Habitats Regulations Assessment) were made available for inspection during the consultation period at the following locations:
- On the Council’s websites:
    - Rushcliffe Borough Council  
<https://www.rushcliffe.gov.uk/supplementary-planning-documents>
    - South Derbyshire District Council  
<https://www.southderbyshire.gov.uk/our-services/planning-and-building-control/planning/east-midlands-freeport-strategic-infrastructure-and-contributions-spd>
    - North West Leicestershire  
[https://www.nwleics.gov.uk/pages/supplementary\\_planning\\_guidance](https://www.nwleics.gov.uk/pages/supplementary_planning_guidance)
  - As hard copies at libraries in Ashby de la Zouch, Castle Donington and Kegworth and at Rushcliffe Borough Council’s Customer Centre, Belvoir Road, Coalville.
- 3.3 The consultation was facilitated by Rushcliffe Borough Council on behalf of all three Councils. All respondents were able to submit their comments during the consultation period through the following methods:
- By email to [localdevelopment@rushcliffe.gov.uk](mailto:localdevelopment@rushcliffe.gov.uk)
  - By post to Planning Policy, Rushcliffe Arena, Rugby Road, West Bridgford, NG2 7YG.
- 3.4 Several stakeholders were directly notified as part of the consultation, as set out at Appendix 1.
- 3.5 Table 1 sets out a list of stakeholders, statutory consultees and interested parties who responded to the consultation.

**Table 1:** List of all responses received

Response received
Historic England
National Highways

Natural England
Derbyshire Wildlife Trust
National Grid Electricity Transmission
Broxtowe Borough Council
Councillors Way, Bilin and Thomas (Leake Ward, Rushcliffe Borough Council)
Normanton on Soar Parish Council
East Leake Parish Council
Kegworth Parish Council
Repton Parish Council
Cllr Sutton (Independent Party NWLDC Councillor / Kegworth Parish Council Councillor)
Uniper
SEGRO
Goodman
Junction 24 Consortium
Barratt Redrow, Clowes Developments and Wilson Enterprises Consortium
Hallam Land
Coaker Trusts
Rula Developments
Parker Strategic Land
Strategic Land Group
Davidsons Developments Ltd
Caesarea Development Holdings (Caesarea) and Harworth Group (Harworth)
The Trustees of Lord Crawshaw 1997 Discretionary Settlement (the Whatton Estate) and Bryan and Colin Jarrom
Road Haulage Association
Protect Diseworth (marked as Resident 5)
Save Aston & Weston Village Environment (SAVE) (marked as Resident 6)
4 x Other Resident Responses [names redacted]

- 3.6 A summary of all responses received, grouped by issue/theme, is provided at Table 2 in Section 5 of this report.

## 4. Modifications to the Supplementary Planning Document

4.1 In response to the main issues arising from the consultation responses received, a number of modifications have been made to the SPD where this is considered to be appropriate. The modifications are summarised below and are also referred to in Table 2.

4.2 In summary, the principal modifications made to the SPD are:

- Text has been added to make it clear that the SPD is not part of the development plan and not development plan policy. From the date of its adoption, the SPD will be a material planning consideration in planning determinations under the Planning Acts (as defined in the Town and Country Planning Act 1990) in relation to the SPD Sites (which have been clarified – see below). However, at the date of adoption of the SPD, the EMF IDP will not have been issued for public consultation, published or endorsed by the Local Planning Authorities, and therefore the detail of the Strategic Infrastructure required will not have been established. Until such time as the EMF IDP has been published and endorsed by the Local Planning Authorities, following public consultation, only limited weight should be given to the SPD as a material planning consideration by the Local Planning Authorities, though the “in principle” need for pooled contributions set out in this SPD (which may include works in kind in accordance with the SPD) in relation to Strategic Infrastructure has been established by the SPD at the date of adoption and carries weight as a material planning consideration in that regard. This is relevant to the local planning authorities’ application of Section 38(6) of the Planning and Compulsory Purchase Act 2004, which provides that in determining planning applications the determination must be made in accordance with the development plan, unless material considerations indicate otherwise. Where reference is made in the SPD to something being ‘required’ or a ‘requirement’, that something ‘will’, ‘must’ or is ‘expected’ to be provided, then that must be understood in the context of this SPD being material planning consideration and not a development plan document (paragraph 1.17);
- Further clarification has been added in relation to the proposed EMF IDP, including:
  - that the EMF IDP will include estimated costs for identified strategic infrastructure, as well as (where possible) timescales for delivery and the body anticipated expecting to deliver each item (paragraph 1.7);
  - that the EMF IDP will be accompanied by an appropriate evidence base including viability evidence (paragraph 1.10);
  - that the basis on which contributions are sought will be considered as part of the IDP preparation (paragraph 2.9.1(d)); and
  - that the IDP will be the subject of public consultation, following which the IDP is expected to be endorsed by the respective appropriate committee

and/or Cabinet of the local planning authorities, prior to it being brought into use for the purposes of the SPD (paragraphs 1.10-1.11.)

- Further clarification has been added around how 'Other Benefitting Development Sites' will be determined, including that these are expected to include development sites immediately adjacent to the EMF Sites which form part of or are related to development of an EMF Site. It has also been clarified that 'Other Benefitting Development Sites' will also be 'SPD Sites' and a key has been added to the plan at Appendix 4 to assist (paragraph 1.4.)
- Text has also been added to explain that the EMF IDP will identify which SPD Sites are intended to contribute towards which items of Strategic Infrastructure, as far as is reasonably practicable at the stage of EMF IDP endorsement by the local planning authorities (paragraph 1.7);
- Text has been added to clarify that it is intended that the substance of this SPD (possibly in a different format, for example a Supplementary Plan where possible) will continue to apply once the adopted local plans cease to have effect and the local planning authorities will work together to achieve that (paragraph 1.20);
- Reference has been added to the East Midlands Gateway Phase 2 DCO application including proposed highway mitigation works to M1 J24 (paragraph 1.21.1(a)(i)(1));
- The description of the proposed development of the Ratcliffe on Soar Power Station Site has been amended and further reference to the Ratcliffe on Soar Power Station Local Development Order has been added (paragraph 1.21.2(a)(i));
- The strategic infrastructure identified in respect of Ratcliffe has been amended to include reference to strategic landscape and visual mitigation measures including to address heritage (paragraph 1.21.2(d)(i)(5));
- The strategic infrastructure needed to deliver the EMIP site has been reviewed and reference to the M1 J24 Improvement Scheme removed, in light of the representations received and an understanding that the EMIP site is unlikely to have a substantial impact on M1 J24 (paragraph 1.21.3(d));
- Other minor amendments have been made to the description of strategic infrastructure for all 3 EMF Sites (paragraphs 1.21.1(d), 1.21.2(d) and 1.21.3(d));
- Further clarification has been added in relation to the application of CIL in Rushcliffe Borough (paragraph 1.22.2);
- It has been clarified that public sector funding may be sought towards the strategic transport infrastructure (paragraph 2.9.1(c));
- Reference to circumstances where roads will be expected to be offered for adoption has been removed (paragraph 2.11);
- Reference has been added to current RICS valuation standards applying to financial viability assessments (paragraph 2.13.3); and

- Minor typos and grammatical errors have been corrected.

4.3 Alongside the SPD, a Strategic Environmental Assessment and Habitats Assessment document was also issued as part of the consultation. This document has been updated to take into account applicable consultation responses in respect of the SEA, add further explanation to support the conclusions and make it clear that it is a screening opinion in respect of Strategic Environmental Assessment and Habitats Assessment. The comments of statutory consultation bodies have been sought in advance of the respective Cabinet meetings and the conclusions remain unchanged.

## 5. Summary of Responses received to the Supplementary Planning Document

5.1 Over the course of the five-week public consultation undertaken concurrently across North West Leicestershire District, South Derbyshire District and Rushcliffe Borough, a total of 32 representations were received from a range of stakeholders, statutory consultees and public consultees. Table 2 below provides a summary of the comments received, grouped by theme/topic, against which a response has been provided.

**Table 2: Summary of representations received and a response to the comments raised.**

No.	Respondents	Section Reference/Topic	Summary of Comments	Response to Comments
<b>Lawfulness and scope of SPD</b>				
1	Broxtowe Borough Council	Background & Policy Context	Highlighted recent changes to planning regulations in relation to SPDs, and the need for updated references within the document (para 1.16).	Noted. Modifications proposed at paragraph 1.20 of the SPD.
2	Cllr Sutton Kegworth Parish Council Resident 3 The Strategic Land Group Protect Diseworth Save Aston & Weston Village Environment	Procedural Approach	Concerns on whether the SPD remains within the lawful scope of a supplementary planning document. SPD should be scaled back to provide guidance on the implementation of existing adopted policies only with any mechanisms that amount to new policy being progressed through the Development Plan Document Process.	The SPD is within the lawful scope of a supplementary planning document.  There is no new policy being introduced by the SPD, which has been prepared pursuant to and in order to provide guidance to support adopted local plan policy which is referred to in the SPD. The SPD makes it clear that it is not part of the development plan but will be a material planning consideration for the local planning authorities in making planning determinations, with explanation given as to the weight it will carry until the related IDP is published and endorsed (explained further below and in paragraph 1.17 of the SPD). Also, the strategic transport infrastructure works referred to in the SPD are essentially an evolution

	Davidsons Developments Ltd Hallam Land SEGRO Barratt Redrow, Clowes Developments and Wilson Enterprises Consortium			of those transport works that are already envisaged as part of the relevant local plans.
3	Goodman	EMIP	Support reorder to move EMIP behind EMAGIC and Ratcliffe in the document order to reflect spatial proximity to M1 J24.	SPD amended to reflect request.
4	Davidsons Developments Ltd Hallam Land SEGRO Barratt Redrow, Clowes Developments and Wilson Enterprises Consortium The Strategic Land Group	Procedural Approach	Concerns relating to whether the SPD has an appropriate policy context in all the relevant adopted Local Plans to which it can be properly described as being supplemental. Consider an SPD cannot be supplemental to emerging policies that are yet to be adopted.	Noted. The SPD is clear that it does not form part of the development plan and is intended to be adopted by each local planning authority pursuant to adopted local plan policy not emerging local plan policy. The adopted plan policies to which the SPD relates are set out in the SPD. This includes generic policies relating to development, developer contributions and infrastructure.

5	Protect Diseworth	Procedural Approach	Unacceptable that those communities within NWLDC will have no voice in decisions relating to the SPD made or influenced by either South Derbyshire CC and Rushcliffe CC who will have neither regard nor responsibility for the wellbeing or best interests of NWLDC residents and which collectively could outvote NWLDC.	<p>The draft SPD has been the subject of comprehensive public consultation, which has been run concurrently across North West Leicestershire District, Rushcliffe Borough and South Derbyshire District.</p> <p>Local stakeholders, including residents, will have the opportunity to comment and make representations in relation to any planning applications on the strategic applications coming forward on the EMF sites when they are submitted and the local planning authorities will consider mitigation and/or compensatory measures at that time.</p>
6	Protect Diseworth Junction 24 Consortium	Procedural Approach	Concern regarding level of promoter involvement/influence over the content and direction of the SPD and concerns around impartiality whether the document can be reasonably regarded impartial expression of planning guidance.	<p>The SPD aims to ensure the coordinated and collaborative delivery and funding of the necessary strategic infrastructure required to support development of the three EMF sites and to ensure that all schemes coming forward on the EMF sites contribute towards that strategic infrastructure on an equitable and proportionate basis.</p> <p>Whilst East Midlands Freeport, given their remit to support the development of the three tax sites, have assisted with the preparation of the draft SPD alongside their appointed consultant team, all work was undertaken alongside discussion and coordination with all three relevant local planning authorities as well as the County Authorities within which the EMF sites are located and the SPD has been promoted by the relevant local planning authorities, not East Midlands Freeport. Such collaborative working is common-place in relation to the production of emerging draft Supplementary Planning Documents in England.</p> <p>Following liaison with the Planning Policy teams at each authority, the draft SPD was presented to the relevant Committees/Cabinets in line with local governance requirements.</p>

				<p>The authority to formally consult, adopt, publish, and give weight to an SPD rests with each local planning authority and Council officers at the three local planning authorities have been clear throughout in this regard.</p> <p>The solicitors independently assisting EMF are an entirely separate part of the firm from that part advising any parties on any Development Consent Order process, with full information barriers in place as is common-place, and there is no conflict of interest arising.</p>
7	Save Aston & Weston Village Environment	Procedural Approach	Concerns regarding the complexity of the consultation material and absence of any public meetings or online events to communicate the SPD. Request that consultation should be re-run.	The consultation on the SPD has been carried out in accordance with statutory procedures and the Councils' own consultation processes. The consultation documents have been available on the Councils' websites and hard copies have also been available to view throughout the 5 week consultation process. This is considered to be an appropriate and robust approach to consultation and has allowed a meaningful period in which consultees have had an effective opportunity to consider and submit representations on the documents.
8	Save Aston & Weston Village Environment	Procedural Approach	Queries regarding other Rushcliffe Borough Council Documents on the consultation page.	The consultation link through <a href="http://Rushcliffe.gov.uk">Rushcliffe.gov.uk</a> links to the Council's Supplementary Planning Documents page. The Affordable Housing, Design Codes, Developer Contributions, Low Carbon & Sustainable Development, Solar Farms & Wind Energy documents referenced in the SAVE response are currently adopted Rushcliffe Borough Council SPDs further down on the SPD page of the website and for clarity did not form part of this consultation. The consultation was clear that it related to this SPD.
9	Resident 3	Procedural	The SPD reduces transparency, limits public scrutiny and limits the	This SPD helps facilitate a mechanism (a framework section 106 agreement) for securing shared infrastructure pooled contributions

			role of elected local planning authorities in decision making.	<p>through the planning process. The framework section 106 agreement will be developed by the three local planning authorities jointly.</p> <p>If adopted, the SPD will be a material consideration in the determination of any subsequent relevant planning application, subject to the limited weight to be given to the SPD until the related IDP is published and endorsed by the relevant local planning authorities (explained further below and in paragraph 1.17 of the SPD). All planning applications will still be determined by their respective local planning authorities in line with legal governance procedures.</p>
<b>Local Policy / Planning Application Matters</b>				
10	National Highways		Would welcome more clarity on identifying individual development's impacts on the highway network.	Noted. This will be considered at a high level as part of the highway modelling work being undertaken to inform the EMF IDP and at a more detailed level when planning applications come forward.
11	National Highways		Consider that where trigger points for mitigation are identified, the framework section 106 agreement and individual section 106 agreements should make clear that occupation is not permitted until the appropriate SRN mitigation has been constructed and open to traffic.	The SPD already contains reference to the Local Planning Authority using conditions to prevent development and/or occupation of relevant phases of the development in advance of the necessary Strategic Infrastructure being in place.

12	Historic England	Heritage	<p>References to historic environmental contributions could be made more explicit.</p> <ul style="list-style-type: none"> <li>* Heritage is not specifically mentioned for EMIP</li> <li>* Suggest EMAGIC para 1.17.2 amended to read “Strategic landscape and visual mitigation measures including to conserve and enhance the significance of heritage assets and their setting.”</li> <li>* Ratcliffe text should make specific reference to conserving and enhancing the significance of heritage assets and their setting as part of required landscape and mitigation measures.</li> </ul>	<p>This SPD is focused on the delivery of strategic highways infrastructure. However, we note that heritage is referred to in relation to EMAGIC and we have agreed that it could also be relevant to Ratcliffe, so have added the same wording there. This will be considered further as part of the IDP preparation.</p> <p>Heritage impacts and any necessary mitigation would also be considered through the planning application process.</p>
13	National Grid	General	<p>SPD represents an opportunity to highlight the presence of NGET assets. Without appropriate acknowledgement of the NGET assets within and adjacent to the site, the SPD risks being less effective. Recommendations for wider area planning for protecting existing NGET assets and enabling future network development.</p>	<p>The SPD is focused on the delivery of strategic transport infrastructure. National Grid assets are beyond the remit of the SPD and will need to be considered by applicants through the necessary licensing and permitting processes.</p>

14	Repton Parish Council	Infrastructure	Need for the document to define the requirement to address the impact of the EMIP workforce travel on the neighbouring settlements and require it to be addressed in the SPD as part of the fundamental infrastructure.	As part of the planning applications for strategic employment sites, including the EMIP site, it is anticipated that Travel Plans will be prepared to set out how workers will travel to work, including via active travel and public transport. This SPD is focussed on the delivery of strategic infrastructure, but travel plans are referenced as a potential site-specific measure that may be included in the section 106 agreement.
15	Normanton on Soar Parish Council East Leake Parish Council	General	SPD should be strengthened to ensure local impacts are fully assessed and mitigated.	The impact of development of the respective strategic sites, including the EMF sites, would be considered on a site-by-site basis during the planning application process in the usual way and mitigation and/or compensatory measures will be considered by the local planning authority at this stage.
16	Normanton on Soar Parish Council East Leake Parish Council	Infrastructure Delivery	SPD lacks sufficient guarantees /should be strengthened to ensure infrastructure will be delivered ahead of development, particularly transport improvements.	The EMF IDP will consider timescales and triggers for the delivery of strategic transport infrastructure. Any site specific infrastructure requirements and related phasing will be considered as part of individual planning applications and the Framework S106/S106 process.
17	Normanton on Soar Parish Council	General	SPD should be strengthened to ensure rural communities are protected from adverse effects.	The impact of development of the respective strategic sites, including the EMF sites, would be considered on a site by site basis during the planning application process in the usual way and mitigation and/or compensatory measures will be considered by the local planning authority at this stage.
18	East Leake Parish Council	General	The SPD prioritises strategic growth over local mitigation, with no clear mechanism to ensure	The SPD recognises that there will be a need for site specific infrastructure, but the focus of the SPD is on ensuring the delivery and funding of strategic transport infrastructure on an equitable and

			affected communities receive proportionate benefits.	proportionate basis. The local impact of development of the respective strategic sites, including the EMF sites, would be considered on a site by site basis during the planning application process together with any mitigation and/or compensatory measures that may be required.
19	Save Aston & Weston Village Environment	Active Travel	Given the Freeport's green aspirations, a robust Transport Strategy should promote rail with a strong focus on rail improvements and potentially electrification.	This is outside of the remit of the SPD. Rail specific requirements will be included within the site specific allocation policies.
20	Junction 24 Consortium Uniper	SPD error	Plan at Appendix 5 is out of date and incorrectly sourced.	Noted. This is not part of the updated SPD.
21	Resident 1	General	Unnecessary development resulting in loss of farmland and risks food security.	These are development management considerations when planning applications come forward.  Allocation of the EMF and other strategic sites through the emerging Local Plans are being prepared which will assess the loss of farmland in their Sustainability Appraisals underpinning the Local Plans.
22	Resident 2	General	Expansion of infrastructure will make congestion worse.	Infrastructure expansion will be subject to appropriate testing/consideration through the development management process at the point of an application being submitted.
23	Resident 2	General	Concerns around environmental impact from additional vehicle movements.	Environmental impacts of additional vehicle movements will be subject to appropriate testing/consideration through the development management process, and any applications.

24	Resident 2	General	No reference to where workers will live.	<p>Strategic housing allocations will be included as part of the emerging Local Plans, alongside strategic employment site allocations.</p> <p>As part of the Planning Applications for strategic employment sites, including the EMF sites, it is anticipated that Travel Plans will be prepared to set out how workers will travel to work, including via active travel and public transport.</p>
25	Resident 4	Active Travel	An Active Travel Study should form part of the EMF IDP. SPD is vague about the schemes that will be required for 'active travel' which will make negotiation of contributions for active travel infrastructure difficult.	Active travel requirements would be set at a Local Plan level, with any site specific requirements included in the site specific allocation policies. It is not anticipated that this would be included in the SPD or as part of the EMF IDP.
<b>IDP</b>				
26	Coaker Trusts	Strategic Infrastructure Land	<p>The SPD should recognise that not all contributions will be measured with monetary commitments. There should be recognition of safeguarding land to enable the proposed infrastructure improvement works at Junction 24 to come forward.</p> <p>Para 2.9.3 is unacceptable and strongly opposed. A blanket transferring of land to another authority or body, with no compensation or confirmation of</p>	<p>It is envisaged that there would be land equalisation agreements between landowners which would cover the provision of strategic infrastructure land. This will be assessed and considered as part of the IDP work.</p> <p>To the extent that landowners have not equalised between themselves for necessary strategic infrastructure, the Framework S106 mechanism provides a mechanism to help ensure fair and equitable contributions are made. The reference in the SPD to land transfers to be assumed at nil land value does not mean that there is no compensation or consideration payable to the landowner; rather it means that for planning viability purposes in relation to a Framework S106 mechanism,</p>

			<p>how and when the infrastructure works are to be delivered would not be acceptable. Works in kind principles should be applied.</p>	<p>land will be assumed to be transferred at nil value for the purposes of calculating relevant planning obligation contributions and/or works in kind for strategic infrastructure. The actual land value in relation to any land transfers for strategic infrastructure delivery will remain a matter to be agreed between landowners, subject to a dispute resolution mechanism to be included in a framework S106 Agreement. Paragraph 2.9.4 of the SPD covers the situation where equalisation agreements are not agreed or entered into – the framework section 106 agreement will provide that in this situation the developer shall submit to dispute resolution (arbitration or expert determination) and following determination the equalisation agreement will be entered into. Therefore, there is a mechanism in place to deal with any disputes on equalisation agreements so that these are resolved by an expert or arbitrator and such decision will be binding on the parties to the section 106 agreement.</p> <p>Works in kind in lieu of planning obligations may be provided with the agreement of the relevant local planning authority.</p>
27	<p>Cllr Sutton East Leake Parish Council Kegworth Parish Council Resident 3 The Strategic Land Group Leake Ward Councillors Protect Diseworth Goodman</p>	Procedural Approach	<p>Concerns around proceeding with the SPD without the EMF IDP, full viability evidence and strategic transport modelling being available/agreed.</p> <p>Clarification on subsequent consultations on the EMF IDP/evidence base requested.</p>	<p>This is noted and understood. The draft SPD has been amended to include an explanation of how the SPD is intended to operate in advance of the IDP being published (paragraph 1.17). The EMF IDP and evidence base (including viability evidence and strategic transport modelling) will be the subject of public consultation and the EMF IDP endorsed before it is published and used for the purposes of the SPD.</p> <p><b>EMF IDP</b></p> <p>Further highways modelling work currently being undertaken across Leicestershire, Nottinghamshire and Derbyshire (commissioned by the EMF), as well as highways evidence separately being prepared by the</p>

	<p>Parker Strategic Land          Save Aston &amp; Weston Village Environment          National Highways Uniper          Davidsons Developments Ltd          Hallam Land Junction 24 Consortium          Coaker Trusts          SEGRO          The Whatton Estate &amp; Bryan and Colin Jarrom          Barratt Redrow, Clowes          Developments and Wilson Enterprises Consortium</p>			<p>respective local planning authorities to inform respective emerging Local Plans, is continuing and will inform an EMF IDP.</p> <p>The EMF IDP methodology is designed to provide an evidence-led Infrastructure Delivery Plan that identifies the transport and highway interventions required to support the development of the EMF Sites, alongside clear cost and programme details. The section of the SPD which sets out what the IDP will cover has been expanded (paragraph 1.7.)</p> <p>Work is underway on the EMF IDP and it is anticipated that a draft EMF IDP will be issued for public consultation in late 2026. This public consultation draft EMF IDP will be accompanied by an appropriate evidence base including viability and further transport evidence – this has been clarified in the SPD. Following that public consultation, the local planning authorities expect to take the IDP to Cabinet for endorsement.</p> <p>The EMF IDP will supplement this SPD and provide greater detail on the strategic transport infrastructure required, costings and programme, which will, in turn, inform the contributions and obligations to be included in the framework S106 agreement.</p> <p><b>Transport Evidence</b></p> <p>Substantial transport assessment work and modelling has been carried out to date in relation to the three EMF sites which is considered sufficient to underpin the evidence base for the SPD in relation to each of these sites at this stage, to be further worked on as part of a common EMF IDP pursuant to the SPDs.</p> <p><b>Viability Evidence</b></p>
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				Viability work will be undertaken alongside preparation of the EMF IDP which will be used to inform decisions concerning what strategic transport infrastructure is to be included and what levels of contributions or provision are to be sought (or what other funding may be sought).
28	National Highways	EMF IDP	The SPD is not prescriptive about which organisation(s) would lead on the delivery of any required infrastructure and this should be made clear in the EMF IDP and the framework section 106 agreement. These documents should also set out how contribution will be managed and prioritised when funding is pooled.	Noted. The EMF IDP has been amended to make it clear that the EMF IDP will, where possible, seek to identify the body which is anticipated to deliver each item of Strategic Infrastructure. The management and prioritisation of contributions will be dealt with in the framework section 106 agreement.
29	Uniper	Procedural Approach	EMF should work with relevant landowners and developers to produce the EMF IDP. The SPD should clearly set out it will only come into force once the EMF IDP has been consulted upon and adopted.	Noted. The EMF IDP will be consulted on in due course and be accompanied by evidence on a number of areas e.g. transport and highway evidence, viability evidence. The SPD has been updated to confirm the approach (see row below).
30	Uniper Davidsons Developments Ltd Hallam Land Caesarea & Harworth	General	Concerns around an absence of detail around how the SPD might be implemented in practice, which could create significant uncertainty for developers and delay the delivery of infrastructure	Noted. As referred to above, the SPD has been amended to clarify that from the date of its adoption, the SPD is a material planning consideration in planning determinations in relation to the SPD Sites, but, as it is recognised that at the date of adoption of the SPD the EMF IDP has not yet been published or endorsed by the Local Planning Authorities, until such time as the EMF IDP has been published and

	Junction 24 Consortium Coaker Trusts SEGRO The Whatton Estate & Bryan and Colin Jarrom		improvement works (including the J24 Consortium proposal).	endorsed by the Local Planning Authorities, only limited weight shall be given to the SPD as a material planning consideration by the Local Planning Authorities, though the “in principle” need for pooled contributions set out in the SPD (which may include works in kind in accordance with the SPD) in relation to Strategic Infrastructure has been established and should carry weight as a material planning consideration in that regard in the meantime. This should ensure there is no unacceptable degree of uncertainty for developers. The SPD is designed to help facilitate the delivery of strategic infrastructure improvements, not hinder it.
31	Cllr Sutton Kegworth Parish Council	Infrastructure Delivery	Queries around National Highways endorsement of the infrastructure packages at J24 and when their agreement will be obtained.	National Highways have responded to the SPD consultation. As noted in their response, National Highways have been actively engaged in discussions around the development of the EMF and other major sites in proximity to J24 for some time. The full extent of mitigation required however, will only be understood following completion of the transport evidence and progression of the EMF IDP.
32	Road Haulage Association	General	Lack of consideration for the road freight sector, favouring other modes such as rail and air. Unclear to what degree projects included will be built to suit freight operators	Comprehensive modelling and evidence base gathering is taking place to identify the strategic infrastructure requirements. Given the nature of likely development at the EMF sites, considerations around road freight will be a core element of this work.
<b>Framework S106 / Site-Specific S106 Agreements</b>				
33	Uniper Davidsons Developments Ltd Hallam Land		Unclear what ‘Strategic Infrastructure’ is and how this differs from ‘Site Specific Infrastructure’ and ‘site-wide	‘Strategic Infrastructure’ and ‘Site Specific Infrastructure’ are defined in the SPD. The SPD seeks to cover other strategic transport infrastructure, so is not solely focused on M1 J24, although that is clearly a significant part of the strategic infrastructure requirement. ‘Site Specific

			remediation strategies'. The SPD should set out a clearer objective, for example focussing solely on works to increase capacity through M1 J24. Site Specific Infrastructure' and 'site-wide remediation strategies' may be better addressed through separate agreements (as needed) outside the scope of the SPD.	Infrastructure' will be covered in the framework section 106 agreement (see paragraph 2.8 of the SPD for an explanation of how this will work).
34	Cllr Sutton Kegworth Parish Council The Whatton Estate & Bryan and Colin Jarrom Barratt Redrow, Clowes Developments and Wilson Enterprises Consortium	Equalisation	SPD does not adequately address what happens if equalisation agreements cannot be reached. Lack of justification for imposing commercial arrangements onto developers where no existing contract exists.	Paragraph 2.9.4 of the SPD covers the situation where equalisation agreements are not agreed or entered into – the framework section 106 agreement will provide that in this situation the developer shall submit to dispute resolution (arbitration or expert determination) and following determination the equalisation agreement will be entered into. Therefore, there is a mechanism in place to deal with any disputes on equalisation agreements so that these are resolved by an expert or arbitrator and such decision will be binding on the parties to the section 106 agreement.
35	The Strategic Land Group	Exemptions	Concerns around limited exemptions for contributing and absence of justification for why the parameters were selected. Disproportionate and unjustified to require all development above	There is a threshold, as stated in the SPD, below which sites won't be considered. If they are above that threshold then they <i>may</i> need to contribute, in accordance with and subject to CIL regulation 122.  The IDP will consider which strategic allocation sites will be expected to contribute towards the strategic transport infrastructure. The IDP will be

			<p>the thresholds to contribute. SPD scope should be limited to strategic allocations directly unlocked by the EMF. Council should be able to identify what types of development this would apply to and in what geographical locations.</p>	<p>the subject of public consultation so representations can be made in relation to that when it is issued for consultation.</p> <p>The SPD makes it clear that other development sites (defined as 'Other Benefitting Development Sites' in the SPD) will only be expected to contribute towards the strategic transport infrastructure identified where it is unlocked by or significantly benefits from that infrastructure. This will be considered by the Local Planning Authorities when the IDP is prepared and also on a case by case basis as planning applications come forward. Such sites are expected to include any development site immediately adjacent to the EMF Sites where such a development site forms part of or is related to development of an EMF Site. Any section 106 obligation must satisfy statutory tests set out in Regulation 122 of the CIL Regulations 2010 in any event to ensure it is necessary to make the development acceptable in planning terms, directly related to the development and fairly and reasonably related in scale and kind to the development.</p>
36	Leake Ward Councillors, Rushcliffe Borough Council	Site Specific Infrastructure	<p>Concerns regarding omissions for site specific infrastructure needed to deliver the Ratcliffe on Soar site.</p>	<p>The EMF IDP currently being prepared will set out requirements for strategic highways infrastructure and the associated costs. Other site specific infrastructure would be considered further at planning application stage, or would be set out in the site specific allocation policy in the emerging Local Plan. Site specific infrastructure is envisaged to be included in any framework section 106 agreement and this is explained in the SPD (see paragraph 2.8 of the SPD).</p>
37	Parker Strategic Land	CIL	<p>Important that there is no overlap or double counting between S106 obligations and CIL charges towards the 'strategic</p>	<p>As set out in paragraph 2.9.8 of the SPD, the framework section 106 agreement shall include a provision that if CIL were to be introduced which applied to any of the SPD Sites, the framework section 106 Agreement would be adjusted so that there would be no increased</p>

			infrastructure' where CIL is in place/may come in to operation in the future.	financial burden on landowners or developers of land within the allocation site as a result. The current position in relation to CIL is summarised at paragraph 1.21 of the SPD.
	Barratt Redrow, Clowes Developments and Wilson Enterprises Consortium	Procedural Approach	Risk that the approach to s106 contributions proposed to be taken is via a tariff; if this is the case it should be taken forward via the Community Infrastructure Levy and not s106 contributions.	The approach is a framework section 106 agreement and not a tariff, as explained in the SPD.
<b>Sites which may need to contribute to infrastructure</b>				
38	Broxtowe Borough Council	Appendix 4	Suggest adding a key to the map in Appendix 4 to understand when the SPD may apply to development outside of the designated Freeport sites.	The criteria as to where contributions may be sought is set out in paragraph 1.4 of the SPD and could comprise any development parcel within any of the EMF Sites, Other Benefitting Strategic Allocation Sites or Other Benefitting Development Sites within the relevant local authority areas. A key has been added to Appendix 4 to clarify the area relevant for the purposes of 'Other Benefitting Development Sites'.
39	Cllr Sutton Kegworth Parish Council Resident 3 The Strategic Land Group Leake Ward Councillors Protect Diseworth	Other Benefitting Development	Queries/concerns regarding the thresholds and study area used in the SPD and identification of "Other Benefitting Development" and Strategic Allocation Sites.  Concerns as to how the assessment of whether sites should contribute will be applied consistently and transparently, and how contribution requests will	There is a threshold, as stated in the SPD, below which sites won't be considered. If they are above that threshold then they <i>may</i> need to contribute, in accordance with and subject to CIL regulation 122, which does not need to be specifically referred to since it applies as a matter of law.  Further clarificatory text has been added to the SPD, which explains that it applies to 'SPD Sites' defined as the EMF Sites, the Other Benefitting Strategic Allocation Sites and Other Benefitting Development Sites (all as defined.) Other Benefitting Strategic Allocation Sites and Other Benefitting Development Sites will be sites which will be unlocked by or significantly benefit from the strategic infrastructure. The identification of SPD Sites will be progressed through the EMF IDP (so far as is

	Rula Developments Limited Parker Strategic Land Davidsons Developments Ltd Hallam Land Caesarea & Harworth SEGRO The Whatton Estate & Bryan and Colin Jarrom National Highways		meet the tests under Regulation 122 of the CIL regulations.	reasonably practicable at that stage) which will be the subject of public consultation. It has also been clarified that Other Benefitting Development Sites are expected to include any development site immediately adjacent to the EMF Sites where such a development site forms part of or is related to development of an EMF Site (paragraph 1.4 of the SPD).  The SPD provides a mechanism (a framework section 106 agreement) for achieving a consistent approach towards the contributions which will be sought from SPD Sites towards the delivery and funding of necessary strategy transport infrastructure. This framework section 106 agreement will be developed by the three local planning authorities jointly and used as a base template document for all section 106 agreements being negotiated by the local planning authorities in relation to relevant development as and when planning permission is sought for that development. This will ensure the approach taken by the three Local Planning Authorities is consistent and transparent.
40	Leake Ward Councillors, Rushcliffe Borough Council	Site Specific Infrastructure	Ratcliffe on Soar site is not entirely within freeport area and there should be equivalent contributions from those areas outside.	The SPD has been amended to make it clear that Other Benefitting Development Sites are expected to include any development site immediately adjacent to the EMF Sites where such a development site forms part of or is related to development of an EMF Site and will therefore be expected to contribute.
<b>SEA</b>				
41	Cllr Sutton Kegworth Parish Council	Strategic Environmental Assessment	Clarification as to whether SEA screening has been undertaken and, if so, the screening conclusion and its basis. If screening has not	The SEA and HRA document published with the consultation draft SPD has been updated to take into account applicable consultation responses in respect of the SEA, add further explanation to support the conclusions and make it clear that it is a screening opinion in respect of Strategic

	Protect Diseworth		<p>been undertaken, it should be carried out before the consultation proceeds further.</p> <p>Concern on reliance on historic assessments without re-evaluating cumulative impacts.</p>	<p>Environmental Assessment and Habitats Assessment. The comments of statutory consultation bodies have been sought in advance of the respective Cabinet meetings and the conclusions remain unchanged.</p>
<b>Environmental / BNG / Green Infrastructure</b>				
42	Natural England	Green Infrastructure and Biodiversity Net Gain	<p>Strategic Green Infrastructure should be coordinated throughout the large developments within the surrounding area, together with BNG sites to provide connected habitats for the maximum benefit for nature recovery and access for people to nature.</p>	<p>Strategic green infrastructure is outside of the remit of the SPD, which is focused on the delivery of strategic transport infrastructure.</p> <p>Furthermore, the Local Nature Recovery Strategies in effect across Nottinghamshire, Derbyshire and Leicestershire set out the priorities for BNG provision and habitat enhancements across the strategic sites, including the EMF sites, coming forward in the respective Local Plans. This will help to coordinate Strategic Green Infrastructure and does not need to be duplicated in the SPD.</p> <p>It is also anticipated that each respective emerging Local Plan will also have its own Green Infrastructure policy.</p>
43	Derbyshire Wildlife Trust	Green Infrastructure and Biodiversity Net Gain	<p>Government requirements on NSIP are due to be published November 2026. A clear biodiversity strategy should be developed that could underpin the ongoing EMF development and ensure meaningful gains that deliver locally and for the respective Local Nature Recovery Strategies. The strategy could help</p>	<p>Green infrastructure and Biodiversity Net Gate is outside of the remit of the SPD, which is focused on the delivery of strategic highways infrastructure.</p> <p>Furthermore, the Local Nature Recovery Strategies in effect across Nottinghamshire, Derbyshire and Leicestershire set out the priorities for BNG provision and habitat enhancements across the strategic sites,</p>

			build partnerships to enhance biodiversity locally.	including the EMF sites, coming forward in the respective Local Plans. This will help to coordinate Strategic Green Infrastructure. It is also anticipated that each respective emerging Local Plan will also have its own Green Infrastructure policy.
<b>Other SPD representations</b>				
44	Uniper	General	Response makes 17 recommendations for amends to the SPD which are not all covered here individually.	We have updated the SPD where appropriate in response to these comments.

# **Appendix 1: List of consultees and stakeholders consulted**

**Rushcliffe Borough Council**

Active Notts	Barton Willmore
Active Travel England	Barwood Development Securities Limited
Aerodynamics Dry Leasing Ltd	Barwood Homes
Aitchison Raffety Ltd	Barwood Land
Aldergate Properties Ltd	Bassetlaw District Council
Alexandra Blue Ltd	Bellway Homes
Alverton & Kilvington Parish Meeting	Bidwells
Alverton and Kilvington Parish Council	Bingham Town Council
Amber Valley Borough Council	Bleasby Parish Council
Andrew Granger & Co	Bloor Homes
Andrew Hiorns Town Planning Limited	BNP Paribas Real Estate
Angelorange Ltd	Bottesford Parish Council
Arc Partnership	Boyer Planning
Arcstone Ltd	Bradair Aviation Consultancy Ltd
Arquiva	Bradmore Parish Council
Ashfield District Council	Braemore Group
Aslockton Parish Council	British Gas
Aspbury Planning Ltd	British Gypsum
Astill Planning Consultants Ltd	British Horse Society
Avison Young	Broughton and Dalby Parish Council
AXIS	Broxtowe Borough Council
Barkestone, Plungar and Redmile Parish Council	BT Openreach
Barratt David Wilson Homes	Bulcote Parish Council
Barratt David Wilson Homes and Averill Land Limited	Bunny Parish Council
Barratt Homes	Burton Joyce Parish Council

Barratt Redrow	Burton on the Wolds, Cotes and Prestwold Parish Council
Barton in Fabis Parish Council	Cadent Gas
Camelot Pictures Ltd	Davidsons Developments Ltd
Cameron Homes	Deeley Homes
Canal & River Trust	Defence Infrastructure Organisation
Car Colston Parish Meeting	Define Planning and Design Ltd
CarneySweeney	Derby City Council
Carter Jonas	Derbyshire County Council
Caythorpe Parish Council	DevPlan
CBP Architects	DIO Operations
Cerda Planning	DLP Planning Ltd
Ceylon Tea Growers Association Limited	DLUHC
CFS Flight Training Ltd	DPP UK Ltd
Change.org	Duchy of Cornwall
Charnwood Borough Council	East Bridgford Parish Council
Charter Point	East Bridgford St Peter's Cofe Academy
Chave Planning	East Leake Academy
Chris Wade Aviation Ltd	East Leake Parish Council
Churchill Living and Mccarthy Stone Retirement Lifestyles	East Midlands Ambulance Service
Civil Aviation Authority	East Midlands Building Consultancy
Clark Architectural Services	East Midlands Combined County Authority
Clawson, Hose and Harby Parish Council	East Midlands Freeport Ltd.
Clipston Parish Meeting	East Midlands Railway
Colston Bassett Parish Council	Edwalton Municipal Golf and Social Club

Colwick Parish Council	EE
Compass North Aviation	Elston Parish Council
Copperfield Ltd	Elton-on-the-Hill Parish Meeting
Cora Homes Ltd	Emery Planning
Costock Parish Council	Endurance Estates
Cotgrave Town Council	Environment Agency
Country Land and Business Association	Erewash Borough Council
Countryside Properties	Evolve Planning & Design
CPRE	FH Farms Ltd
Creagh Concrete	Fisher German LLP
Crofts Development Ltd	Flawborough Parish Meeting
Cropwell Bishop Parish Council	Flintham Parish Council
Cropwell Bishop Primary School	Forestry Commission
Cropwell Butler Parish Council	Frazer Halls Associates
Crown Estate	Freeths LLP
Crown Estates Commissioners	Friends of Sharphill Wood
CT Planning	G Longley Planning & Property Services
Cushman & Wakefield	Garden History Society
DAQS Ltd	Gascoines Group Limited
David Lock Associates	Gedling & Sherwood CC
David Wilson Home East Midlands	Gedling Borough Council
General Aviation Awareness Council	Integrated Care Board
Girlguiding Nottinghamshire	Jelson Homes
Gladman Developments Ltd	JG Woodhouse & Sons
Gleeson Homes	Jigsaw Homes

Gotham Parish Council	Jigsaw Planning Limited
Grace Machin Planning & Property	JMS Planning & Development
Granby cum Sutton Parish Council	John A Wells Limited
Grantham Canal Society	John Church Planning Consultancy Ltd
Green 4 Planning	JVH Town Planning Consultants Ltd
Gunthorpe Parish Council	Kase Aero Ltd
GVA	Kegworth Parish Council
Hallam Land and Davidsons Developments	Keyworth Conservation Area Advisory Group
Hallam Land Management Limited	Keyworth Labour Group
Harris Lamb Limited	Keyworth Parish Council
Harris Land Management	Kingston on Soar Parish Council
Harworth Group	Kinoulton Parish Council
Hathern Parish Council	Kittyhawk Aerodrome
Havenwood Construction Limited	Kneeton Parish Meeting
Hawksmoor	Knightwood Developments Limited
Hawksworth Parish Meeting	Lambert Smith Hampton
Hayhoe Marine Services	Landstack
Health and Safety Executive	Langar cum Barnstone Parish Council
Heaton Planinng	Langridge Homes Ltd
Heaton Planning	Leaders Romans Group
Hickling Parish Council	Leicester City Council
Historic England	Leicestershire County Council
Hollins Strategic Land	Leicestershire Police and Crime Commissioner
Holme Pierrepont And Gamston Parish Council	Leith Planning
Home Builders Federation	Pleydell Smithyman Ltd

Homes England	Lidl GB Ltd
Hortons' Estate Limited	Lightsource BP
Hoton Parish Council	Lockington and Hemington Parish Council
Hoveringham Parish Council	Lone Star Land
HTA Design LLP	Lone Star Land Ltd
IBA Planning Ltd	Long Whatton and Diseworth Parish
Iceni Projects	Lucy White Planning
ID Planning	M1 Agency
IDC & Associates	Mansfield District Council
IM Land Limited	Marine Management Organisation
Infraland	Marrons Planning
Inland Waterways Association	Mather Jamie Ltd
Innes England	McCarthy Stone
Inovo Consulting	Meadow School of Riding
Inspired Villages	Melton Borough Council
Midlands Engine	OSVAID
Midlands Land Portfolio Limited	Owthorpe Parish Meeting
Mike Downes Planning Consultant	Oxalis Planning
Ministry of Defence Defence Infrastructure Organisation Safeguarding	Paget Estate
Mobile Operators Association	Parker Strategic Land Limited
National Air Traffic Services Ltd	Pegasus Group
National Federation of Gypsy Liaison Groups	Pell Frischmann
National Grid Electricity Distribution Plc	Penland Estates
National Grid Electricity Transmission	Persimmon Homes
National Highways	Peter Tyers Associates

Natural England	Peveril Securities Limited & Omnivale Pension Scheme
neighbourhood-planning.co.uk	Planning & Design Group Limited
Nottingham Express Transit	Planning Issues
Network Rail	Planning Potential
Newark and Sherwood District Council	Planning Prospects Ltd
Newton Nottingham LLP	Plumtree Parish Council
Newton Parish Council	PMC Land and Planning Limited
Nexus Planning	Positive Homes Ltd
NHS England	Profectus Town Planning
NHS Nottm & Notts ICB	Q+A Planning Ltd
NHS Property Services	Quiet Tiger Aviation
nineteen47	Radcliffe-on-Trent Parish Council
Normanton on Soar Parish Council	Radcliffe-on-Trent Residents Assoc
Normanton-on-Soar Parish Council	Railfuture
Normanton-on-the-Wolds Parish Council	Rapleys LLP
North West Leicestershire District Council	Ratcliffe Marina
Northern Trust Land Ltd	Ratcliffe on Soar Parish Meeting
Notcutts Ltd	Ratcliffe-on-Soar Parish Meeting
Nottingham City Council	Redrow Homes East Midlands Ltd
Nottingham City Transport	Regatta Way Sports Club
Nottingham Credit Union	Regen
Nottingham Green Party	Rempstone Parish Council
Nottingham Students' Partnership	Rentplus UK
Nottinghamshire Area Ramblers	RES
Nottinghamshire CPRE	rg+p Ltd.

Nottinghamshire County Council	Richard Ling & Associates
Nottinghamshire Police	Richborough Commercial
Nottinghamshire Ramblers	Richborough Estates Ltd
Nottinghamshire Sports Properties	Ridge and Partners LLP
Nottinghamshire Wildlife Trust	Royal Mail
Orchestra Land	Ruddington Parish Council
Orston Parish Council	Rula Developments Ltd
Office of Rail and Road	Rural Insight Land & Development
Rural Solutions	Syerston Parish Meeting
Rushcliffe Green Party	TASCforce
Rushcliffe Nature Conservation Strategy Implementation Group	Taylor Wimpey
Rushcliffe School	Taylormade Group
Samworth Farms Limited	Terra
Savills UK Ltd	Tetlow King Planning
Sawley Parish Council	The Coal Authority / The Mining Remediation Authority
Saxondale Parish Meeting	The Cranmer Group of Parishes
Scarrington Parish Meeting	The Crown Estate
Screveton Parish Meeting	The Gardens Trust
Sequence Ltd	The General Aviation Awareness Council
Seven Homes	The Labour Group, Rushcliffe Borough Council
Severn Trent	The Planning Bureau
Sharphill Action Group	The Planning Inspectorate
Sharphill Management Services	The University of Nottingham
Shelford Parish Council	The Victoria Centre Partnership

Shelton Parish Meeting	The Woodland Trust
Sherwood Conservatives	Theatres Trust
Shouler and Son	Theta Squared Aviation
Sibthorpe Parish Meeting	Thomas Heap
South Notts Association for Visually Impaired Group	Thoroton & District Branch - Newark Conservative Association
Spawforths	Thoroton Parish Meeting
Sport England	Three
St James' Church NOS	Thrumpton Parish Meeting
Stagfield Group	Tithby and Wiverton Parish Meeting
Stainton Planning	Tollerton Against Backdoor Urbanisation
Stanford on Soar Parish Council	Tollerton Parish Council
Stanford-on-Soar Parish Council	tor&co
Stantec UK	Trebor Developments LLP
Stanton on the Wolds Parish Council	Trent Valley Internal Drainage Board
Stanton-on-the-Wolds Parish Council	Trustees of Hammond Farm
Stathern Parish Council	Turley
Staunton Parish Meeting	T/as Hawk Helicopters
Stoke Bardolph Parish Council	Uniper UK Limited
Strata	Unite Notts Retired Members Branch
Strawson Group Investments Ltd	Unite the Union
Strutt and Parker	Upper Broughton Parish Council
Sustainable Transport Nottingham	Upper Saxondale
Sutton Bonington Local Residents Committee	Vale Planning Consultants
Sutton Bonington Parish Council	Vistry Homes Ltd
Swift Aero Maintenance	West Bridgford LAF Traffic and Transport Group

Swords Aviation	West Bridgford Local Area Forum
West Leake Parish Council	West Bridgford Hockey Club
West Leake Parish Meeting	Wilson Bowden Developments Ltd
Western Power Distribution	Wood PLC
Whatton in the Vale Parish Council	Woodall Homes Ltd
Whitefields Farm	Woodland Trust
Widmerpool Parish Council	WSP
William Davis Homes	www.GeoGreenPower.com
Willoughby on the Wolds Parish Council	Wymeswold Parish Council
W Westerman Ltd	Wysall And Thorpe-in-the-Glebe Parish Council
Via East Midlands	Zesta Planning Ltd
Wellesbourne Matters	Over 1,500 private consultees, other businesses and other organisations

#### **North West Leicestershire District Council**

Clerk to Calke Parish Meeting
Clerk to Ulverscroft Parish Meeting
Carter Jonas
Savills
Planware Ltd
Leicester Centre for Integrated Living
Ashby de la Zouch Endowed Schools Foundation
VIP - Volunteering Partnerships
Moira Furnace Trustees
Ashby Canal Trust
Friends of Ashby Bath Grounds

Citizen's Watch
Design Council
Campaign for Real Ale Ltd
Guide Association UK
RSPB
CPRE (Leicestershire)
Roberts Coaches
dglg planning
Mono Consultants (represents all Comms Companies)
Stephenson College
Loughborough Council of Faiths
Action Deafness
Age UK
The Garden History Society
MOSAIC (user-led disability group)
Twentieth Century Society
Creative Leicestershire
Garden History Society
Council for British Archaeology
CPRE
The Georgian Group
Leicester Council of Faiths
Moira Replan
Marlene Reid Centre (Community Action)
The Society for the Protection of Ancient Buildings & The Victorian Society

VISTA
Ibstock in Bloom
Sustrans
Trent Barton
St David's Vicarage
Leicestershire and Rutland Wildlife Trust
National Trust
Press for Change
MENCAP
National Forest Charitable Trust
Leicestershire County Council
Woodland Trust
Friends of Thringstone
Ancient Monuments Society
Coalville Brownies, Guides and Rainbows
Packington Nook Residents Association
Long Whatton and Diseworth Parish Council
NFU East Midlands Region
St David's Church
Castle Donington Community Appraisal Group
People's Forum
Inland Waterways Association
Theatres Trust
CAMRA
Harlow Brothers Ltd

Greenhill Community Church
Roger Yarwood Planning Consultant
The Loughborough Gospel Halls Trust
Leicestershire Local Access Forum
Ibstock Brick Ltd
Castle Rock High School
Home Builders Federation
Trent Barton
Everything is Somewhere Ltd
Friends of Ashby Bath Grounds
Castle Donington Parish Council
Packington Parish Council
Hugglescote and Donington le Heath Parish Council
Breedon on the Hill Parish Council
Natural England
Historic England
Leicestershire Partnership NHS Trust
Environment Agency
Canal and River Trust
Sport England East Midlands Region
East Midlands Airport
Health and Safety Executive
NHS Property Services Ltd
Homes England
East Midlands Chamber

Severn Trent
Sport England
The Coal Authority
The National Forest Company
Office of the Police and Crime Commissioner
Natural England
Leicestershire Fire and Rescue
Marine Management Organisation
Network Rail Property
Department for Education
Highways England
Clerk to Sawley Parish Council
Clerk to Breaston Parish Council
Clerk to Weston on Trent Parish Council
Clerk to Bagworth and Thornton Parish Council
Clerk to Hathern Parish Council
Clerk to Overseal Parish Council
Clerk to Shakerstone Parish Council
Clerk to Woodhouse Parish Council
Clerk to Shepshed Town Council
Clerk to Stanton under Bardon Parish Council
Clerk to Markfield Parish Council
Clerk to Ticknall Parish Council
Clerk to Hartshorne Parish Council
Clerk to Ratcliffe on Soar Parish Meeting

Clerk to Shardlow and Great Wilne Parish Council
Clerk to Melbourne Parish Council
Clerk to Nailstone Parish Council
Clerk to Netherseal Parish Council
Clerk to Newton Regis, Seckington and No Man's Heath Parish Council
Clerk to Clifton Campville Parish Council
Clerk to Kingston on Soar Parish Council
Chilcote Parish Meeting
Clerk to Thrumpton Parish Council
Clerk to Smisby Parish Council
Clerk to Aston on Trent Parish Council
Clerk to Twycross Parish Council
Clerk to Woodville Parish Council
Stetton en le Field Parish Meeting
Clerk to Coton-in-the-Elms Parish Council
Clerk to Sutton Bonnington Parish Council
Blaby District Council
Broxtowe Borough Council
Charnwood Borough Council
Derby City Council
Derby City Council
Derbyshire County Council
Erewash Borough Council
Erewash Borough Council
Harborough District Council

Leicester City Council
Leicestershire County Council
Lichfield District Council
Melton Borough Council
North Warwickshire Borough Council
Nottingham City Council
Nottinghamshire County Council
Oadby and Wigston Borough Council
Rugby Borough Council
Rushcliffe District Council
South Derbyshire District Council
Staffordshire County Council
Warwickshire County Council
Ashby de la Zouch Civic Society
Leicester, Leicestershire and Rutland Integrated Care Board
Nottingham and Nottinghamshire Integrated Care Board
CCG/NHS
Taylor Wimpey
Cadent
National Grid
Leicestershire County Council
GraceMachin Planning&Property
Oxalis Planning Ltd
Savills
BNP Paribas

Tetlow King Planning
Inspire Planning
GVA
Vale Planning Consultants
Pegasus Group
Redrow Homes Limited
Duckworth Planning and Design
Fisher German LLP
Heatons
Iceni
The Coach House
Copesticks Ltd.
Andrew Large Surveyors
Persimmon Homes North Midlands
M and M Lettings
Measham Parish Council
MPC
JVH Town Planning Consultants Ltd
Harworth
David Wilson Homes East Midlands
JVH Town Planning Consultants Ltd
Fox Bennett
Muller Property Group
Willder.com
SF Planning Ltd

Savills
Chave Planning
Sansom Clarke Ltd
nineteen47
Savills
Apusprojects
DLP Planning Ltd
GVA
Howkins and Harrison
Savills
rg+p Ltd.
Appleby Magna Parish Council
Jelson
Kingswood Homes
Andrew Large Surveyors
Harworth Group
Brackley Property Developments Ltd
Planning and Design Group (UK) Limited
Astill Planning Consultants Ltd.
Walton & Co (Planning Lawyers) Limited
Andrew granger & Co Ltd
Barton Willmore
Future Energy Performance
Sirius Planning
Leicestershire Police

Federation of Small Businesses
planinfo
Walsingham Planning (Representing Whitbread)
ID Planning
Barratt and David Wilson Homes North Midlands
Trebor Developments
Lichfields
Turley
DWD Property and Planning
Fisher German LLP
Hodgetts Estates
Forest Holidays
Clarendon Land and Development
Miller Homes
Intro Crowd
Richborough
Nineteen47
Delta Planning
King West
Mather Jamie
Mulberry Land
Avison Young on behalf of National Gas Transmission
FP McCann
Berrys
Bloors

Gladman Development
Planning Potential
Barwood Land
Gladman Development
Longhurst Group
Cornwall Buildings
Marble Property Services Ltd
Appleby Environment
David Granger Architectural Design Limited
Barton Willmore
DevPlan
Stantec
Avison Young
R3Design Developments Ltd
Rosconn Group
Planning Prospects Ltd
Spawforths
Boyer Planning
Cerda Planning Ltd
Hollins Strategic Land
National Grid
Hallam Land Management
Class Q Ltd
RG-P
Harris Lamb

Gladman Developments Ltd
KC Planning and Development
Hallam Land Management
Taylor Wimpey
RG+P
Breedon Northern
Pegasus Group
Barwood Homes
Planning Prospects Ltd
Carter Jonas
JJM Planning
Housing 21
Wonderful Homes Limited
NHS Property Services Ltd
Lucy White Planning
Sports Facilities Development Officer Active Together (formerly Leicester Shire & Rutland Sport)
Habinteg Housing Association
Alec MacGregor Associates
Burnett Planning
CT Planning
Adams Hendry Consulting
Evolve Planning & Design
Pegasus Group
Avison Young
WSP

Evolve Planning & Design
Copperfield L & P Ltd
Thomas Taylor Planning
Metacre Ltd
Savills Uk Ltd
Turley
JLL
Define Planning and Design Ltd
Brown & Co.
Hodgetts Estates
Gladman Developments Ltd
Carney Sweeney
William Davis
James Martin Consultancy
Oxalis Planning Limited
Mather Jamie
I Gray Consulting
Knights
Marrons Planning
Define Planning and Design Ltd
WSP
Chief Executive, Diocesan Secretary and Cathedral Administrator, Diocese of Leicester
Williams Homes
Midlands Connect
Trammell Crow

Barratt Development East
Carney Sweeney
Strata
National Highways (Midlands)
Richborough
Boaz Real Estate
Andrew Granger & Co. Ltd.
CBRE Ltd
Clerk of Osgathorpe Parish Council
Mather Jamie
Protect Diseworth
Carter Jonas
Stantec
Barwood Land
Director - Stone Planning Services
Chair of the Melbourne Civic Society
Stantec
Caddick Group
Chairperson, Willesley Environment Protection Association (WEPA)
Country Land and Business Association (CLA)
ELG Planning
WSP
Firstplan
Mather Jamie
Walton Homes

Rural Solutions
CBRE Ltd
Caddick Group
David Wilson Homes East Midlands
HA Law
National Highways (Midlands)
East Midlands Freeport
Alexander Bruce Estates
Leicestershire Local Access Forum
DHL International (UK) Ltd
Strategic Land Group
CBRE
C. Green Planning
Savills
Pegasus Group
Satplan
Turley
Nurton Developments
Define Planning & Design Ltd
Stantec UK Ltd
TWB Town Planning Consultants
Marrons
Gladman Developments Ltd
Stantec UK Ltd
Charley Heritage Group

Coleorton Heritage Group
Crowne Estate
NFU Midlands
The National Forest Company
Sustrans (East Midlands)
Active Travel England
Leicestershire and Rutland Wildlife Trust
Friends of Thringstone
The Scout Association
Hugglescote Heritage Society
Whitwick Historical Group
Equality & Human Rights Commission
Coalville Heritage
Savills
Ashby Civic Society
Environment Agency
Hinckley and Bosworth Borough Council
Clerk to Castle Gresley Parish Council
Clerk to Austrey Parish Council
Clerk to Draycott and Church Wilne Parish Council
Clerk to Newton Regis, Seckington & No Man's Heath Parish Council
Campaigne for Real Ale (CAMRA)
Marble Homes Ltd
Planning and Design Group
Stoford Properties Ltd

Twentieth Century Society
Oxalis Planning
Allison Homes
Maplevale Planning
Twenty5
Taylor Wimpey
William Davis
Four Counties Architecture
Persimmon Homes
Carter Jonas
Four Counties Architecture
Leicester City Council
Hinckley & Bosworth Borough Council
Spawforths
Oxalis Planning
Redrow
Pick Everard
Sport England
South Derbyshire District Council
Marrons
Define Planning and Design
Kier
Stantec
Andrew Large Surveyors
Ashby Town Council

National Highways
Mather Jamie
The Coal Authority
Packington Nook Residents Association
Derbyshire County Council
Fisher German
PM Group
Castle Donington Parish Council
Ibstock Parish Council
Kegworth Parish Council
Packington Parish Council
Whitwick Parish Council
Leicester Leicestershire and Rutland Integrated Care Board
Clowes Developments
Firstplan

**South Derbyshire District Council**

1Mini	2012 Partnership Homes Ltd
Ainscough Strategic Land	ALPAC
ALYeomans	Amber Valley Bourough Council
Amy Taylor Affinity Learning Partnership	Ancient Monuments Society
Andrew Large Surveyors Ltd	Aspbury Planning
Astill Consultants	Aston on Trent Parish Council

Avison Young	Avril Record
AYeomans	B & Y C Gambini
Bagshaws	Bailey-English Studio
Barratt Homes	Barrow Upon Trent Parish Council
Barton Willmore	Bellway Homes
Bi Design	Bloor Homes
Bolsover District Council	Boyer Planning
Brackley Property Developments	Bretby Parish Council
Burnaston Parish Council	Burnett Planning
Bus Link	Caddick Land
Cameron Homes	Canal and River Trust
Carden Group	Carney Sweeney
Carter Jonas	Cass Associates
Castle Gresley Parish Council	Catesby Estates
Cauldwell Parish Meeting	CBRE Ltd
Centrica	Cerda Planning
Chave Planning	Chesterfield Borough Council
Church Broughton Parish Council	Church Gresley Infant & Nursery School
Church Broughton Primary School	Churchill Living

Citizens Advice Mid Mercia	Civic Aviation Authority
Commercial Development Projects Ltd	Copesticks
Coton in the Elms Parish Council	Council For British Archaeology
CPRE	Crime Prevention Design Advisor
CT Planning	Cushman & Wakefield
Dalbury Lees Parish Council	David Wilsom Homes (East Midlands)
Davidsons Developments Ltd	Dean Lewis Estates
Define Planning & Design	Deloitte
Department for Transport	Derby Airfield
Derby City Council	Derby Sandiacre Canal Trust
Derby & Derbyshire CCG	Derby Canal
Derbyshire Association of Local Councils	Derbyshire County Council
Derbyshire Swift Conservation Project	Derbyshire Wildlife Trust
Derbyshire Association of Local Councils	Derbyshire Dales District Council
Derbyshire Fire and Rescue	Derbyshire Gypsy Liaison Group
Derbyshire Heathcare NHS Foundation Trust	Derwent Valley Trust
Design30	Diocese of Derby
DKA Commercial Ltd	DLP Consultants
DPDS consulting	Drakelow Parish Council

DTH Services Ltd	E.ON UK Ltd
East Midlands Airport	East Midlands Combined County Authority
East Staffordshire Borough Council	East Midlands Homes
Egginton Parish Council	Egginton Airfield
ELG Planning	Elvaston Parish Council
Emery Planning	Environment Agency
Erewash Borough Council	Etwall Parish Council
Etwall Preschool	Etwall Cricket Club
Evolve Planning and Design	Findern Parish Council
Fisher German	Forestry Commission
Foston & Scropton Parish Council	Framptons Planning
Freeths	Futures Housing Group
Gainsborough Property	Gibson Technology
Gladman	Goodman UK Ltd
Green 4 Developments	GRL Planning
Hallam Land	Harris Lamb
Harrow Estates	Hartshorne Parish Council
Hartshorne Residents Association	Harworth Group

Hatton Parish Council	Hawksmoor Property Services
HBF	Heaton Planning
High Peak Borough Council	Highways England
Hilton Parish Council	Historic England
Howard Sharp & Partners LLP	Indigo Planning
Ingleby Parish Meeting	Innova Renewables Developments Ltd
IVC Brunel Healthcare	JF Planning
JMI Planning	JTA Accountants
JVH Planning	Kings Newton Residents Association
Kingsmere Holdings	Land Allocation Ltd
Land Project UK (LPUK)	Land & Planning Consultants
Landmark Planning	Lathams
Lichfield District Council	Lichfields
Lightsource bp	Linton Parish Council
Linton Primary School	Lion Planning
Lucy White Planning	Lullington Parish Meeting
MAG East Midlands Airport	Marrons Planning
Marston on Dove Parish Meeting	Martin Hubbard and Associates
Mather Jamie	Mcarthy and Stone Retirement Lifestyles

Melbourne Civic Society	Melbourne Parish Council
Melbourne Infant School	Midland Land Portfolio
Midland Heart	Midland Rural Housing
Midland Searches	Miller Homes
Mining Remediation Authority	National Forest Company
National Grid	National Highways
National Trust	National Grid
Natural England	Netherseal Parish Council
Network Rail	Newton Solney Parish Council
Newton Park Residents	NHS Derby and Derbyshire Integrated Care Board
NHS Property Services	Nightingale Land
Nineteen47	North West Leicestershire District Council
Northern Trust	North East Derbyshire District Council
NT Land	Overseal Parish Council
Oxalis Planning	P&DG
Parker Strategic Land	Pearlsfield Planning
Pegasus Group	Persimmon Homes
Peveiril Homes Ltd	Places for People

Planning & Design Practice Ltd	Planning Issues
Planning Prospects	Planware Ltd
Police & Crime Commissioner Derbyshire	Posford
Providence Land Ltd	R & M Property Group Ltd
Radbourne Parish Meeting	Ramblers Association
Rapleys Planning	Redrow Homes Ltd
Redrow	Repton Parish Council
Repton School	Repton Village Society
rg-p	Richborough Estates Ltd
Rosliston Parish Council	Roger Bullivant Ltd
RPS Group	Rula Developments Ltd
Rural Solutions	Sale & Davys Church of England Primary School
Salloway	SAVE
Savills	Severn Trent Water
Shardlow and Great Wilne Parish Council	Shardlow Heritage Centre
Smisby Parish Council	South Staffs Water
Sport England	SSA Planning
St James's Property Management	St Modwen Homes

St Philips	Stantec
Stanton By Bridge Parish Meeting	Stenson Fields Parish Council
Stone Planning Services	Strategic Land Group
Strata	Walk Wheel Cycle Trust
Sutton on the Hill Parish Meeting	Swifts Local Network
Tarmac Trading Ltd	Taylor Wimpey Strategic Land
Tensi Properties Ltd	Tetlow King Planning
The Derby and Derbyshire Local Access Forum	The Planning Bureau Ltd
Theatres Trust	The Sirius Group
Ticknall Parish Council	Trenport Investments Limited
Trent and Dove Housing Association	Trusley Parish Meeting
Turley	Town Planning Consultants Ltd
Twyford and Stenson Parish Meeting	Vista Planning
Vodafone & O2 Mobile	Wain Estates
Walsingham Planning	Walton on Trent Parish Council
Western Power	Weston-on-Trent Parish Council
Wheelton Bros Ltd	William Davis Homes
Willington Parish Council	Wilson Bowden

Woodland Trust	Woodville Parish Council
Woolf Bond Planning	WSP
Over 1,000 private consultees.	

**Appendix 2: Revised Draft East Midlands Freeport Strategic  
Infrastructure & Contributions Supplementary  
Planning Document**

**EAST MIDLANDS FREEPORT (EMF) STATEGIC INFRASTRUCTURE &  
CONTRIBUTIONS SUPPLEMENTARY PLANNING DOCUMENT (SPD)**

**(AMENDED 21.05.26)**

**EXECUTIVE SUMMARY – PAGE 2**

- 1. BACKGROUND AND POLICY CONTEXT – PAGE 3**
- 2. DELIVERY STRATEGY – PAGE 22**
- 3. APPENDICES – PAGE 29**

## EXECUTIVE SUMMARY

East Midlands Freeport (“**EMF**”) was approved by Government in 2023 and provides businesses located within its designated ‘tax sites’ with financial incentives to enable economic growth, stimulate innovation, and to create regional investment and employment opportunities. EMF is the UK’s only inland freeport, strategically located at the heart of the UK.

EMF is formed of three ‘tax sites’, respectively falling within three different local authority administrative boundaries:

- the East Midlands Airport and Gateway Industrial Cluster in North West Leicestershire District; and
- the Ratcliffe on Soar Power Station site in Rushcliffe Borough, Nottinghamshire; and
- the East Midlands Intermodal Park in South Derbyshire District;

Certain strategic transport infrastructure is needed to support the delivery and operation of these three EMF sites (“**the EMF Sites**”), including improvement works to Junction 24 of the M1 (“**Strategic Infrastructure**”).

The purpose of this Supplementary Planning Document (“**SPD**”) is to ensure the coordinated and collaborative delivery and funding of the Strategic Infrastructure and that all development coming forward on the EMF Sites, or on strategic allocation sites or other major development sites adjacent to or outside the EMF Sites which will be unlocked by or significantly benefit from the Strategic Infrastructure, contribute towards the Strategic Infrastructure on an equitable and proportionate basis. The evidential work underpinning this SPD, which will be further evolved through an EMF Infrastructure Delivery Plan (“**EMF IDP**”) process, as well as assessments accompanying relevant planning or consenting applications, establishes the “in principle” need for pooled contributions set out in this SPD (which may include works in kind) from SPD Sites in relation to the Strategic Infrastructure. Further highways modelling work is continuing and will inform an EMF IDP in due course.

This SPD envisages a mechanism (a Framework Section 106 agreement approach) for achieving the above purpose through the planning process. A template Framework Section 106 agreement is expected to be developed by the three local planning authorities jointly and used as a base template document for all Section 106 agreements being negotiated by the local planning authorities in relation to relevant development as described above, as and when planning permission is sought for that development.

The EMF IDP will supplement this SPD and provide greater detail on the Strategic Infrastructure, estimated costings, SPD Sites and where possible timescales for delivery and delivery bodies in relation to the Strategic Infrastructure, which will in turn inform the contributions and/or obligations intended to be included in the Framework Section 106 agreement for those SPD Sites.

The local planning authorities will work together co-operatively and collaboratively with a view to ensuring the comprehensive development of the EMF Sites in compliance with Local Plan Policy, this SPD and the EMF IDP, whether those sites are being developed pursuant to planning applications made to one of the local planning authorities or pursuant to a Development Consent Order, Local Development Order or other statutory order (“**Relevant Applications**”).

This SPD will form a material planning consideration for the decision maker when determining Relevant Applications for development to which this SPD applies.

## 1. BACKGROUND AND CONTEXT

### East Midlands Freeport – background information

- 1.1 East Midlands Freeport (“**EMF**”) is the UK’s only inland freeport, strategically located at the heart of the UK. As a freeport, EMF offers special tax, customs and regulatory benefits to encourage economic activity. The aim of EMF is to drive economic regeneration in the area, attracting new investment and creating thousands of jobs. The proposed creation of EMF was announced by the UK Government in March 2021 and EMF became fully operational in March 2023, following formal approval of its business case.
- 1.2 EMF encompasses three strategic sites in three different administrative local planning authority boundaries:
- 1.2.1 the East Midlands Airport and Gateway Industrial Cluster in North West Leicestershire;
- 1.2.2 the Ratcliffe on Soar Power Station site in Rushcliffe, Nottinghamshire; and
- 1.2.3 the East Midlands Intermodal Park in South Derbyshire;
- 1.3 Collectively, these three sites are referred to as “**the EMF Sites**” in this SPD.

### Strategic transport infrastructure and SPD Sites

- 1.4 Certain strategic transport infrastructure will be needed to support the delivery and operation of the EMF Sites (referred to in this SPD as “**Strategic Infrastructure**”). This Strategic Infrastructure is also expected to significantly benefit or unlock (a) a number of other strategic allocation sites in the three local planning authority areas (“**Other Benefitting Strategic Allocation Sites**”); and (b) other major development sites in the three local planning authority areas, including development sites immediately adjacent to the EMF Sites (“**Other Benefitting Development Sites**”). The EMF Sites, Other Benefitting Strategic Allocation Sites and Other Benefitting Development Sites are collectively referred to in this SPD as “**the SPD Sites**”. The three local planning authority areas are shown on the plan at Appendix 4.
- 1.5 It is recognised that, whilst the SPD Sites are in different local authority areas, there are interconnected issues and the development of the SPD Sites needs to be co-ordinated in order to ensure that the Strategic Infrastructure is funded and delivered when needed, with all the SPD Sites contributing towards it on a fair and proportionate basis. The Local Planning Authorities agree that the best means of ensuring this is through the adoption of this SPD.
- 1.6 This SPD has been prepared on a collaborative basis by the three local planning authorities for the EMF Sites, South Derbyshire District Council, North West Leicestershire District Council and Rushcliffe Borough Council (“**the Local Planning Authorities**”).

### EMF Infrastructure Delivery Plan

- 1.7 An EMF Infrastructure Delivery Plan (“**EMF IDP**”) is being prepared which, when completed and endorsed by the Local Planning Authorities, will sit alongside this SPD and will:
- 1.7.1 set out the Strategic Infrastructure required to deliver and operate each of the EMF Sites and the Other Benefitting Strategic Allocation Sites, together with any Other Benefitting Development Sites which can be reasonably identified at that time;
- 1.7.2 set out the estimated costs of each item of Strategic Infrastructure;

- 1.7.3 identify which SPD Sites, as far as is reasonably practicable at the stage of EMF IDP endorsement by the Local Planning Authorities, are intended to contribute towards which items of Strategic Infrastructure;
  - 1.7.4 where reasonably practicable, identify the timescales and/or triggers by when each item of Strategic Infrastructure should be delivered; and
  - 1.7.5 where reasonably practicable, identify the body which is anticipated to deliver each item of Strategic Infrastructure.
- 1.8 The EMF IDP will be informed by highways modelling work commissioned by EMF which is currently being undertaken across Leicestershire, Nottinghamshire and Derbyshire as well as highways evidence separately being prepared by the respective local planning authorities to inform respective emerging Local Plans to assess the degree of improvement required to accommodate the level of strategic growth planned.
- 1.9 Proposals for development on SPD Sites will be expected to demonstrate that necessary highways capacity is available to serve the development, taking into account cumulative development on the wider network and background growth in traffic and, where appropriate, set within a monitor and manage framework relating to both the Strategic Road Network and Local Highways Network. A monitor and manage approach may be adopted to inform the timing of Strategic Infrastructure requirements, including assessment in relation to the Local and Strategic Road Networks, and specifically M1 Junction 24.
- 1.10 The EMF IDP will be the subject of public consultation prior to it being published and used to help inform the application of this SPD. When the EMF IDP is issued for public consultation it will contain the details referred to in paragraph 1.7 above and will also be accompanied by an appropriate evidence base, including cost estimates for the Strategic Infrastructure and the anticipated viability effects on the SPD Sites of providing a contribution to the delivery of the Strategic Infrastructure.
- 1.11 Following that public consultation, it is expected that the Local Planning Authorities will ask their respective appropriate committee and/or Cabinet to endorse the final EMF IDP before it is published and used for the purposes set out in this SPD.
- 1.12 Any contributions towards Strategic Infrastructure will be expected to be provided in accordance with this SPD, informed by the EMF IDP. Strategic Infrastructure and associated mitigation will be expected to be delivered in accordance with schemes approved by National Highways and the relevant Local Highway Authority, and frameworks for the Strategic and Local Highway Networks. The EMF IDP shall be reviewed by the Local Planning Authorities no more than annually (unless circumstances indicate an interim review is necessary) with such revisions being consulted on by the Local Planning Authorities as appropriate and then published.

Site-specific infrastructure and other infrastructure

- 1.13 Development within the EMF Sites is also expected to require site specific infrastructure and this is referred to in this SPD as “**EMF Site Specific Infrastructure**”.
- 1.14 Whilst the Strategic Infrastructure and EMF Site Specific Infrastructure which may be needed to ensure the successful delivery and operation of each of the EMF Sites is indicated below, this is indicative only at this stage and will be updated and replaced by the EMF IDP. Other infrastructure (strategic or site specific) may be required to develop the SPD Sites which is not set out in this SPD.

Local planning authority collaboration

- 1.15 The Local Planning Authorities will work together co-operatively and collaboratively with a view to ensuring the comprehensive development of the EMF Sites in compliance with Local Plan Policy, this SPD and the EMF IDP, whether those sites are being developed pursuant to planning

applications made to one of the Local Planning Authorities or pursuant to a Development Consent Order or other statutory order, including the Local Development Order which was adopted in relation to the Ratcliffe on Soar Power Station site in July 2023.

#### Highways authorities

- 1.16 The highways authorities for the EMF Sites are Derbyshire County Council (for the East Midlands Intermodal Park), Leicestershire County Council (for the East Midlands Airport and Gateway Industrial Cluster) and Nottinghamshire County Council (for the Ratcliffe on Soar Power Station site), with National Highways being responsible for the Strategic Road Network (“**SRN**”) in those areas. In addition, the East Midlands Combined County Authority (“**EMCCA**”) is the new devolved regional authority covering Derbyshire and Nottinghamshire which manages devolved regional transport funding and strategies and has concurrent transport functions working alongside Derbyshire County Council and Nottinghamshire County Council as highway authorities in those areas.

#### Status and weight of SPD

- 1.17 The SPD is not part of the development plan and is not development plan policy. From the date of its adoption, this SPD is a material planning consideration in planning determinations under the Planning Acts (as defined in the Town and Country Planning Act 1990) and any other relevant planning decision in relation to the SPD Sites. However, at the date of adoption of this SPD the EMF IDP has not yet been issued for public consultation, published or endorsed by the Local Planning Authorities, and therefore the detail of the Strategic Infrastructure required has not been established. Until such time as the EMF IDP has been published and endorsed by the Local Planning Authorities, following public consultation, only limited weight should be given to the SPD as a material planning consideration by the Local Planning Authorities, though the “in principle” need for pooled contributions set out in this SPD (which may include works in kind in accordance with this SPD) in relation to Strategic Infrastructure has been established by this SPD at the date of adoption and carries weight as a material planning consideration in that regard. This is relevant to the local planning authorities’ application of Section 38(6) of the Planning and Compulsory Purchase Act 2004, which provides that in determining planning applications the determination must be made in accordance with the development plan, unless material considerations indicate otherwise. Where reference is made in this SPD to something being ‘required’ or a ‘requirement’, that something ‘will’, ‘must’ or is ‘expected’ to be provided, then that must be understood in the context of this SPD being material planning consideration and not a development plan document.

#### Framework Section 106 agreement approach

- 1.18 This SPD envisages a mechanism (termed a “Framework Section 106 agreement approach”) for helping achieve equitable and proportionate contributions to Strategic Infrastructure from SPD Sites through the planning process. This entails the development of a template Framework S106 agreement by the local planning authorities, used as a base template document for all Section 106 agreements being negotiated by the local planning authorities in relation to development of the SPD Sites as described above, as and when planning permission is sought for that development.

#### Public consultation dates

- 1.19 Public consultation was undertaken on a draft of this SPD between 23 March 2026 and 27 April 2026 across South Derbyshire District, North West Leicestershire District and Rushcliffe Borough.

#### Longevity of SPD

- 1.20 Each of the EMF Sites is subject to adopted local plan policy and emerging local plan policy. This SPD is adopted by the Local Planning Authorities on the basis of adopted local plan policy and on the basis of the local plan policies referred to in the following paragraphs of this SPD. However, all of the EMF Sites will be delivered over a timescale that goes beyond the current adopted local plan periods. The Local Planning Authorities intend that the substance of this SPD (which may be in a

different form – for example, a Supplementary Plan, if feasible, or another form) will continue to apply once the adopted plans cease to have effect and they will work together to achieve that aim, including incorporation of key principles into emerging local plan policies as appropriate.

Background and policy context for each of the EMF Sites:

1.21 The background and policy context for each of the EMF Sites is considered in turn below.

1.21.1 **The East Midlands Airport and Gateway Industrial Cluster (“EMAGIC”)**

(a) Background:

(i) EMAGIC comprises 2 main sites located to the north and south of East Midlands Airport, as well as two distinct plots of land on the Airport’s operational apron designated as part of the tax site, which together cover 160 hectares. The EMAGIC tax site is shown outlined in red on the plan at Appendix 2. This total designation includes East Midlands Gateway Phase 1 (**EMG1**), which lies north of the airport and comprises the rail freight terminal and large logistics/warehousing development which was granted consent (by way of DCO) in 2016 and has been substantially completed by SEGRO. The land south of the Airport within the EMAGIC tax site is the subject of two development proposals:

- (1) East Midlands Gateway Phase 2 (“**EMG2**”), which lies south of the airport and is the subject of a DCO application which was submitted by SEGRO in November 2025 and will comprise further logistics and advanced manufacturing development. This DCO application includes proposed highway mitigation works to M1 J24; and
- (2) The land between the Airport and Hyam’s Lane within the EMAGIC site allocation, which is the subject of a separate outline planning application (ref no. 24/00727/OUTM) submitted by Manchester Airports Group (“**MAG**”) as landowner with the support of their development partner Prologis. This development proposal also comprises logistics and advanced manufacturing development.

(b) Adopted policy:

- (i) North West Leicestershire Local Plan (2021 – adopted 2017 but subject to Partial Review in 2020) includes the following policies:
  - (1) Policy Ec1 (Employment provision: permissions) which references the planning permission for a Strategic Rail Freight Interchange on land north of East Midlands Airport/west of Junction 24 of the M1 (site EC1d on the policies map) and affirms support for its renewal should permission lapse. The Strategic Rail Freight Interchange has since been delivered, although it is noted that a Material Change Order (“MCO”)

was submitted in November 2026 and will be considered concurrently with the EMG2 DCO.

(2) Policy Ec4 (East Midlands airport) which recognises that:

*'(1) The growth of East Midlands Airport will be supported provided development that gives rise to a material increase in airport capacity or capability:*

*(a) Is limited to that necessary to support an airport capable of handling up to 10 million passenger and 1.2 million tonnes of cargo per year; and*

*(b) Incorporates measures that will reduce the number of local residents affected by noise as a result of the airport's operation, as well as the impact of noise on the wider landscape; and*

*(c) Incorporates measures to ensure that local air quality satisfies relevant standards; and*

*(d) Is accompanied by improvements in public transport access to the airport and other measures that will reduce the level of airport-generated road traffic (per passenger); and*

*(e) Will protect and enhance heritage assets within the vicinity of the airport;'*

(3) Policy Ec5 (East Midlands Airport: Safeguarding) which states as follows:

*'(1) Development which would adversely affect the operation, safety or planned growth of East Midlands Airport will not be permitted.*

*(2) The outer boundary of the Safeguarded Area is shown on the Policies Map and within this area consultation with East Midlands Airport is required on the following proposals:*

*(a) All buildings, structures, erections and works that exceed the height specified on the safeguarding map;*

*(b) Any proposed development in the vicinity of East Midlands Airport which may have the potential to interfere with the operation of its navigational aids, radio aids and telecommunication systems;*

*(c) The lighting elements of a development which may have the potential to distract or confuse pilots,*

particularly in the immediate vicinity of the aerodrome and of the aircraft approach paths;

(d) Any proposal for an aviation use within a 13km circle centred on East Midlands Airport;

(e) Any proposal within a 13km circle centred on East Midlands Airport which has the potential to attract large numbers of birds. Such proposals include:

(i) significant landscaping or tree planting;

(ii) minerals extraction or quarrying;

(iii) waste disposal or management;

(iv) reservoirs or other significant water bodies;

(v) land restoration schemes;

(vi) sewage works;

(vii) nature reserves;

(viii) bird sanctuaries.

(f) Any proposal for a wind turbine development within a 30km circle centred on East Midlands Airport.'

(4) IF1 (Development and Infrastructure), which states that:

*'Development will be supported by, and make contributions to as appropriate, the provision of new physical, social and green infrastructure in order to mitigate its impact upon the environment and communities. Contributions may be secured by means of planning obligations and/or a Community Infrastructure Levy charge, in the event that the Council brings a Charging schedule in to effect.*

*The type of infrastructure required to support new development includes, but is not limited to:*

(a) Affordable housing; and

(b) Community Infrastructure including education, health, cultural facilities and other public services; and

(c) Transport including highways, footpaths and cycleways, public transport and associated facilities; and

(d) Green infrastructure including open space, sport and recreation, National Forest planting (either new provision or enhancement of existing sites) and provision of or improvements to sites of nature conservation value; and

(e) The provision of superfast broadband communications; and

(f) Utilities and waste; and

(g) Flood prevention and sustainable drainage.

*The infrastructure secured (on or off-site) will be provided either as part of the development or through a financial contribution to the appropriate service provider and may include the long-term management and maintenance of the infrastructure.*

*In negotiating the provision of infrastructure the Council will have due regard to viability issues and where appropriate will require that the applicant provide viability information to the Council which will then be subject to independent verification. The District Council will work closely with infrastructure providers to ensure inclusion of infrastructure schemes within*

*their programmes, plans and strategies, and delivery of specific infrastructure requirements in conjunction with individual development schemes and the expected timing of development coming forward. The Council will also work with partners and other stakeholders to secure public funding towards infrastructure, where possible.'*

- (5) IF4 (Transport infrastructure and new development), which states:

*'(1) The Council, working with the highway authorities, will ensure that development takes account of the impact upon the highway network and the environment, including climate change, and incorporates safe and accessible connections to the transport network to enable travel choice, including by non-car modes, for residents, businesses and employees. In assessing proposals regard will be had to any Transport Assessment/Statement and Travel Plan prepared to support the application.*

*(2) New development will be expected to maximise accessibility by sustainable modes of transport, having regard to the nature and location of the development site, and contribute towards improvement of the following where there is a demonstrable impact as a result of the proposed development:*

*(a) The provision of cycle links within and beyond sites so as to create a network of cycleways across the district, including linkages to key Green Infrastructure;*

*(b) The provision of public footpath links within and beyond sites so as to enhance the network of footpaths across the district, including linkages to key Green Infrastructure;*

*(c) The provision of new public transport services, or the enhancement of existing services, to serve new developments so that accessibility by non-car modes to essential services and facilities, such as shops, schools and employment, is maximised.*

*(3) Where new development has a demonstrable impact upon the highway network contributions towards improvements will be sought commensurate with the impact. The following specific highway improvements are identified as priorities:*

*(a) Strategic road improvements*

*• J22 of M1*

*• J13 of A42*

*(b) Local road improvements*

*• the A511 corridor between J22 of the M1 and J13 of the A42.'*

(c) Emerging policy:

- (i) The draft North West Leicestershire Local Plan (2025) is at Regulation 18 stage. This draft plan does not include employment allocations, which are to be included in the Regulation 19 draft of the new plan, due to be published in summer 2026. In advance of that publication, the local planning authority has consulted upon Additional Proposed Housing and Employment Allocations in March-April 2025. EMAGIC will be included in the Regulation 19 draft of the local plan.

(ii) The Regulation 18 draft of the North West Leicestershire Local Plan includes the following policies:

(1) Policy Ec8 (East Midlands Airport), which states:

*'(1) The growth of East Midlands Airport will be supported to enable it to fulfil its role as a regional airport.*

*(2) Within the airport limit, as defined on the Policies Map, development will be limited to the following uses:*

*(a) Operational facilities and infrastructure; and*

*(b) Passenger and terminal facilities; and*

*(c) Cargo facilities; and*

*(d) Airport ancillary infrastructure where the proposed development requires and benefits from an airport location and is of a scale that is appropriate to that relationship; and*

*(e) Landscape works; and*

*(f) Internal highways and infrastructure; and*

*(g) Improvements to public transport and airport customer car parking*

*(3) New development that gives rise to a material increase in airport capacity or capability will be required to:*

*(a) Incorporate measures to ensure that the impact of noise on local residents satisfies relevant standards; and*

*(b) Incorporate measures to ensure that local air quality satisfies relevant standards; and*

*(c) Maximise opportunities to achieve net zero carbon in respect of proposed buildings and non – aircraft operations; and*

*(d) Be accompanied by improvements in public transport access to the airport and other measures that will reduce the level of airport-generated road traffic (per passenger).'*

(2) Policy Ec9 (East Midlands Airport: Safeguarding), which states:

*'(1) Development which would adversely affect the operational integrity or safety of East Midlands Airport will not be permitted.*

*(2) The outer boundary of the Safeguarded Area is shown on the Policies Map and within this area consultation will be undertaken with East Midlands Airport for the following proposals:*

*(a) All buildings, structures, erections and works that exceed the height specified on the safeguarding map;*

*(b) Any proposed development in the vicinity of East Midlands Airport which may have the potential to interfere with the operation of its navigational aids, radio aids and telecommunication systems;*

*(c) The lighting elements of a development which may have the potential to distract or confuse pilots, particularly in the immediate vicinity of the aerodrome and of the aircraft approach paths;*

*(d) Any proposal for an aviation use within a 13km circle centred on East Midlands Airport;*

*(e) Any proposal within a 13km circle centred on East Midlands Airport which has the potential to attract large numbers of birds. Such proposals include:*

- (i) significant landscaping or tree planting;*
- (ii) minerals extraction or quarrying;*
- (iii) waste disposal or management;*
- (iv) reservoirs or other significant water bodies;*
- (v) land restoration schemes;*
- (vi) sewage works;*
- (vii) nature reserves;*
- (viii) bird sanctuaries.*

*(f) Any proposal for a wind turbine development within a 30km circle centred on East Midlands Airport.*

*(g) Proposals for large-scale solar photovoltaic arrays which have the potential to generate glint and glare, particularly in the immediate vicinity of the airport and of the airport approach and departure paths.'*

(d) Strategic Infrastructure needed to deliver EMAGIC:

(i) The EMF IDP will set out the Strategic Infrastructure which is needed to help deliver EMAGIC and which all development proposed within EMAGIC will be expected to contribute towards (or deliver as works in kind, in appropriate cases – see paragraph 2.9.2 below). At this stage the Strategic Infrastructure which has been identified in relation to EMAGIC on an indicative basis is considered to comprise the following:

(1) M1 J24 Improvement Scheme. This is currently being developed in consultation with National Highways. Final detail is still to emerge, but is likely to include consideration of the following 4 packages of works:

- (A) Package 1: M1 South to A50 West Slip Road (the construction of a new A50 slip road and underbridge; closure of existing A50 dedicated left-turn at M1 Junction 24; provision of new A453 dedicated left-turn onto A50; and weaving alterations to M1 Junction 24 southbound exit slip road);
- (B) Package 2: Finger Farm roundabout and northbound M1 Management (at grade signalisation and enlargement of roundabout; installation of M1 northbound “smart” weaving monitoring system; and control of priority between J23a and 24 exits usage);
- (C) Package 3: M1/A50 north to A453 dedicated left turn (construction of A453 underbridge & Derby link road; diversion of Quarry signalised site exit road; provision of M1/A50 dedicated left-turn onto A453; and provision of Derby Road roundabout for housing access); and
- (D) Package 4: A4563 East to M1 South dedicated left-turn (construction of Kegworth link road and overbridges; closure of Derby Road and southbound entry slip at M1 J24; provision of A453 dedicated left-turn onto M1; and M1 southbound “smart” merge monitoring or widening to five lanes.)

- (2) Transport improvements to M1 23a and other parts of the Strategic Road Network;
- (3) Strategic sustainable Transport Measures, Walking and Cycling Improvements and Site Wide Travel Plan; and
- (4) Strategic landscape and visual mitigation measures including to address heritage.

(e) Site Specific infrastructure which may be relevant to EMAGIC:

- (i) Site Specific infrastructure is infrastructure that may be required in relation to a particular development proposal in EMAGIC, depending upon the development proposal. It will vary from one development parcel to another within EMAGIC but may include, for example, site-specific transport measures, walking and cycling improvements and a site specific travel plan and may include site-specific landscape and visual mitigation measures.

1.21.2 **The Ratcliffe on Soar Power Station site (“Ratcliffe”):**

(a) Background:

- (i) This is a 273 hectare site, largely (but not wholly) designated as an EMF tax site, with a net developable area of around 128 hectares for new employment and related development. The Ratcliffe EMF tax site is shown outlined in red on the plan at Appendix 3. It is the site of a coal-fired power station which closed for operational purposes in September 2024. The aim is to transform this site into an industrial park focused on advanced manufacturing (including technology needed to transition to net-zero), green and low-carbon energy generation and energy storage. A Local Development Order relating to this site was adopted by Rushcliffe Borough Council in July 2023 (reference 22/01339/LDO) (the **LDO**). The LDO allows for the creation of an industrial park focused on – but not limited to – advanced manufacturing (including technology needed to transition to net-zero), green and low-carbon energy generation, and energy storage. The LDO grants planning permission for the site’s development in accordance with the conditions applied to the Order and the other provisions contained within it, including transport (and other) mitigation requirements. This SPD does not restrict the LDO (as the same may be amended or replaced from time to time) but where a landowner/developer submits a planning application and/or a Section 106 agreement relating to development within the area covered by the LDO this SPD will be a material planning consideration in respect of its determination, alongside the LDO.

(b) Adopted policy:

- (i) The adopted Local Plan for Ratcliffe was adopted in 2014, well before the creation of EMF was announced by the Government. It therefore reflects the situation at the time, when Ratcliffe on Soar Power Station was still operational.

(ii) Rushcliffe Borough Council Local Plan (adopted 2014). Part 1: Rushcliffe Core Strategy, includes the following policies:

(1) Policy 5 (Employment Provision and Economic Development), which includes the following:

*'The economy will be strengthened and diversified with new floorspace being provided (across all employment sectors) to meet restructuring modernisation and inward investments needs. This will be achieved by...*

*(5) Encouraging economic development associated with ...other Centres of Excellence in Rushcliffe such as Ratcliffe on Soar Power Station...'*

The supporting text to this policy states (paragraph 3.5.21) that, *'Proposals for new sustainable development, changes of use or redevelopment of existing buildings within these locations will be favourably considered.'*

(2) Policy 18 (Infrastructure), which includes the following:

*'1. New development must be supported by the required infrastructure at the appropriate stage. Rushcliffe will work in partnership with other Greater Nottingham local authorities, infrastructure providers, grant funders, the development industry and other delivery agencies in seeking the provision of necessary infrastructure to support new development.*

*2. Contributions will be sought from development proposals which give rise to the need for new infrastructure.'*

This policy references the existing IDP, but this will be superseded for Ratcliffe by the EMF IDP.

(3) Policy 19 (Developer Contributions) states as follows:

*'1. All development will be expected to:*

*a. Meet the reasonable cost of new infrastructure required as a consequence of the proposal;*

*b. Where appropriate, contribute to the delivery of necessary infrastructure to enable the cumulative impacts of developments to be managed, including identified transport infrastructure requirements; and*

*c. Provide for the future maintenance of facilities provided as a result of the development.*

*2. The Council intends to introduce a Community Infrastructure Levy (CIL) to secure infrastructure that has been identified as necessary to support new development and to achieve Core Strategy objectives.*

*3. Prior to the implementation of a CIL, and following implementation where it remains appropriate, planning conditions and obligations will be sought to secure all new infrastructure necessary to support new development either individually or collectively.'*

(c) Emerging policy:

(i) The draft Greater Nottingham Strategic Plan (publication draft, March 2025) has been prepared by Rushcliffe Borough Council with Broxtowe

Borough Council and Nottingham City Council, as a combined Local Plan. It was submitted for examination on 22 December 2025. It includes the following relevant policies:

- (1) Policy 32 (Strategic Allocation Former Ratcliffe on Soar Power Station), which states:

*1. The area, as shown on the adopted policies map, is identified as a strategic site for employment development, including strategic distribution, for the purposes of delivering an industrial park focused on advanced manufacturing (including technology needed to transition to net-zero), green and low-carbon energy generation and energy storage. The design and layout of the entire site will be determined through a masterplanning process. The development shall be appropriately phased to take into account provision of necessary infrastructure, including improvements to the strategic and local highway network and public transport network. The indicative distribution of the proposed uses is identified on Figure 32.1.*

*2. The development will be subject to the following requirements:*

*A. Employment*

*1. The provision of new buildings is limited to 810,000 square metres (gross floor area).*

*2. Uses on the Southern Area (land south of A453) are limited to: Energy Generation and Storage; and Advanced Manufacturing and Industrial (Class E(g)(iii) & B2) producing technology or using technology to deliver the net-zero transition.*

*3. Uses on the Northern Area (land north of A453) are limited to: Energy Generation and Storage; Advanced Manufacturing and Industrial (Class E(g)(iii) & B2) producing technology or using technology to deliver the net-zero transition; Data Centres; Logistics (Class B8); Research and Development; Offices (Class E(g) (i) and (ii)); and Education (Skills and Training) (Class F.1(a)).*

*4. The provision of Logistics (Class B8) on the Northern Area is limited to a maximum of 180,000 square metres (gross floor area).*

*5. The provision of Offices (Class E(g) (i) & (ii)) on the Northern Area is limited to a maximum of 50,000 square metres (gross floor area) and provision should be located in proximity to the East Midlands Parkway Station.*

*6. Training opportunities should be provided for as part of the development.*

*B. Neighbourhood centre*

*7. A neighbourhood centre including community facilities of an appropriate scale should be provided to serve the needs of occupiers on the site and be located in close proximity to the East Midlands Parkway Station.*

*8. The neighbourhood centre can include the provision of one hotel (Class C1) not exceeding 150 beds.*

*C. Ground-mounted solar power generation*

*9. Provision of up to 10 hectares of ground mounted solar power generation and which should be located adjacent to the northern boundary of the Northern Area (land north of the A453).*

#### *D. Transportation*

*10. Improvements to road infrastructure necessary to mitigate adverse traffic impacts and serve the new development, including improvements to the A453 and likely improvements to Junction 24 of the M1 and local roads.*

*11. Provision of appropriate walking and cycling facilities and public transport links through and beyond the site.*

*12. Retention and use of the site's existing freight rail line and associated service / loading yards.*

*13. Provision of direct pedestrian access from the site to East Midlands Parkway Station.*

*14. Implementation of a Sustainable Transport Strategy, a Site Wide Travel Plan and Plot Specific Travel Plans.*

#### *E. Other Requirements*

*15. Protection of the safe operation of aircraft using East Midlands Airport.*

*16. Utilisation of any remaining fly ash resource, comprising pulverised fuel ash (PFA) and furnace bottom ash (FBA), where reasonably practicable and commercially viable.*

*17. Sewage and off-site drainage improvements.*

*18. An appropriate sustainable drainage system.*

*19. A high quality built environment, including public spaces, 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.*

*20. The creation and enhancement of 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.*

*21. The retention and creation of significant Green Infrastructure areas and buffers, particularly on the eastern boundary of the Northern Area (north of the A453) and on all boundaries of the Southern Area (south of the A453).*

*22. Planning permission will not be granted for manufacturing uses which would have an adverse air quality impact upon any European site for nature conservation including the possible potential Special Protection Area, either alone or in combination with other pollution sources such as traffic.*

*23. Provision of contributions for local infrastructure, including facilities and services that are essential for development to take place or which are needed to mitigate the adverse impact of development will be secured through Planning Obligations in line with Policy 18.*

(2) Policy 18 (Development Contributions for Infrastructure), states:

*1. New development must be supported by the required infrastructure at the appropriate stage.*

*2. All development will be expected to:*

*a) meet the costs of new infrastructure required as a consequence of the proposal;*

*b) contribute to the delivery of necessary infrastructure to enable any cumulative impacts of the development to be managed, including identified transport infrastructure requirements; and*

*c) provide for the future maintenance of facilities provided as a result of the development.*

*3. Developer contributions may be negotiated to take account of situations where development is phased over time, or where there are significant changes in economic conditions over the period up to completion of a development, to ensure development contributes appropriately to necessary infrastructure.*

*4. There are known infrastructure and capacity constraints, in particular related to transport, education, open space, health and flood risk. Further detailed assessment of these issues will be required, as set out through future plan preparation, Supplementary Plans and / or masterplans.*

(d) Strategic Infrastructure needed to deliver Ratcliffe

(i) The EMF IDP will set out the Strategic Infrastructure which is needed to deliver Ratcliffe and which all development proposed within Ratcliffe will be expected to contribute towards (or deliver as works in kind, in appropriate cases – see paragraph 2.9.2 below). At this stage, the Strategic Infrastructure which has been identified in relation to Ratcliffe on an indicative basis is considered to comprise the following:

- (1) Transport improvements to M1 J24 (as set out in EMAGIC section above);
- (2) Transport improvements to M1 23a and other parts of the Strategic Road Network;
- (3) Strategic transport improvement works;
- (4) Strategic sustainable Transport Measures, Walking and Cycling Improvements and Site Wide Travel Plan; and
- (5) Strategic landscape and visual mitigation measures including to address heritage.

(e) Site Specific infrastructure which may be relevant to Ratcliffe

(i) Site Specific infrastructure is infrastructure that may be required in relation to a particular development proposal in Ratcliffe, depending upon the development proposal. It will vary from one development parcel to another within Ratcliffe, but may include, for example, site-specific transport measures, walking and cycling improvements and a site specific travel plan.

(f) Site-wide strategy for remediation and/or ground condition works as part of appropriate phasing of the Ratcliffe development

(i) As part of the appropriate phasing of development, remediation and/or ground works shall be expected to be delivered on the Ratcliffe site as part of an approved site-wide strategy, including appropriate remediation and/or ground condition works cost apportionment between development parcels within Ratcliffe to be on an equitable and proportionate basis regardless of when those development parcels come forward in order to help ensure a comprehensive development of the Ratcliffe site.

### 1.21.3 East Midlands Intermodal Park (“EMIP”)

(a) Background:

- (i) This 173 hectare site is located approximately 3 miles to the south west of Derby, adjacent to the A50/A38 junction, which connects with the M1 (and East Midlands Airport) to the east and the M6 to the north-west. The EMF tax site proposition at EMIP is the delivery of a sustainable rail-connected business park, helping businesses to operate more cost-effectively and reduce their environmental impact by shifting from road to rail freight. EMIP includes the development of a Strategic Rail Freight Interchange which is designated as a Nationally Significant Infrastructure Project and therefore currently expected to be the subject of a Development Consent Order (**DCO**) or similar, which has not yet been submitted, though other consenting routes are not precluded. The EMIP tax site is shown outlined in red on the plan at Appendix 1.

(b) Adopted policy:

- (i) South Derbyshire Local Plan (Part 1 adopted 2016, Part 2 adopted 2017) includes the following policies:

- (1) Policy INF1 (Infrastructure and Developer Contributions), which states:

*‘A New development that is otherwise in conformity with the Local Plan but generates a requirement for infrastructure will normally be permitted if the necessary on and off-site infrastructure required to support and mitigate the impact of that development is either:*

- i) Already in place, or  
ii) There is a reliable mechanism in place to ensure that it will be delivered in the right place, at the right time and to the standard required by the Council and its partners.*

*B The Council will revise its Planning Obligations SPD to cover infrastructure and service requirements, including site-specific infrastructure, to be delivered through S106 Planning Obligations. Furthermore, once a Community Infrastructure Levy has been adopted, the Council will also operate a Community Infrastructure Levy Charging Schedule, to secure funding from new development towards infrastructure provision.*

*C Where appropriate, the Council will permit developers to provide the necessary infrastructure themselves as part of their development proposals, rather than making financial contributions.*

*D It is expected that development is appropriately supported and its effects mitigated, in the interests of sustainability. The viability of developments will also be considered when determining the extent and priority of developer contributions in line with the Infrastructure Delivery Plan.’*

- (2) INF3 (Strategic Rail Freight Interchange), which includes the following text:

*‘A Any proposal for the development of a Strategic Rail Freight Interchange shall meet all the following criteria:*

- i) *an operational connection, to Network Rail track and signalling standards, to main trunk rail routes with sufficient available capacity and gauge capability of at least W8;*
- ii) *railway wagon reception and inter-modal handling and container storage facilities capable of accommodating 775 metre freight trains carrying modern wagons.*

*B The elements of the development identified above shall be completed before any business units on the site are occupied.*

- i) *An acceptable means of access to the trunk road network and parking for all goods vehicles shall be provided and operational arrangements shall minimise the use of local highways by heavy goods vehicles; and*
- ii) *there shall be no undue amenity or safety impacts including noise, vibration, odours, light pollution and traffic generation; and*
- iii) *the proposal shall be well designed and shall not cause undue harm to the character of the local landscape; and*
- iv) *the proposal shall preserve the character or setting of any listed buildings, conservation areas or other heritage assets; and*
- v) *the proposal shall not cause undue harm to features of ecological or environmental value and, where possible, shall result in biodiversity gain and enhanced environmental value; and*
- vi) *the proposal shall not increase the surface water run-off rate from the site and shall not increase flood risk elsewhere; and*
- vii) *an appraisal shall be made of the potential for the utilisation of waste heat from power stations for heating and cooling on the development site; and*
- viii) *appropriate provision shall be made for convenient access to the site on foot, by cycle and by public transport.*

- (3) INF4 (Transport Infrastructure Improvement Schemes) – which specifically references the A50/A38 junction improvement scheme, as follows:

*'A The Council will work with partners to deliver the following transport schemes:*

- ...
- iii) *A50 junction with the A38 improvement scheme*
- ...

*B Where required to mitigate the transport impacts of the development, the Council will seek to negotiate financial contributions toward these schemes. Proposals that would prejudice their implementation will not be permitted.*

*C In determining the detailed alignments and designs of these schemes regard shall be had to the following:*

- i) *Minimising the impact on the environment, heritage assets and natural features;*
- ii) *Taking full account of recreational routes along, or affected by, the schemes;*

- iii) *Providing for the needs of pedestrians, cyclists and people with impaired mobility;*
- iv) *Mitigating any potential flood risk impact.'*

(c) Emerging policy:

(i) Draft South Derbyshire Local Plan Part 1 Review (Reg 19, 2025.) This plan has been subject to Regulation 19 consultation in March-April 2025 and is expected to be submitted for examination in summer 2026. The draft plan includes the following policies:

(1) Policy INF3 (East Midlands Intermodal Park Strategic Rail Freight Interchange/ East Midlands Freeport), which states as follows:

*'A Land is allocated for the development of an East Midlands Intermodal Park Strategic Rail Freight Interchange/ East Midlands Freeport at Egginton Common, as shown on the Policies Map. This will represent a Nationally Significant Infrastructure Project.*

*B The development shall incorporate the following elements, which shall be completed before any business units on the site are occupied:*

- i) *an operational connection, to Network Rail track and signalling standards, to main trunk rail routes with sufficient available capacity and gauge capability of at least W8;*
- ii) *railway wagon reception and inter-modal handling and container storage facilities capable of accommodating 775 metre freight trains carrying modern wagon;.*
- iii) *rail connected or rail accessible buildings.*

*C The development shall meet the following criteria:*

- i) *An acceptable means of access to the trunk road network and parking and associated facilities for all goods vehicles shall be provided and operational arrangements shall minimise the use of local highways by heavy goods vehicles; and*
- ii) *there shall be no undue amenity, safety or highway impacts including noise, vibration, odours, light pollution and traffic generation; and*
- iii) *the proposal shall be well designed and shall not cause undue harm to the character of the local landscape and shall contribute toward landscape scale enhancement in accordance with the Trent Valley Vision; and*
- iv) *the proposal shall preserve the character or setting of any listed buildings, conservation areas or other heritage assets; and*
- v) *the proposal shall not cause undue harm to features of ecological or environmental value and shall contribute toward the delivery of green infrastructure; and*
- vi) *appropriate provision shall be made to meet biodiversity net gain requirements as part of a wider network in the Trent Valley; and*

- vii) *the proposal shall not increase the surface water run-off rate from the site and shall not increase flood risk elsewhere; and*
- viii) *any new built development, other than that required for flood mitigation or recreation purposes, shall be limited to the area to the north of the Derby-Crewe railway line; and*
- ix) *the area to the south of the Derby-Crewe railway line shall be reserved for blue and green infrastructure and shall be made publicly accessible for recreational purposes; and*
- x) *provision shall be made for convenient and safe access to the site on foot, by cycle and by public transport (potentially including passenger rail if feasible), including Key and Local Cycle Network routes connecting to population centres and bus services connecting to Willington railway station and population centres, including Swadlincote.'*

(2) INF4 (Transport Infrastructure Improvement Schemes), includes the following text:

*'A The Council will work with partners to deliver the following transport schemes:*

- i) *South Derby Integrated Transport Link phase 1 and new A50 junction*
- ii) *A50 junction with the A38 improvement scheme*
- iii) *A50 junction with the A514 improvement scheme*
- iv) *Walton-on-Trent Bypass*
- v) *Swarkestone Causeway Bypass*

*B Where required to mitigate the transport impacts of the development, the Council will seek to negotiate financial contributions toward these schemes. Proposals that would prejudice their implementation will not be permitted.*

*C In determining the detailed alignments and designs of these schemes regard shall be had to the following:*

- vi) *Minimising the impact on natural and built environment assets*
- vii) *Taking full account of active travel routes along, or affected by, the schemes;*
- viii) *Providing for the needs of pedestrians, cyclists and people with impaired mobility;*
- ix) *Mitigating any potential flood risk impact.*

*D The indicative alignments of:*

- I. *the South Derby Integrated Transport Link Phases 1 and 2, and new A50 junction and*
- II. *the Walton-on-Trent Bypass, as shown on the Policies Map, shall be safeguarded against development that could compromise their delivery.*

(d) Strategic Infrastructure needed to deliver EMIP

- (i) The EMF IDP will set out the Strategic Infrastructure that is needed to deliver EMIP and which all development proposed within EMIP will be expected to contribute towards (or deliver as works in kind, in

appropriate cases – see paragraph 2.9.2 below). At this stage the Strategic Infrastructure which has been identified in relation to EMIP on an indicative basis is considered to comprise the following:

- (1) Improvements to the Strategic Road Network;
- (2) Strategic sustainable Transport Measures, Walking and Cycling Improvements and Site Wide Travel Plan; and
- (3) Provision of public access for recreation on land to the south of the Derby-Crewe railway line.

(e) Site Specific infrastructure which may be relevant to EMIP:

- (i) Site Specific infrastructure is infrastructure that may be required in relation to a particular development proposal in EMIP, depending upon the development proposal. It will vary from one development parcel to another within EMIP, but may include site specific public access arrangements to land to the south of the Derby-Crewe railway line.

(f) Site-wide strategy for remediation and/or ground condition works as part of appropriate phasing of the EMIP development

- (i) As part of the appropriate phasing of development on the EMIP site, any remediation and/or ground condition works shall be expected to be delivered on the EMIP site as part of an approved site-wide strategy, including appropriate remediation and/or ground condition works cost apportionment between development parcels within EMIP to be on an equitable and proportionate basis regardless of when those development parcels come forward in order to help ensure an appropriate comprehensive development of the EMIP site.

## 1.22 Community Infrastructure Levy

1.22.1 There is no Community Infrastructure Levy (“**CIL**”) charging schedule in force in South Derbyshire District or North West Leicestershire District, so neither EMIP nor EMAGIC are subject to CIL.

1.22.2 There is a CIL charging schedule in force in Rushcliffe Borough. Ratcliffe falls within Zone 5 of that schedule for residential development (excluding apartments) where a current CIL rate of £100 per square metre applies. CIL also applies in Ratcliffe in relation to general retail A1-A5 (excluding food supermarket) at a current rate of £50 per square meter and to food supermarket A1 at a current rate of £100 per square metre. All other developments in Rushcliffe Borough are £0 CIL rated.

## 2. DELIVERY STRATEGY

### Framework Section 106 Agreement

- 2.1 A mechanism is needed to ensure that the Strategic Infrastructure (including that which is required by the development of the EMF Sites collectively and that which is required only in relation to one or two of the EMF Sites), is delivered in a coordinated manner and that each development parcel within any of the SPD Sites, contributes towards the Strategic Infrastructure, including as identified in the EMF IDP, on an equitable and proportionate basis regardless of when those development parcels come forward.
- 2.2 The Local Planning Authorities consider that a key mechanism for ensuring this objective is achieved is via “a Framework Section 106 agreement”, as explained below.
- 2.3 The format of the Framework Section 106 agreement is expected to be developed by the Local Planning Authorities jointly and used as a base template document for all Section 106 agreements relating to the development of any land parcel within any of the EMF Sites (save exempt development referred to in paragraph 2.7 below). It is also expected to be used, where appropriate, for Section 106 agreements relating to the development of other SPD Sites.
- 2.4 The format of the Framework Section 106 agreement is expected to be broadly the same across the SPD Sites, but the draft is expected to be refined for each SPD Site, to reflect the different Strategic Infrastructure (and Site Specific Infrastructure) which that SPD Site is expected to contribute towards, as set out in the EMF IDP and explained in paragraph 1 above.
- 2.5 The Framework Section 106 agreement is expected to provide a ‘base’ or template draft Section 106 agreement for all development parcels coming forward within each of the SPD Sites which each of the Local Planning Authorities will be expected to utilise when negotiating Section 106 agreements relating to those development parcels.
- 2.6 Landowners and developers of land within any of the SPD Sites will be expected to enter into a Framework Section 106 agreement in connection with any development proposal (save exempt development referred to in paragraph 2.7 below.) They may also be expected to enter into equalisation agreements in relation to any works in kind for Strategic Infrastructure and in relation to land on which Strategic Infrastructure is being delivered, so that land values across each SPD Site are equalised and the cost of providing land on which Strategic Infrastructure is located (and such land therefore not being available for development as a result) is shared fairly and proportionately amongst all landowners and developers within the SPD Site regardless of where that Strategic Infrastructure is located – see paragraph 2.9.4 below.
- 2.7 Development of any part of the SPD Sites consisting of:
- 2.7.1 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 1,000 square metres of non-residential development); or
  - 2.7.2 (where applicable) less than 10 dwellings (save where a larger parcel of land has been sub-divided into proposed developments consisting of less than 10 dwellings) or development consisting of a replacement dwelling or dwellings
- shall not be expected to enter into a Framework Section 106 agreement.
- 2.8 The Framework Section 106 agreement is anticipated to contain a “Part A” dealing with Strategic Infrastructure (expected to be included consistently for each application for development within the relevant SPD Site, save where minor specific adjustments are allowed) and “Part B” dealing with Site Specific Infrastructure and any required remediation works (which will be bespoke for each proposed

development site, although the approach taken to particular infrastructure should be expected to be consistent across the relevant SPD Site within which the proposed development is located).

2.9 Part A of the Framework Section 106 agreement is expected to include the following provisions:

2.9.1 **Payment of Strategic Infrastructure contributions:**

- (a) Landowner/developers will be expected to make Section 106 contributions (under Section 106 of the Town and Country Planning Act 1990, as the same may be amended or replaced) towards Strategic Infrastructure save where works in kind have been agreed and allowed in lieu of those contributions (see paragraph 2.9.2 below.)
- (b) Insofar as is reasonably practicable, the Strategic Infrastructure costs will be identified in the EMF IDP, which will be consulted upon and adopted to inform this SPD.
- (c) The amount of Section 106 contributions payable towards Strategic Infrastructure shall be informed by an allocation wide assessment of Strategic Infrastructure costs across all of the SPD Sites and viability testing shall be carried out to ensure that that Strategic Infrastructure can be delivered as part of policy-compliant development of the EMF Sites and Other Benefitting Strategic Allocation Sites and Other Benefitting Development Sites. Public sector funding may be sought to part fund some of the Strategic Infrastructure and this will also be considered when determining the amount of Section 106 contributions payable towards Strategic Infrastructure.
- (d) The amount of Section 106 contributions payable towards Strategic Infrastructure shall be determined by the Local Planning Authorities on a consistent and proportionate basis across the SPD Sites and in accordance with regulation 122 of the Community Infrastructure Levy Regulations 2010 (as the same may be amended or replaced). The basis on which these are sought will be considered as part of the IDP preparation.
- (e) The EMF IDP and/or Framework Section 106 agreement will include triggers for payment for each Strategic Infrastructure contribution, reflecting the timescale within which that Strategic Infrastructure needs to be delivered.
- (f) The Strategic Infrastructure contributions set out in each individual Section 106 Agreement will be subject to review when the EMP IDP is updated (except during a 'grace' period when they may not be reviewed to allow landowner/developers to implement – or sell - with cost certainty). They will also be subject to (a) indexation calculated from the date of the relevant Section 106 Agreement and (b) interest in the event of late payment.
- (g) The EMF IDP may be updated by the Local Planning Authorities from time to time – see paragraph 1.12 above.
- (h) The Strategic Infrastructure 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.
- (i) The Strategic Infrastructure contributions may be paid into 'pots' which may fund either a single item of Strategic Infrastructure or multiple items of Strategic Infrastructure, at the Local Planning Authority's discretion (or the discretion of the highways authority in relation to highways contributions).

- (j) The Strategic Infrastructure 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 non-exempt development within the SPD Sites.
- (k) 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 landowner/developer within any of the SPD Sites) has forward funded any such item the Section 106 agreement is expected to acknowledge that the Local Planning Authority may pay any Section 106 contributions collected relating to that item of Strategic Infrastructure to the third party delivering that infrastructure.

#### 2.9.2 Works in kind:

- (a) The Local Planning Authorities may, in relation to some items of Strategic Infrastructure, be open to discussing the possibility of a landowner/developer delivering works in kind and paying a reduced Section 106 contribution towards the relevant Strategic Infrastructure item as a result or making an adjustment to other Section 106 contributions, where appropriate, but it shall be at the discretion of the relevant Local Planning Authority (or highways authority where the relevant infrastructure is highways infrastructure) whether or not to permit any works in kind, bearing in mind all relevant circumstances.
- (b) Any landowner/developer proposing to carry out works in kind is encouraged to discuss their proposals with the Local Planning Authority, highways authority (where the relevant infrastructure is highways infrastructure) and other landowners in the SPD Site (or SPD Sites where the Strategic Infrastructure is relevant to more than one SPD Site) at the earliest possible opportunity - the Local Planning Authority will expect such discussions to have taken place prior to the submission and determination of any planning application.
- (c) Where a landowner/developer proposes to carry out works in kind the landowner/developer shall provide the relevant Local Planning Authority with a Site-wide deliverability appraisal which shall reflect any equalisation agreements entered into by them with other landowners/developers (relating to how the landowner will be compensated by other landowners in respect of the proposed works in kind – see paragraph 2.9.4 below), a proposal of any anticipated equalisation agreements and the proposed delivery arrangements for the relevant Strategic Infrastructure, including the nature, scale and timing of delivery and the estimated costs of delivery.
- (d) Where the Local Planning Authority, or highways authority as the case may be, does permit works in kind the landowner/developer will be expected to obtain the approval of the Local Planning Authority (and highways authority in the case of highways infrastructure) to the detailed design of those works, obtain all necessary consents and enter into all statutory agreements required. The relevant Local Planning Authority (or highways authority where the relevant infrastructure is highways infrastructure) will also require collateral warranties and step in rights and may require additional security and/or remedies (such as bonds), to protect the Local Planning Authority or highways authority as the case may be against the landowner/developer's failure to complete the works in kind, to ensure the delivery of that infrastructure when it is needed. The landowner/developer will be expected to manage and maintain the works in kind for an agreed period and then (generally) be expected to transfer the ownership of such works (including the freehold ownership of the land on which the works are built) to the Local Planning Authority, or highways authority in the case of

highways infrastructure or another relevant body as the Local Planning Authority or highways authority may direct, when required by the Local Planning Authority.

**2.9.3 Strategic Infrastructure land:**

- (a) Strategic Infrastructure contributions will not be reduced where land is provided for strategic infrastructure.
- (b) For the purposes of calculating the relevant Strategic Infrastructure costs, it is expected to be assumed that the land on which Strategic Infrastructure is located will be transferred to the relevant Local Planning Authority (or highway authority, National Highways or other body where appropriate) for nil value.
- (c) Landowners and developers may enter into equalisation agreements between themselves in order to equalise land values (so that a landowner on whose land Strategic Infrastructure is located is compensated by other landowners who benefit from that Strategic Infrastructure).

**2.9.4 Equalisation:**

Where the Local Planning Authority (or highways authority in the case of highways 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 Local Planning Authority shall specify) Developer A shall agree on written request from Developer B to submit to dispute resolution (arbitration or expert determination, as the Local Planning Authority 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.

**2.9.5 Access:**

The landowner shall be expected to permit (at nil cost) access to such part of its application site as may be needed for the relevant public authority (or a landowner/developer delivering those works) to carry out and complete any Strategic Infrastructure works. Where there will be overlapping contractors on site, access shall be subject to an agreed method statement. The landowner/developer of any development parcel forming part of the SPD Sites shall be expected to design their development to facilitate vehicular and (where relevant) pedestrian, cycleway and bridleway access to adjacent parcels of land to ensure site-wide connectivity and so that development of each SPD Site (or SPD Sites where they lie adjacent to each other) moves forward on a comprehensive basis.

**2.9.6 Repayment of forward funding:**

The Framework Section 106 Agreement shall include an acknowledgement that Strategic Infrastructure contributions may be used to repay relevant bodies or landowner/developers for any infrastructure that has been forwarded funded (including any repayment or recovery and recycling obligations.)

**2.9.7 Reimbursement of contributions:**

To the extent that there is any surplus in the Strategic Infrastructure funds once the relevant Strategic Infrastructure has been built the Local Planning Authorities will act consistently in

deciding whether or not to reimburse such funding and such provisions shall form part of any Framework Section 106 agreement. 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 relevant Local Planning Authority towards making that development policy-compliant.

**2.9.8 Community infrastructure levy:**

The Framework Section 106 agreement shall include a provision that if CIL were to be introduced which applied to any of the SPD Sites, 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.

**2.9.9 Future planning law:**

The Framework Section 106 agreements will deal with the principle of there being no increased financial burden on landowners or developers if new planning legislation is brought into force which introduces a new levy in full or partial replacement of Section 106 agreements.

**2.9.10 Section 106 monitoring fees:**

The relevant Local Planning Authority and the relevant highways authority will charge a proportionate and reasonable monitoring fee.

**Other considerations relevant to the delivery of the Strategic Infrastructure:**

**2.10 Conditions:**

In appropriate cases the relevant Local Planning Authority 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.

**2.11 Statutory agreements:**

In appropriate cases the relevant Local Planning Authority and highways authority 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.

**2.12 Other Benefitting Development Sites:**

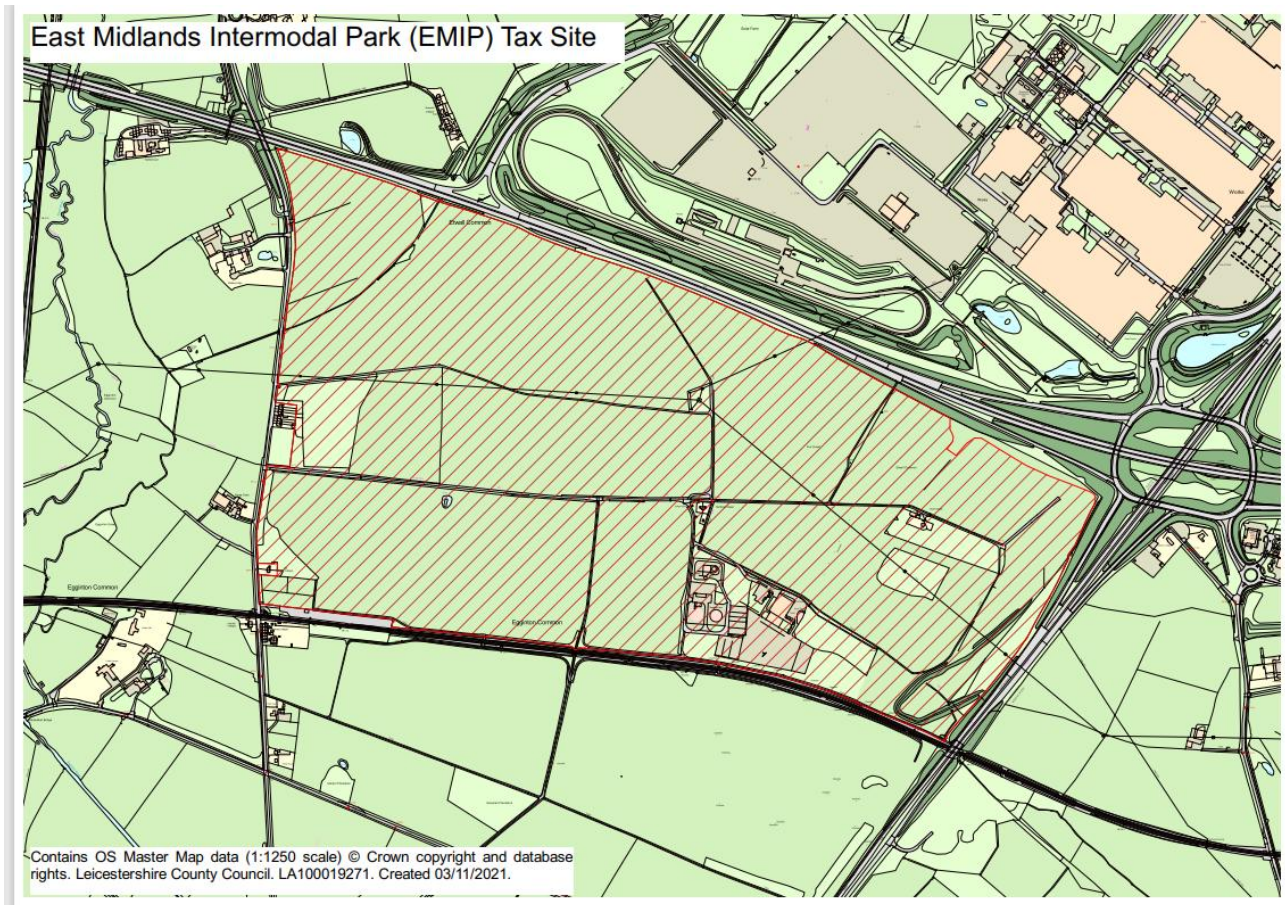
Where planning applications are made for development within the area shown on the plan at Appendix 4 but not lying within one of the EMF Sites or Other Benefitting Strategic Allocation Sites and not being exempt development and such development will be unlocked by or significantly benefit from the Strategic Infrastructure being provided or funded by development within the EMF Sites (and, where applicable Other Benefitting Strategic Allocation Sites), that development may also be required by the relevant Local Planning Authority to contribute towards the costs of such Strategic Infrastructure via a Section 106 Agreement - the relevant Local Planning Authority 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. Development of land immediately adjacent to the EMF Sites which forms part of or is related to development of an EMF Site is expected to comprise such development.

2.13 **Viability:**

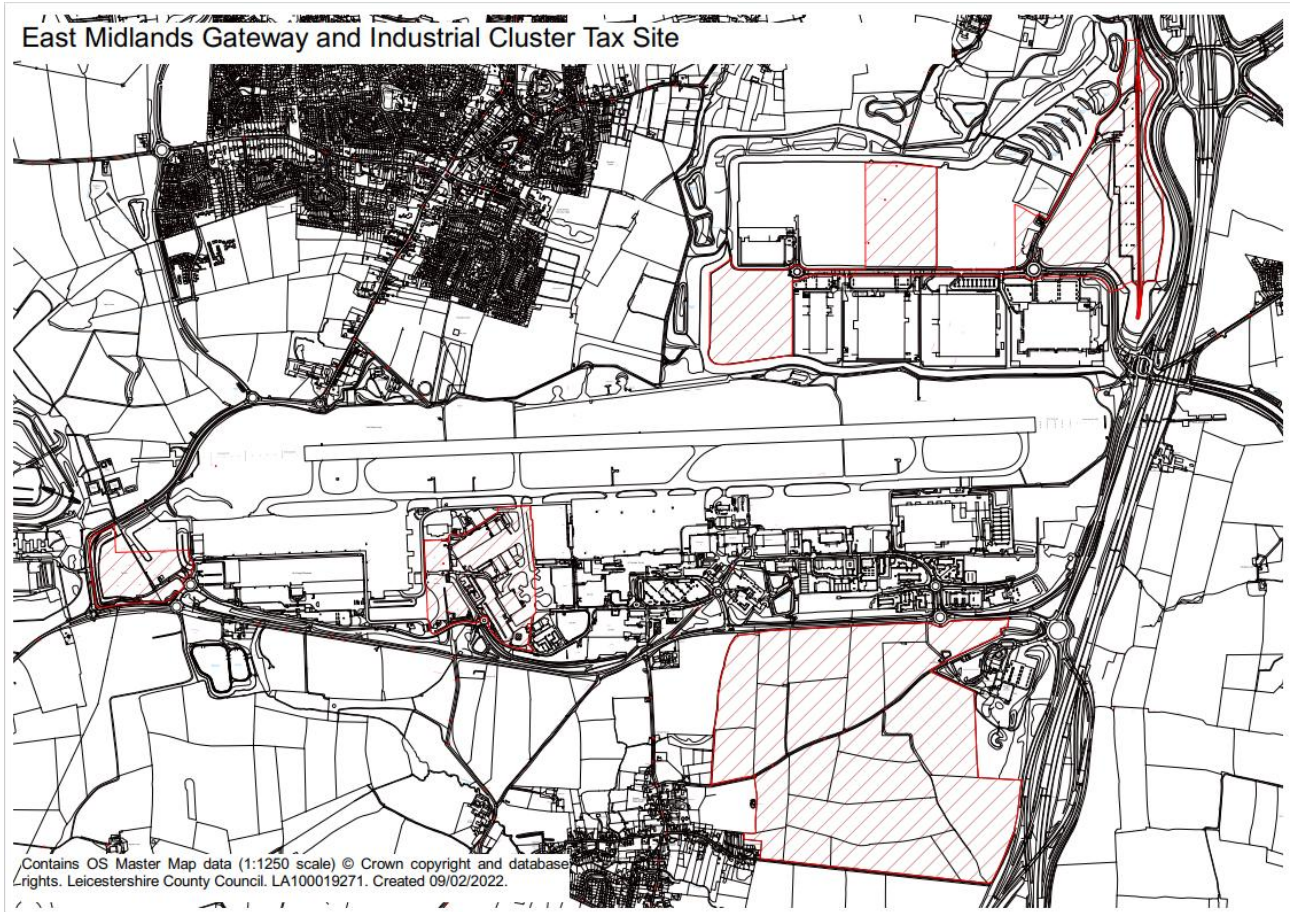
- 2.13.1 Proposals should be designed in a way that accords with Local Plan policies, including the requirement to contribute towards Strategic Infrastructure costs in accordance with this SPD, the EMF IDP and other items that may be secured through Section 106 agreements, including affordable housing.
- 2.13.2 Where, in the opinion of a landowner/developer of land within any of the SPD Sites, their proposed development cannot meet Local Plan policy requirements and the requirements of this SPD and the EMF IDP and the landowner/developer wishes the Local Planning Authority to consider a non-policy and SPD/IDP compliant alternative, the landowner/developer will be required to robustly demonstrate that the development is clearly unviable by submitting a financial viability assessment (“**FVA**”) to the relevant Local Planning Authority.
- 2.13.3 All FVAs submitted by landowners/developers should be undertaken in accordance with current RICS valuation standards contain the following information with supporting evidence:
- (a) a summary of the main assessment assumptions (evidenced from an independent expert or source);
  - (b) site or building acquisition cost (paid or anticipated or contracted to be paid) and existing use value (adopting relevant RICS Valuation Standards);
  - (c) detailed construction costs and programme;
  - (d) fees and other on costs;
  - (e) projected sale (or letting as appropriate) prices of non-residential floorspace with evidence of the same;
  - (f) (in relation to residential development) details of discussions with registered providers of affordable housing to inform the value of affordable housing assumed within the FVA;
  - (g) gross and net margin;
  - (h) other costs and receipts;
  - (i) other relevant information dependent on the nature of the obligation(s) under discussion;
  - (j) a summary clearly setting out the reasons that make a development proposal unviable; and
  - (k) if applicable, any request to vary Section 106 agreements from those set out in the Local Plan and this SPD, and the EMF 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 relevant Local Planning Authority:
    - (i) a review of all assumptions within the viability model with a view to improving viability, including land value, build and development costs, sales prices, phasing, funding (including borrowing costs) and legal, professional and marketing costs;

- (ii) 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 EMF IDP requirements;
  - (iii) consideration of how growth assumptions (value increases over time) have been factored into the viability model; and
  - (iv) 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 EMF IDP requirements.
- 2.13.4 The FVA will be scrutinised by the relevant Local Planning Authority with advice from a suitably qualified external consultant and the reasonable cost of this external consultant is to be met by the landowner/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.
- 2.13.5 Where the Local Planning Authority is satisfied that Section 106 contributions or works required or expected by the Local Plan policies and this SPD and the EMF IDP cannot be met in full on a particular development proposal due to financial viability, the Local Planning Authority may choose to:
- (a) reduce the Section 106 contributions towards Strategic Infrastructure payable pursuant to this SPD and the EMF 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 relevant Local Planning Authority 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 Site(s).
- 2.13.6 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 relevant Local Planning Authority have agreed to any of the reduction or adjustment items set out in paragraph 2.13.5 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 relevant Local Planning Authority 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 EMF IDP and the Local Plan policy requirements can be achieved throughout the carrying out of the relevant development proposal.

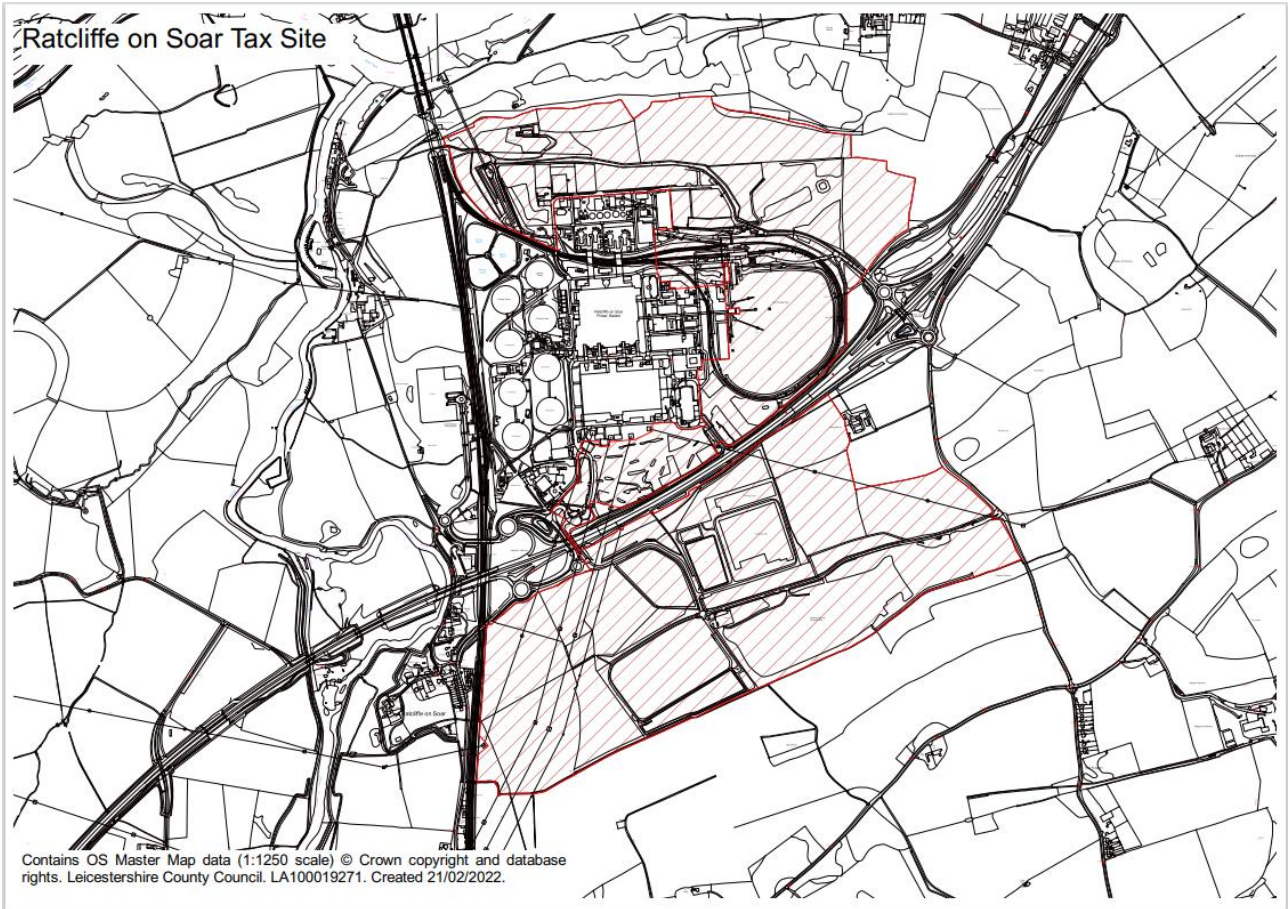
## APPENDIX 1 - EMIP TAX SITE PLAN



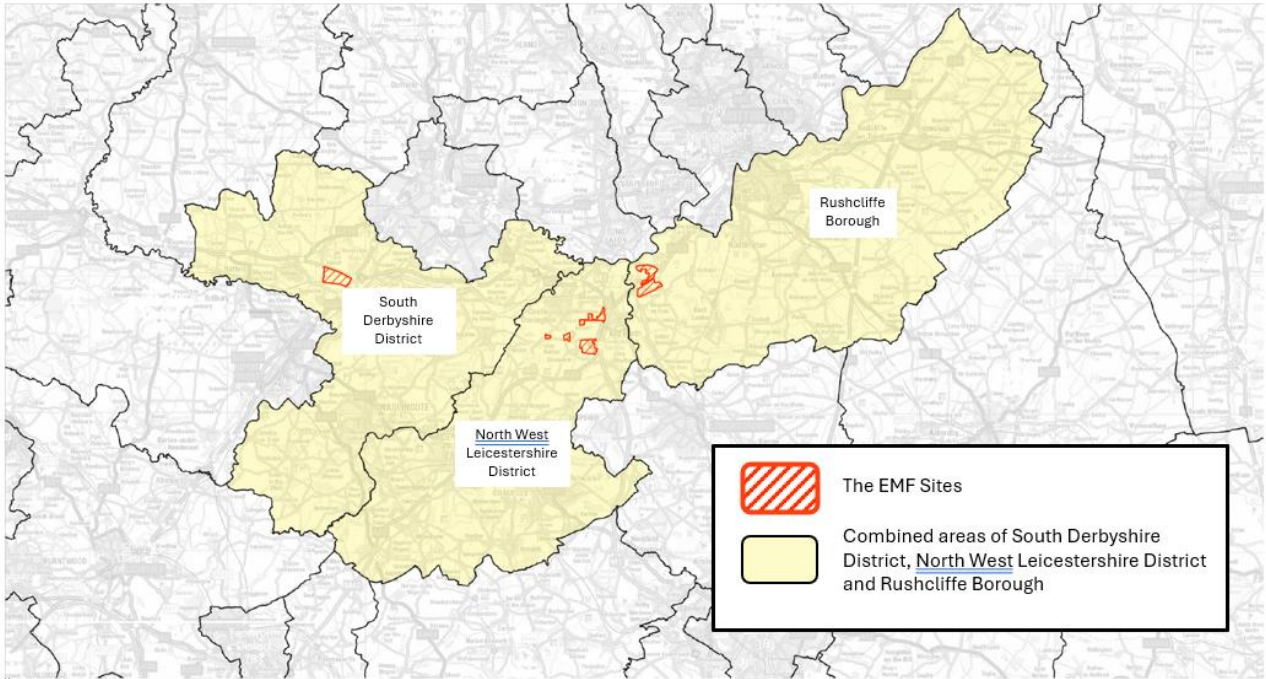
## APPENDIX 2 - EMAGIC TAX SITE PLAN



### APPENDIX 3 - RATCLIFFE TAX SITE PLAN



**APPENDIX 4 – PLAN SHOWING AREA TO WHICH THIS SPD APPLIES**





**Appendix 3: East Midlands Freeport Strategic Infrastructure and Contributions SPD – Screening Report for Strategic Environmental Assessment and Habitats Regulation Assessment**

East Midlands Freeport

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# **STRATEGIC INFRASTRUCTURE & CONTRIBUTIONS SUPPLEMENTARY PLANNING DOCUMENT (SPD)**

Screening Report for Strategic Environmental  
Assessment and Habitats Regulations  
Assessment

MAY 2026

## 1. INTRODUCTION

- 1.1 This screening report has assessed the contents of the EMF Strategic Infrastructure & Contributions 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 (“SEA Regulations”).
- 1.2 This report 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 As explained in the SPD, the principal purpose of the SPD is to help ensure the coordinated and collaborative delivery and funding of strategic transport infrastructure that is needed to support the delivery and operation of the development coming forward on the EMF Sites, or on strategic allocation sites or other major development sites adjacent to or outside the EMF Sites which will be unlocked by or significantly benefit from the strategic transport infrastructure and contribute towards the strategic transport infrastructure on an equitable and proportionate basis.
- 1.5 EMF is formed of three ‘tax sites’, respectively falling within three different local authority administrative boundaries:
- 1.5.1 the East Midlands Airport and Gateway Industrial Cluster in North West Leicestershire District; and
  - 1.5.2 the Ratcliffe on Soar Power Station site in Rushcliffe Borough, Nottinghamshire; and
  - 1.5.3 the East Midlands Intermodal Park in South Derbyshire District;
- collectively, these three sites are referred to as “the EMF Sites”.
- 1.6 Each of the EMF Sites is subject to adopted local plan policy and emerging local plan policy. The adopted local plans of the three local authorities in which the EMF sites are located have all been subject to a full Strategic Environmental Assessment and Sustainability Appraisal in accordance with the legislation, as well as a Habitats Regulations Assessment in accordance with the Habitats Regulations.
- 1.7 The SPD provides additional guidance on strategic transport infrastructure and is an evolution of those transport works that have already been envisaged as necessary to unlock and/or substantially benefit the EMF sites and therefore the previous assessments have been taken into account in providing this screening opinion report where appropriate. The emerging local plans for the EMF Sites, comprising the emerging Greater Strategic Nottingham Plan and the emerging North West Leicestershire Local Plan have also been subject to a Strategic Environment Assessment and Sustainability Appraisal in accordance with the legislation, as well as a Habitats Regulations Assessment in accordance with the Habitats Regulations. Regard has also been had to the assessments undertaken in relation to the emerging local plans where appropriate.
- 1.8 This screening report details whether the draft SPD is likely to require an SEA or HRA. It is concluded that a SEA and HRA are not required to accompany the SPD. The SPD itself does not give rise to any new or materially different likely significant environmental effects that have not already been assessed at adopted local plan stages, and also having regard to emerging local plan stages and

SEA and HRA assessment of the emerging local plan stages to date. Details of the reasoning behind these conclusions are provided within sections 3 and 4 of this report.

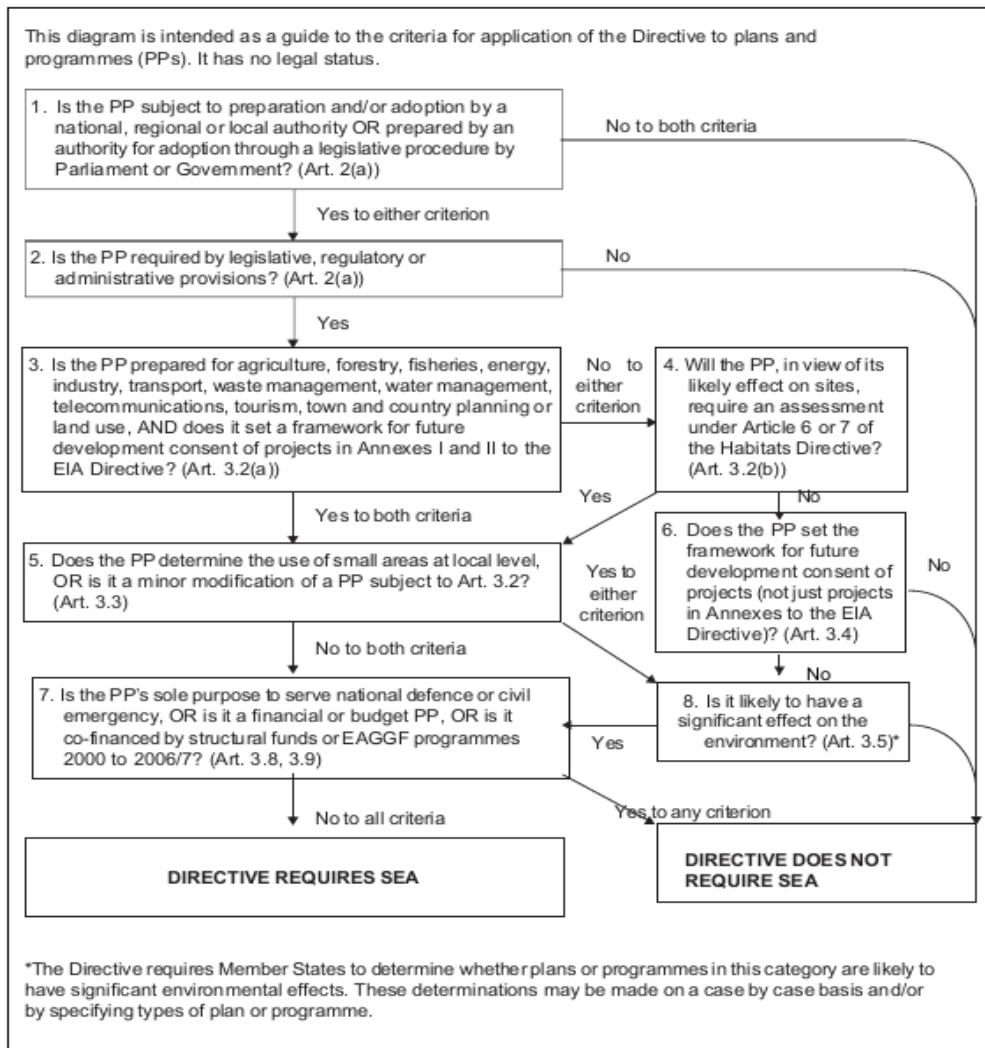
- 1.9 An earlier SEA and HRA document was consulted upon alongside the consultation of the draft SPD. This updated document comprising an SEA and HRA Screening Opinion Report has been sent to the three statutory consultation bodies (Historic England, Natural England, and Environment Agency) to seek their 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 SEA 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 Supplementary Planning Documents '*may in exceptional circumstances require a strategic environmental assessment if they are likely to have significant environmental effects that have not already been assessed during the preparation of the relevant strategic policies*'.

**Figure 1 – SEA screening process**



2.6 Assessing the significance of the environmental effects that an SPD will have (required at stage 8 in Figure 1) depends on the contents of 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. It is also identified within the Planning Practice Guidance that *'before deciding whether significant environmental effects are likely, the local planning authority will need to take into account the criteria specified in schedule 1 to the Environmental Assessment of Plans and Programmes Regulations 2004 and consult the consultation bodies'*.

2.7 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)**

2.8 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:

2.8.1 Special Protection Areas (SPAs) — designated by the Birds Directive (79/409/EEC as amended and 2009/147/EC), and:

2.8.2 Special Areas of Conservation (SACs) — designated by the Habitats Directive (92/43/EEC).

2.9 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.

2.10 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 ("Habitats Regulations").

**3. EMF STRATEGIC INFRASTRUCTURE & CONTRIBUTIONS SUPPLEMENTARY PLANNING DOCUMENT AND SEA SCREENING ASSESSMENT**

3.1 A screening exercise against the criteria set out in Figure 1 and Figure 2 has been carried out against the SPD and is provided below in this section 3.

3.2 An SEA was completed as part of the adopted local plans and this has been taken into account in this screening assessment and regard has also been had to the SEA's completed as part of the emerging local plans.

3.3 The relevant assessments reviewed and considered are:

**Rushcliffe Borough Council:**

- 3.3.1 [Local Plan Part 1: Core Strategy - Rushcliffe Borough Council SA and HRA](#)
- 3.3.2 [Sustainability Appraisal Report March 2025 GN Plan](#)

**South Derbyshire Council:**

- 3.3.3 [Adopted Local Plan | South Derbyshire District Council SA Main Report;](#)
- 3.3.4 [South Derbyshire Local Plan Part 1 Review 2022-2041 \(Publication Version\) - SA Regulation 19](#)

**North West Leicestershire Council:**

- 3.3.5 [SA REPORT DEC 2016 FINAL.pdf](#)
- 3.3.6 [SA Report Addendum November 2017;](#)
- 3.3.7 [North West Leicestershire SA and SEA Statement October 2017](#)
- 3.3.8 [North West Leicestershire Local Plan Sustainability Appraisal Sites Assessment Findings Report November 2024](#)
- 3.3.9 [North West Leicestershire Local Plan Sustainability Appraisal of Policies September 2025](#)

3.4 The purpose of the SPD is to ensure the coordinated and collaborative delivery and funding of strategic transport infrastructure that is needed to support the delivery and operation of the development coming forward on the EMF Sites, or on strategic allocation sites or other major development sites adjacent to or outside the EMF Sites which will be unlocked by or significantly benefit from the strategic transport infrastructure and contribute towards the strategic transport infrastructure on an equitable and proportionate basis. Additional transport assessment work has been carried out since adoption of the existing local plans in those three administrative local planning authority areas which has informed the SPD, including:

- 3.4.1 the Strategic Investment Transport Plan, November 2025 (“STIP”) which reviews the transport interventions across the EMF and relevant EMCCA area. It identifies through the National Highways / Derbyshire County Council developed strategic gateway model the junctions likely to be stressed within certain parameters by development of identified strategic sites. The STIP has been carried out by Midlands Connect and EMF who have identified three packages of transport and highway interventions; and
- 3.4.2 the Detailed Transport Investment Plan, 18 December 2025 (“DTIP”) which follows completion of the STIP in August 2025 and builds on the STIP to develop a DTIP for EMF. The DTIP extends the LCC PRTM 23 highway model (M2) to include the three EMF Sites, then looks at primarily package 1 (as identified in the STIP) and models the mitigation impact to support the case for investment.

3.5 Tables 2 and 3 contain the results of the assessment against the criteria set out in Figure 1 and Figure 2. By way of further consideration, the reasons for concluding no likely significant effects in relation to Figure 2 are then expanded on further in the subsequent tables below for each of the EMF Sites.

**Table 2: SEA Criteria for determining whether a full SEA is required**

Stage	Yes / No	Reason
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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 the three local authorities as a non-development plan document which will form a material consideration when assessing relevant planning applications.
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 the local authorities, it will become a material consideration during the determination of relevant planning applications.
3. Is the SPD prepared for agriculture, forestry, fisheries, energy, industry, transport, waste management, water management, telecommunications, tourism, town and country 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))	Yes (go to Q.5)	The SPD is for town and country planning purposes and seeks to enable developers to understand the Council's expectations and priorities relating to strategic transport infrastructure required as a result of the development on the EMF Sites or on strategic allocation sites or other major development sites adjacent to or outside the EMF Sites.
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	See conclusions of HRA screening in section 4 below.
5 Does the SPD determine the use of small areas at local level, OR is it a minor modification of a PP subject to Art. 3.2) (Art 3.3)	Yes (go to Q.8)	The SPD is focussed upon co-ordinated delivery of strategic transport infrastructure which is likely to largely result in the provision of highway works (predominantly likely to be off-site and potentially some on-site in relation to the relevant SPD Sites) but in small areas at local level in the context of a relevant local plan area. The SPD also encourages co-ordinated site wide remediation of one EMF Site. In the context of the three local authority plan areas, the provision of the strategic transport infrastructure arising pursuant to the SPD and the encouragement of co-ordinated site wide remediation of one EMF Site would constitute small areas at local level.

<p>8. Is the SPD likely to have a significant effect on the environment? (Art. 3.5)</p> <p>(Annex II of the European Directive 2001/42/EC on the assessment of certain plans and programmes on the environment sets out the criteria for determining the likely significance of effects on the environment.)</p>	<p>No</p>	<p>The SPD is focussed upon helping to improve co-ordinated delivery of strategic transport infrastructure which is likely to largely result in the provision of highway works (predominantly likely to be off-site and potentially some on-site in relation to the relevant SPD Sites) but in small areas at local level in the context of a relevant local plan area. The SPD also encourages co-ordinated site wide remediation of one EMF Site. In the context of the three local authority plan areas, the provision of the strategic transport infrastructure arising pursuant to the SPD and the encouragement of co-ordinated site wide remediation of one EMF Site would constitute small areas at local level.</p> <p>In summary terms, as set out in Table 3 below, in relation to the co-ordinated delivery of strategic transport infrastructure, there are likely to be some small area effects as a result of such works, for example small areas may have a change of land use for highways works with potential small area ecological, visual/landscape, noise, air quality, drainage and other localised effects for works that would improve the highways network capacity. In overall terms, these effects are not considered likely to be significant and represent minor impacts affecting small areas at local level in the context of the relevant plan areas as a whole. It is also not considered that there are any new or materially different likely significant effects in relation to the SPD than have already been assessed in the context of SEA of the adopted local plans as a whole, having regard also to the SEA of the emerging local plans. Table 3 below provides further assessment in this regard.</p> <p>Any development undertaken further to the SPD would also be subject to EIA screening (and, as appropriate scoping).</p>
<p><b>SEA IS NOT REQUIRED</b></p>		

3.6 An assessment of whether there are any likely significant effects of the SPD is set out in Table 3.

**Table 3: Criteria for assessing significance**

Environmental Regulations Paragraph	SEA Requirement	Comments as to whether any likely significant environmental effects arise from the EMF Strategic Infrastructure & Contributions Supplementary Planning Document
<p>1. The characteristics of plans and programmes, having regard, in particular, to— 2.</p>		
<p>a.</p>	<p>the degree to which the plan or programme sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating</p>	<p>The SPD would not, if adopted, form part of the statutory Development Plans. However, it does as an SPD form part of the framework for future development consent of projects, as it is a 'material consideration' in the determination of planning applications. The project also sits within the wider framework set by the National Planning Policy Framework and Planning Practice Guidance.</p>

	resources;	
b.	the degree to which the plan or programme influences other plans and programmes including those in a hierarchy;	The SPD must not conflict with the adopted development plan being the adopted Local Plans. It also offers greater delivery detail than is contained in Local Plans to inform planning decision making as a material planning consideration. The SPD is unlikely to influence other Plans or Programmes.
c.	the relevance of the plan or programme for the integration of environmental considerations in particular with a view to promoting sustainable development;	The SPD promotes integration of strategic infrastructure to support sustainable development and offers greater delivery detail than is contained in Local Plans to inform planning decision-making but not materially different likely significant environmental effects.
d.	Environmental problems relevant to the plan or programme;	<p>In relation to helping improve the co-ordinated delivery of strategic transport infrastructure, there are likely to be some small area effects as a result of such works, for example small areas may have a change of land use for highways works with potential small area ecological, visual/landscape, noise, air quality, drainage and other localised effects for works that would improve the highways network capacity, with other effects involving improvements in highways capacity and effects.</p> <p>The effects of the SPD should help, in particular, to create highways capacity and avoid or minimize traffic congestion in relation to the EMF Sites and other benefitting sites in relation to the highways network, plus encourage site-wide remediation of one EMF site, and offers greater delivery detail than is contained in Local Plans to inform planning decision-making but not materially different likely significant environmental effects.</p> <p>In overall terms, these effects represent small areas at local level in the context of the relevant plan areas as a whole. It is not considered that there are any new or materially different likely significant effects in relation to the SPD than have already been assessed in the context of SEA of the adopted local plans as a whole, having regard also to the SEA of the emerging local plans.</p>
e.	The relevance of the plan or programme for the implementation of Community legislation on the environment (for example, plans and programmes linked to waste management or water protection).	The SPD should complement the effect of Local Plans and associated plans and programmes for highways works. In overall terms, these effects represent small areas at local level in the context of the relevant plan areas as a whole. It is not considered that there are any new or materially different likely significant effects in relation to the SPD than have already been assessed in the context of SEA of the adopted local plans as a whole, having regard also to the SEA of the emerging local plans.
<b>2. Characteristics of the effects and of the area likely to be affected, having regard, in particular, to—</b>		
a.	The probability, duration, frequency and reversibility of	In relation to the SPD helping improve the co-ordinated delivery of strategic transport infrastructure, there are likely to be some small area effects as a result of such works, for

	the effects;	example small areas may have a change of land use for highways works with potential small area ecological, visual/landscape, noise, air quality, drainage and other localised effects for works that would improve the highways network capacity, with other effects involving improvements in highways capacity and effects. The effects of the SPD should help to create highways capacity and avoid or minimize traffic congestion in relation to the EMF Sites and other benefitting sites in relation to the highways network, plus encourage site-wide remediation of one EMF site, and offers greater delivery detail than is contained in Local Plans to inform planning decision-making. The works are likely to take place in a number of small area locations over a number of years and the effects would be irreversible. Overall, there are not likely to be any materially different likely significant environmental effects than have already been assessed in the context of SEA of the adopted local plans as a whole, having regard also to the SEA of the emerging local plans.
b.	The cumulative nature of the effects;	In relation to the SPD helping improve the co-ordinated delivery of strategic transport infrastructure, there are likely to be some small area effects as a result of such works, for example small areas may have a change of land use for highways works with potential small area ecological, visual/landscape, noise, air quality, drainage and other localised effects for works that would improve the highways network capacity, with other effects involving improvements in highways capacity and effects. The effects of the SPD should help to create highways capacity and avoid or minimize traffic congestion in relation to the EMF Sites and other benefitting sites in relation to the highways network, plus encourage site-wide remediation of one EMF Site, and offers greater delivery detail than is contained in Local Plans to inform planning decision-making. The works are likely to take place in a number of small area locations over a number of years, with cumulative effects for the highways network in particular. Overall, there are not likely to be any materially different likely significant environmental cumulative effects than have already been assessed in the context of SEA of the adopted local plans as a whole including the SPD having effect as a material planning consideration in conjunction with the adopted local plans as a whole, having regard also to the SEA of the emerging local plans.
c.	The trans-boundary nature of the effects;	The SPD should help alleviate trans-boundary highways and associated traffic flow effects but is not considered to raise any new or materially different likely significant trans-boundary effects than those which were considered and appraised under the relevant Local Plans.
d.	the risks to human health or the environment (for example, due to accidents);	It is not anticipated that there would be any material increase to, or significant risks to human health or the environment as a result of the SPD.
e.	The magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected);	The SPD relates primarily to helping the effective coordination of the delivery of strategic infrastructure within the SPD area, plus encourage site-wide remediation of one EMF Site. In the context of the three local authority plan areas, the areas of provision of the strategic transport infrastructure arising pursuant to the SPD and the encouragement of co-ordinated site wide remediation of one EMF Site would constitute small areas at local level. The

		magnitude and spatial extent of the effects are not likely to be new or materially different to those which were considered and appraised under the relevant Local Plans.
f.	the value and vulnerability of the area likely to be affected due to—(i) special natural characteristics or cultural heritage; (ii) exceeded environmental quality standards or limit values; or (iii) intensive land-use;	The effect of the SPD is not likely to materially affect special natural characteristics or cultural heritage or exceed environmental standards or limit values or result in intensive land use. Any such effects will also be assessed and appropriately dealt with through the application of the statutory Local Plans, national policies/ procedures, assessment of planning applications (including EIA screening and/or scoping) and applications for associated relevant permits.
g.	the effects on areas or landscapes which have a recognised national, Community or international protection status.	The SPD is not likely to affect areas or landscapes which have a recognised national, Community or international protection status. Any such effects will also be assessed and appropriately dealt with through the application of the statutory Local Plans, national policies/ procedures, assessment of planning applications (including EIA screening and/or scoping) and applications for associated relevant permits.

In relation to the above assessment in Table 3, consideration has been had to the SEA undertaken in relation to relevant adopted Local Plan policies. Regard has also been had to the SEA to date of the relevant emerging Local Plan policies.

#### **EAST MIDLANDS INTERMODAL PARK (EMIP)**

<b>SEA Topic</b>	<p><b>Summary of any materially new or different likely significant environmental effects due to EMF Strategic Infrastructure &amp; Contributions Supplementary Planning Document</b></p> <p>in relation to those assessed in the Adopted Local Plan: Adopted Local Plan   South Derbyshire District Council SA Main Report, in particular: Policy INF1 (Infrastructure and Developer Contributions), INF3 (Strategic Rail Freight Interchange) and INF4 (Transport Infrastructure Improvement Schemes).</p> <p>Also having regard to the SEA of relevant Emerging Local Plan policies: South Derbyshire Local Plan Part 1 Review 2022-2041 (Publication Version) - SA Regulation 19 Report March 2025: South Derbyshire Local Plan Part 1 Review 2022-2041 (Publication Version) - SA Regulation 19 in particular Policy INF3 (East Midlands Intermodal Park Strategic Rail Freight Interchange/ East Midlands Freeport) and INF4 (Transport Infrastructure Improvement Schemes).</p>
Biodiversity	No change
Housing	No change
Accessibility and Health	No change
Quality of Life	No change
Inequalities	No change

Economy	No change
Employment	No change
Infrastructure	No change
Sustainable travel	No change
Town and Village Centres	No change
Resources	No change
Pollution	No change
Climate Contributions Change	No change
Climate Change Adaptation	No change
Historic Environment	No change
Landscape	No change

#### EMAGIC/LAND SOUTH OF EAST MIDLANDS AIRPORT

<b>SEA Topic</b>	<p><b>Summary of whether there are any materially new or different likely significant environmental effects in the SEA context due to EMF Strategic Infrastructure &amp; Contributions Supplementary Planning Document</b></p> <p>in relation to those assessed in the SEA of the Adopted Local Plan (SA Report Dec 2016 REPORT DEC 2016 FINAL.pdf, SA Report Addendum November 2017; North West Leicestershire SA and SEA Statement October 2017 - in particular Policy Ec1 (Employment provision: permissions), Policy Ec4 (East Midlands airport), IF1 (Development and Infrastructure), IF4 (Transport infrastructure and new development).</p> <p>Also having regard to the SEA of relevant Emerging Local Plan policies: North West Leicestershire Local Plan Sustainability Appraisal of Policies September 2025: North West Leicestershire Local Plan Sustainability Appraisal of Policies September 2025 – in particular Policy Ec8 (East Midlands Airport) and Policy Ec9 (East Midlands Airport: Safeguarding).</p>
Health & Wellbeing	No change
Inequalities	No change
Community	No change
Housing	No change
Economy	No change
Town/Village Centres	No change
Employment	No change
Sustainable Travel	No change
Air, Light & Noise Pollution	No change
Climate Resilience	No change
Biodiversity & Geodiversity	No change
Landscape	No change
Land-use efficiency	No change
Historic Environment heritage	No change

Water & Soil	No change
Waste	No change

## RATCLIFFE ON SOAR

<b>SEA Topic</b>	<p><b>Summary of whether there are any materially new or different likely significant environmental effects in the SEA context due to EMF Strategic Infrastructure &amp; Contributions Supplementary Planning Document</b></p> <p>in relation to those assessed in the SEA of the Adopted Local Plan (Local Plan Part 1: Core Strategy - Rushcliffe Borough Council SA and HRA), in particular Policy 5 (Employment Provision and Economic Development), Policy 18 (Infrastructure) and Policy 19 (Developer Contributions).</p> <p>Also having regard to the SEA of relevant Emerging Local Plan policies: Emerging Local Plan: Greater Nottingham Strategic Plan SEA Assessment (March 2025): Sustainability Appraisal Report March 2025 GN Plan – in particular Policy 32 (Strategic Allocation Former Ratcliffe on Soar Power Station), Policy 18 (Development Contributions for Infrastructure).</p>
Housing	No change
Employment & Jobs	No change
Economic Structure & Innovation	No change
Shopping Centres	No change
Health & Wellbeing	No change
Community safety	No change
Social inclusion	No change
Transport	No change
Brownfield Land	No change
Energy & Climate Change	No change
Pollution & Air Quality	No change
Flooding and Water Quality	No change
Natural Environment and BNG	No change
Landscape	No change
Built and Historic Environment	No change
Natural Resources and Waste Management	No change

## SEA Screening Conclusion

- 3.7 On the basis of the SEA screening exercise undertaken in relation to the SPD, it is considered that there are no likely significant effects on the environment as a result of the SPD and none that are new or materially different likely significant effects compared to those already assessed by way of the adopted local plans, including the SPD having effect as a material planning consideration in conjunction with the adopted local plans as a whole, and having regard to the emerging local plans.

3.8 On the above basis, the SPD does not require a SEA.

4. **DRAFT EMF STRATEGIC INFRASTRUCTURE & CONTRIBUTIONS SPD HABITATS REGULATIONS ASSESSMENT APPROPRIATE ASSESSMENT SCREENING**

4.1 This is the Habitats Regulations Assessment (HRA) of the EMF Strategic Infrastructure & Contributions SPD. It accompanies the SPD and comprises the screening of likely significant effects on the environment of this SPD (which is a material consideration when determining planning applications) on designated and prospective European or internationally protected nature conservation sites.

4.2 As the SPD itself is subordinate to the adopted local plans (and having regard to the emerging local plans), 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.

**HRA Screening Conclusion**

4.3 Taking into account the conclusions of the local plan HRAs that those Local Plans were unlikely to have significant environmental effects on any designated and prospective European or internationally protected nature conservation sites, and having regard to the HRA's of the emerging Local Plans to date, plus the conclusions of the SEA Screening Report in relation to the SPD above, it is considered that this subordinate SPD, which accords with the policies within the local plans, would not have a likely significantly environmental effect on any designated and prospective European or internationally protected nature conservation site and trigger the requirement for an appropriate assessment. The SPD does not give rise to any likely significant environmental effects and there are no new or materially different additional likely significant effects compared to those assessed in relation to the adopted Local Plans (having regard to the emerging Local Plans).

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