

Public Document Pack

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Date:

7 October 2019



**Rushcliffe Community
Contact Centre**
Rectory Road
West Bridgford
Nottingham
NG2 6BU

To all Members of the Growth and Development Scrutiny Group

Dear Councillor

A Meeting of the Growth and Development Scrutiny Group will be held on Tuesday, 15 October 2019 at 7.00 pm in the Council Chamber Area B, Rushcliffe Arena, Rugby Road, West Bridgford to consider the following items of business.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Sanjit Sull'.

Sanjit Sull
Monitoring Officer

AGENDA

1. Abbey Road - Depot Redevelopment (Pages 1 - 62)
The report of the Executive Manager – Transformation
2. Community Infrastructure Levy (Pages 63 - 76)
The report of the Executive Manager - Communities
3. Work Programme (Pages 77 - 78)
The report of the Executive Manager - Communities

Membership

Chairman: Councillor N Clarke
Vice-Chairman: Councillor A Brennan
Councillors: N Begum, J Cottee, L Howitt, A Phillips, J Stockwood, D Viridi and L Way

In person
Monday to Friday
8.30am - 5pm
First Saturday of
each month
9am - 1pm

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Growth and Development Scrutiny Group

Tuesday, 15 October 2019

Abbey Road - Depot Redevelopment

Report of the Executive Manager – Transformation

1. Purpose of report

1.1. To report on the progress made in respect of the Cabinet recommendations on 9 October 2018, namely:

- a) Agrees that officers undertake the necessary work to submit an outline planning application for housing on the Abbey Road site, accompanied by a design code.
- b) Dependent on an appropriate planning permission for the site being secured, authorises the Deputy Chief Executive to undertake a marketing exercise for the disposal of the site with the benefit of a planning permission for housing
- c) Requests a follow up report with the results of the marketing exercise and detailing any other options for the Council to consider with regards the future development of the site.

And subsequent Cabinet recommendation on 9 July 2019:

- a) Authorises the Chief Executive to shortlist the developer bids and undertake appropriate due diligence to arrive at a preferred bidder
- b) Requests a follow up report providing details of the preferred bid for further consideration with regard to the future development of the site.

2. Recommendation

It is RECOMMENDED that the Growth and Development Scrutiny Group:

- a) Notes the contents of the report
- b) Considers the actions taken to meet Cabinet's recommendations and endorses this work.

3. Reasons for Recommendation

To support the work undertaken in bringing forward a proposal for a new high quality housing development at Abbey Road.

4. Supporting Information

- 4.1. The Council has long held an ambition to relocate the depot to a more suitable site and bring the land forward for housing. Recycling2go has relocated to Eastcroft and Streetwise to Bingham, freeing the land for redevelopment.
- 4.2. Cabinet supported appointing an architect to prepare a housing scheme with a focus on high quality design, including 30% affordable. A Masterplan (Appendix A) with Design Code (Appendix B) were prepared, which included specific design standards, such as:
 - Minimum house sizes
 - Building For Life standards
 - Off road parking and cycle storage
 - Roof top gardens
 - Level access
 - Central open space
 - Non-standard house type, using different elevation styles and palette of materials.
- 4.3. These documents formed part of the outline planning application and permission was granted in June 2019.
- 4.4. The site was marketed, 17 offers were received and the nine that mostly met the criteria of the Design Code and Masterplan with the highest offers were shortlisted.
- 4.5. The shortlisted developers were asked to prepare a second bid based on a revised Design Code to include a list of energy efficiencies (see Appendix B, Design Code, Section DC5.2 - Delivering Quality). This included a requirement to meet the following standards:
 - A 19% reduction in carbon efficiency rate of Building Regulations
 - No gas or solid fuel
 - Combination of electric and renewable energy
 - Efficient use of water
 - Efficiencies during construction
 - 30% of construction costs (ie labour and materials) to be sourced locally
 - Electric car charging for each dwelling
- 4.6. Four developers, who met the above criteria, have been shortlisted for interview. Following this, and subject to further due diligence and negotiations, a preferred bidder will be referred to Cabinet for consideration.
- 4.7. The Design Code and Masterplan aim to deliver a housing scheme that exceeds current building regulations, uses high quality materials, local labour and supply chain and reduces carbon emissions.
- 4.8. The aim is to provide a showcase development that can be highlighted as an example to other developers in the market. An illustrative example of the Masterplan is shown at Appendix C.

5. Risks and Uncertainties

- 5.1. Following Cabinet approval, the shortlisted bidder will be subject to the usual due diligence, as such, there is a risk the sale may not complete. To mitigate this risk, it is intended that the other bidders will be kept in reserve.
- 5.2. To support the enforcement of the Design Code, legal advice will be sought to ensure that the contract protects the Council's interests. In addition, through the interview process, the chosen bidder will be asked to demonstrate they share the Council's aspirations for the development.
- 5.3. The site is contaminated and professional advice is to leave it in-situ and cap it with clean soil. The contamination found is contained, is not a gas or leeching into the waterways and, therefore, can be controlled. There is a risk that further contamination is found before or during construction and this could have cost and time implications for the Council. To help mitigate this risk, additional testing is being carried out.
- 5.4. There is a risk that the offer price could be reduced if any of the conditions are found to have financial implications to the developer, as the cost will be passed to the Council as land owner. A significant amount of time has been spent to 'de-risk' the site, undertaking surveys and designing services and infrastructure to limit the 'unknowns' by the developer and, therefore, reducing the conditions imposed on the sale.

6. Implications

6.1. Financial Implications

- 6.1.1. The joint objective is to deliver additional housing in West Bridgford, to a high quality standard and to generate a capital receipt to offset the cost of relocating Council services from the site.
- 6.1.2. The Council has received £300k Land Release Funding to bring the site forward. There is a risk that any delay in disposal beyond March 2020 could result in repayment of the Land Release Funding.
- 6.1.3. The costs of bringing the land into a condition for sale can be contained within the current capital programme provision.
- 6.1.4. If the offer price is reduced this will impact on the capital receipt due to the Council.

6.2. Legal Implications

- 6.2.1. The contract will be drafted to ensure that the development adheres to the Masterplan and Design Code.

6.3. Equalities Implications

- 6.3.1. No known equalities implications

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

6.4.1. The layout and design of the Masterplan have been designed with safety in mind. There is an 'active' street scene, where houses face each other, appropriate street lighting, road layout to mitigate against speeding cars or being used as a 'rat run', open space designed in such a way that it is open and overlooked by a number of houses. The houses will also meet 'Secure by Design' standards, a Police security initiative.

7. Link to Corporate Priorities

- 7.1. The development of the site as per the Masterplan and Design Code link to three of the Council's Corporate Priorities: Quality of Life, Sustainable Growth and The Environment.
- 7.2. The development will provide new housing, helping to meet the 5 year land supply, including 30% affordable housing. It generates economic growth for local jobs and supply chain, as stipulated in the Design Code. It will improve the local area, transforming an industrial site to housing and aims to create a higher standard of sustainable housing compared with the standard market offer.

8. Recommendations

It is RECOMMENDED that the Growth and Development Scrutiny Group:

- a) Notes the contents of the report
- b) Considers the actions taken to meet Cabinet's recommendations and endorses this work.

For more information contact:	Leanne Ashmore Executive Manager – Transformation Tel: 0115 9148267 lashmore@rushcliffe.gov.uk
Background papers available for Inspection:	Outline planning application Cabinet 9 October 2018 Cabinet 9 July 2019
List of appendices:	Appendix A - Masterplan Appendix B - Design Code

Masterplan Appendix A
Design Code Appendix B

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KEY CONSISTENT WITH THE ILLUSTRATIVE SCHEME DOCUMENT

Legend

- Site Boundary
- House Type A - 3 Bed Houses (Private Ownership) 3 storey Plots 13,14,16,17,19, 20, 22, 23, 49, 50, 52, 53, 55, 56, 58
- House Type B - 4 Bed Houses (Private Ownership) 3 storey Plots 15, 18, 21, 24, 48, 51, 54, 57, 59
- House Type C - 4 Bed Houses (Private Ownership) 3 storey Plots 1, 2, 3, 4, 5, 6
- House Type D - 3 Bed Houses (Private Ownership) 2 storey Plots 7-12, 60-67, 39-41
- House Type E - 2 Bed Houses (Private Ownership) 2 storey Plots 42-47
- Block A - 1-2 Bed Apartments (Affordable - Rented or Shared Ownership) 3-storey Apartments 68-76
- Block B - 1-2 Bed Apartments (Affordable - Rented or Shared Ownership) 3-storey Apartments 25-38

E	21/5/19	Amendments to Layout	MLD
D	28/2/19	Bunker position and traffic calming tables added	TE
C	25/2/19	Apartments relocated to put shared ownership to north and elderly to south 2-storey only to east and west side of central green space 2-bed houses moved east to improve gardens	TE
B	28/1/19	Additional detail from house types added BSP road layout added	TE
A	10/1/19	Layout amended as per comments from meeting dated 19th Dec 2018	TE

REV.	DATE	DESCRIPTION	BY
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AIA
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CLIENT	Rushcliffe Borough Council				
PROJECT	Abbey Road, West Bridgford				
DRAWING	Proposed Masterplan				
PROJECT NUMBER	3573	SCALE	1:500 @ A1	DATE	Dec-18
DRAWING NUMBER	03	REVISION	E	STATUS	Preliminary
				BY	TE

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Generally do not scale drawings. All dimensions to be checked on site.

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DESIGN CODE (Rev A)
Abbey Road Depot Site

WB01

Suite of Documents

This design code is one of a range of documents submitted for this application as listed below. They should be read in conjunction with the detailed reports within the appendices and the application drawings.

- Section 1 - Planning Statement
- Section 2 - Design and Access Statement
- Section 3 - Design Code
- Section 4 - Illustrative Scheme Design
- Appendices - Flood Risk Assessment
 - Phase 1 Habitat and Ecology Appraisal
 - Transport Assessment
 - Arboricultural Survey
 - Archaeology DBA
 - Phase 1 and 2 Environmental Assessment

How To Read This Design Code Document

Format

This design code document has been prepared in accordance with the DCLG and CABE (now Design Council) document 'Preparing Design Codes: A Practice Manual'. The document is set up generally so that design code text is included on the left hand side (green panel) and where required specific diagrams or images are included on the right hand side to help to visually clarify the code requirements.

There are two types of direction given in this design code:

Mandatory sections. These have particular importance and **are a requirement** of any detailed design for the site. Where they have been highlighted in bold and given an additional box around them to help identify these elements.

Discretionary sections. These are of some importance and are preferable but **are not a requirement** of any detailed design for the site.

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Type, Size, Design Requirements and Materials

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DC5 - Delivering Quality

Warranties, Standards and Sustainability

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DESIGN VISION

The vision for The Depot on Abbey Road is to create a vibrant and fully integrated new community with a strong sense of identity; one that celebrates its urban location and embraces the full benefits of modern town centre living. As a local authority owned site, Rushcliffe Borough council wish to ensure this development is brought forward with the highest level of design quality offering the community a prestige legacy site in West Bridgford.

Key Objectives

Keeping the overall vision of the council in mind, Rushcliffe Borough Council is keen to:

- i. Embed in the Development a deep sense of quality and sustainable living.*
- ii. Create a high quality, locally distinctive and integrated neighbourhood in the heart of West Bridgford.*
- iii. Deliver a range of accommodation sizes that will help foster a strong sense of community.*
- i. Deliver a built environment of the highest quality.*
- ii. Create a built form that encourages people to walk and cycle to destinations including; the town centre shops, local schools, the city centre and along the River Trent.*
- iii. Deliver high quality public open space that is accessible to all and promotes community interaction.*
- iv. Ensure tree planting establishes a strong landscape framework to link into the key public spaces and existing streets.*
- v. Through an outline application demonstrate to developers how it is possible to deliver high density homes within a master plan that is acceptable to the local planning department.*
- vi. Through a detailed design code, ensure the Council can control the quality of the scheme, guaranteeing what is delivered will be an exemplar project that creates a real legacy for the current administration.*
- vii. The scheme design is intended to demonstrate to the wider housebuilding community that there is demand for a new type of housing product that moves away from the traditional.*
- viii. Ensure materials are designed to stand the test of time, with little or no maintenance requirements.*
- ix. The scheme should showcase the best of urban design, modern architecture and high-density family living.*

DC1 - HOUSING PROVISION

DC1.1 - Density

Mandatory

The density for the site must be between the following:

35 - 55 Dwellings / hectare

DC1.2 - Tenure

Mandatory

The site must provide 'Affordable Housing' alongside 'Private Residential Sales' in the following split

Min 30% Affordable : Max 70% Private Residential Sales

The Affordable Housing should be split as follows:

55-60% Rented : 35-40% Shared Ownership

Affordable Housing in both forms will be delivered in two distinct apartment blocks

Shared Ownership

The shared ownership accommodation will be delivered as 2-Bedroom apartments all contained within one block

Rented

The rented accommodation will be delivered as 1-Bedroom and 2-Bedroom apartments designed for the elderly. These must comply with either the definition of Supported Accommodation (sheltered or retirement housing) or Group Alarm Linked accommodation.

The rented accommodation should provide the focus for Part M4 (2) compliant homes.

DC1 - HOUSING PROVISION

DC1.3 - Mix

Mandatory

The dwelling mix for the site must meet the following split parameters:

1-Bed Dwellings: 0 - 10%

Delivered as Supported Rental accommodation only

2-Bed Dwellings: 15 - 40%

Delivered as Supported Rental accommodation, Shared Ownership and Private Residential Sales
NB: 2-bed Private Sales can be delivered as a mix of houses and apartments, to a maximum of 10 apartments

3-Bed Dwellings: 10 - 75%

Private Sales houses only

4-Bed Dwellings: 10 - 50%

Private Sales houses only

DC1.4 - Space and Accommodation Standards

Mandatory

Development across the whole site must at a minimum meet the standards set out in the following document:

Technical housing standards – nationally described space standard (Mar 2015)

Furthermore all elderly supported housing must meet the additional standards set out in Building Regulations Approved Document Part M4 (2)

Bathroom requirements

- a. All 2 storey units to have a GF WC.
- b. 4 bed units to have at least 1 bathroom with house bath and second en-suite
- c. 3 bed units to have at least 1 bathroom with house bath and second en-suite
- d. 2 Bed Units to have 4-piece master

Discretionary

Ideal minimum width dimensions for Private Homes

- a. Living room 3600mm
- b. Bedroom 1 3350mm
- c. Bedroom 2 3050mm
- d. Bedroom 3 2750mm
- e. House bathroom 2300mm x 2200mm
- f. En-Suite Bathroom 2300mm x 1800mm

DC1 - HOUSING PROVISION

Worked Example - Combining Density, Tenure and Mix For the Illustrative Scheme

No of Beds	Unit Type	Tenure	No of Units Provided
1 - Bed	Apartment	Affordable - Elderly Rented	7
2 - Beds	Apartment	Affordable - Elderly Rented	7
2 - Beds	Apartment	Affordable - Shared Ownership	9
2 - Beds	House	Private Residential Sales	6
3 - Beds	House	Private Residential Sales	33
4 - Beds	House	Private Residential Sales	14
		Total Number of Units	76
		Density Requirement (DC1.1)	35 - 55 d / Ha
		Actual Density Across Site	40 d / Ha

Mix		
No of Beds	Overall Mix Requirement (DC1.3)	Actual Mix Percentage
1 - Beds	0 - 10%	9%
2 - Beds	20 - 30%	29%
3 - Beds	40 - 50%	43%
4 - Beds	10 - 20%	18%

Affordable / Private Sales Mix		
Tenure	Number of Units	Split
Affordable (Rented and Shared Ownership Combined)	23	30%
Private Rental Sales	53	70%

Affordable Rented / Shared Ownership Mix		
Affordable Split	Number of Units	Split
Affordable - Rented	14	39%
Affordable - Shared Ownership	9	61%

NB: Refer to the Masterplan Layout in Section 4 - Illustrative Scheme Design for a worked example of how the above housing provision could be arranged on the site

DC2 - SITE LAYOUT

DC2.1 - Building For Life 12 (2018)

Mandatory

When developing the detailed design submission the applicant must submit a BfL pre-assessment to RBC Planning demonstrating how the proposals answer the 12 key questions set out in Building for Life 12 (2018).

Discretionary

An accredited BfL housing scheme brings confidence to house buyers that careful consideration has been given to a wide range of design elements that improve the quality of the environment within a new housing development. Whilst not mandatory incoming developers should aim to achieve 9 green lights on the scheme and be able to use the BfL quality mark.

DC2.1 - Diagram



DC2 - SITE LAYOUT

DC2.1 - External Ground and Internal Finished Floor Levels

Mandatory

Finished ground floor level for all units to be set at a minimum of 24.48m AOD to meet Flood Risk Assessment requirements

All ground floor units to be accessed via a flush entrance threshold

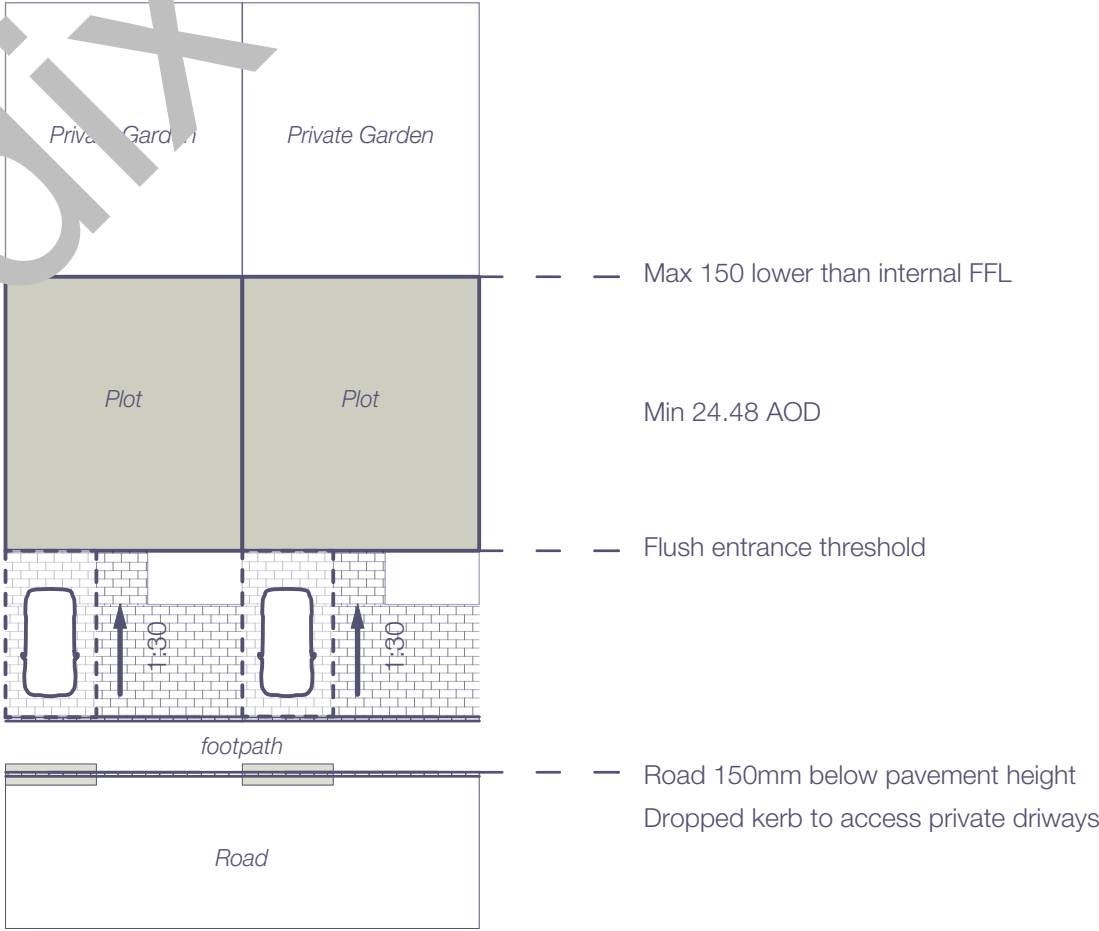
Private pathways and driveways to slope up towards entrance thresholds at a maximum slope gradient of 1:30

Adopted access roads should be set 150mm below pavement height, with dropped kerbs to access all private driveways and residences

Discretionary

Private access roads should be designed in line with 'Homezone' principles and should have road, pavement and driveways flush with one another

DC2.1 - Diagram



DC2 - SITE LAYOUT

DC2.2 - Access and Adoptable Roads

Mandatory

The existing access onto the highway at Abbey Rd is not considered ideal. As such new NCC Highways compliant junctions J1 at Abbey Rd and J2 at Buckfast Way must be formed.

An access road built to fully adoptable standards must be created through the site to enable vehicular access for RBC Waste / Recycling as well as emergency services vehicles

Minimum width for the adoptable access road is 5.5m, with 2m wide pavement either side

Traffic calming measures through the site **must not** be in the form of speed humps. Road geometry and layout to deter speeding, speed tables and / or planted chicanes are acceptable methods of traffic calming.

The existing access points to the rear of houses on Abbey Rd (accessed from Buckfast Way) and the access point into the allotments from Buckfast Way **are not considered** suitable for use in this scheme

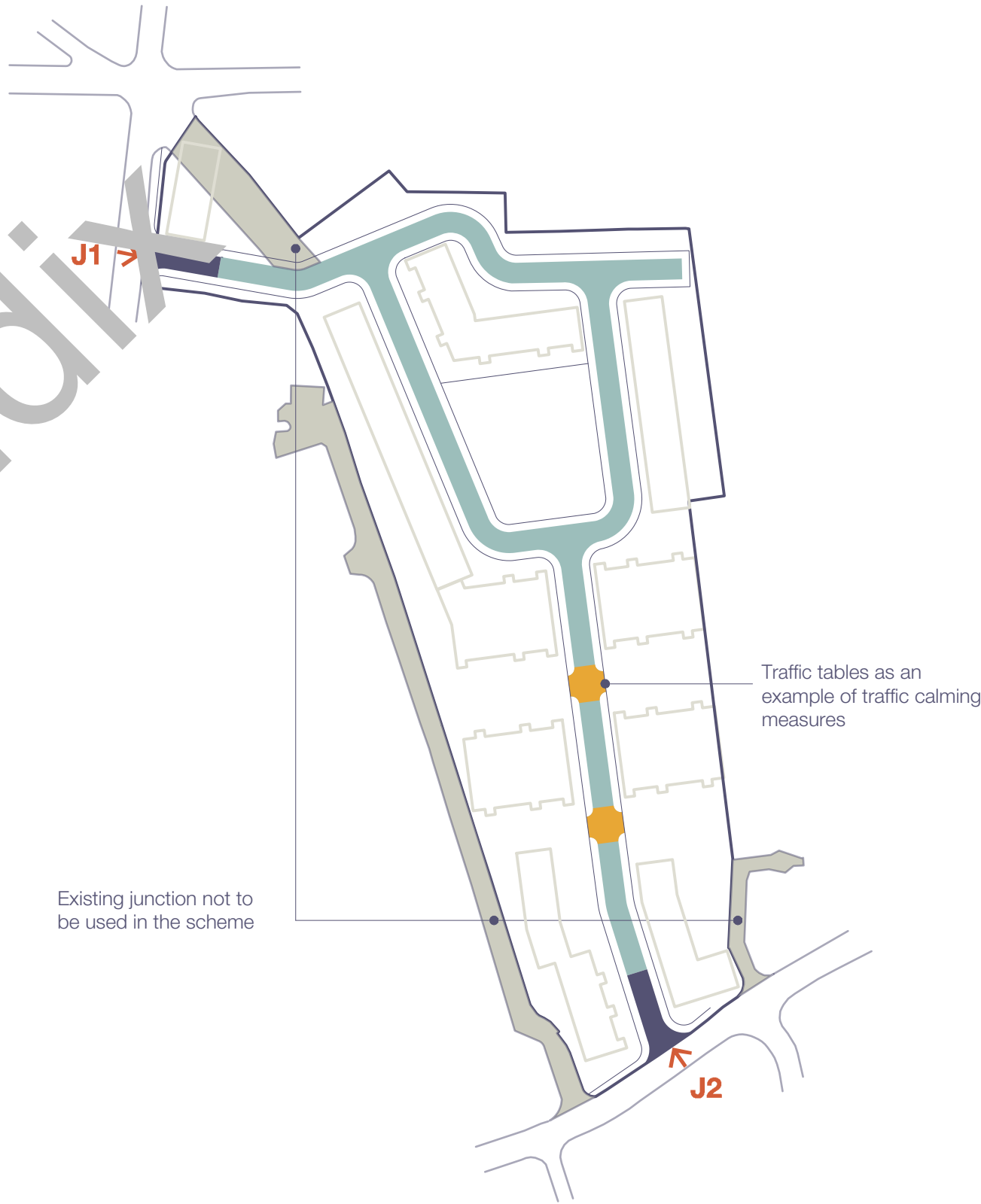
Discretionary

The exact route of the adoptable access road through the site can be developed as part of the detailed planning application however a worked example has been given in the illustrated scheme design and diagram to the RHS.

Refer to Notts County Highways design guidelines for further details of requirements and preferences as well as the detailed information contained in BSP's Transport Assessment, an appendix within the supporting documents.

A 20mph speedlimit throughout the site would be welcomed

DC2.2 - Diagram



DC2 - SITE LAYOUT

DC2.3 - Private Access Roads

Mandatory

To avoid the need for hammer-heads and / or turning circles for refuse and emergency vehicles all small cul-de-sac access routes servicing dwellings are to be classified as private access roads and are to be maintained by the management company.

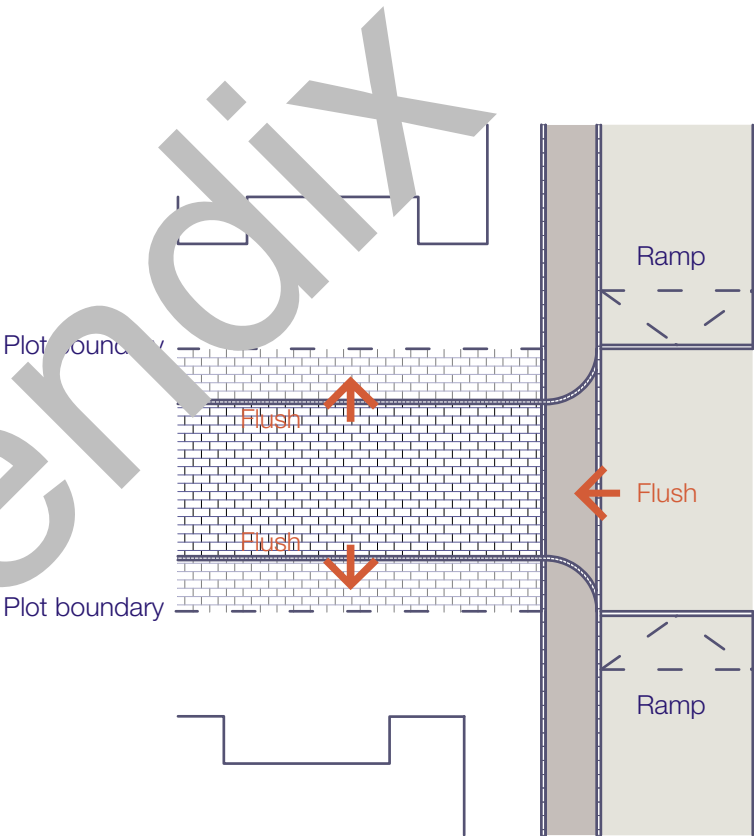
Where these are provided they will be designed using 'Homezone' principles, giving priority to pedestrian uses and will have a contrasting construction material to the main adoptable routes.

Discretionary

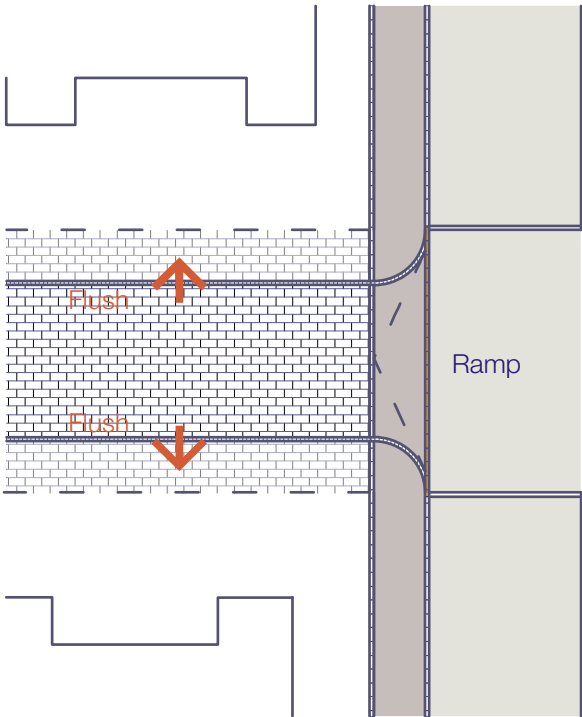
The inclusion and exact location of any private access roads within the site can be developed as part of the detailed planning application however a worked example of where these could be included has been given in the illustrated scheme design.

Refer to IHEE 'Homezone - Design Guidelines' for developing detail designs for the private access road

DC2.3 - Diagram



If a **traffic table approach** is used a section of the adoptable road is raised and flush with pavement height, with a ramp on both sides



If a **traffic table approach** is not used, use a dropped kerb and ramp up into the homezone area.

DC2 - SITE LAYOUT

DC2.4 - Footpaths and Cycle Storage Provision

Mandatory

The Public Right of Way (PROW) footpath that currently exists to the western boundary of the site must be diverted and included within the site as a new footpath tracking along the western side of the the new adoptable access road. It must start and terminate at the existing positions at the northern and southern boundaries of the site

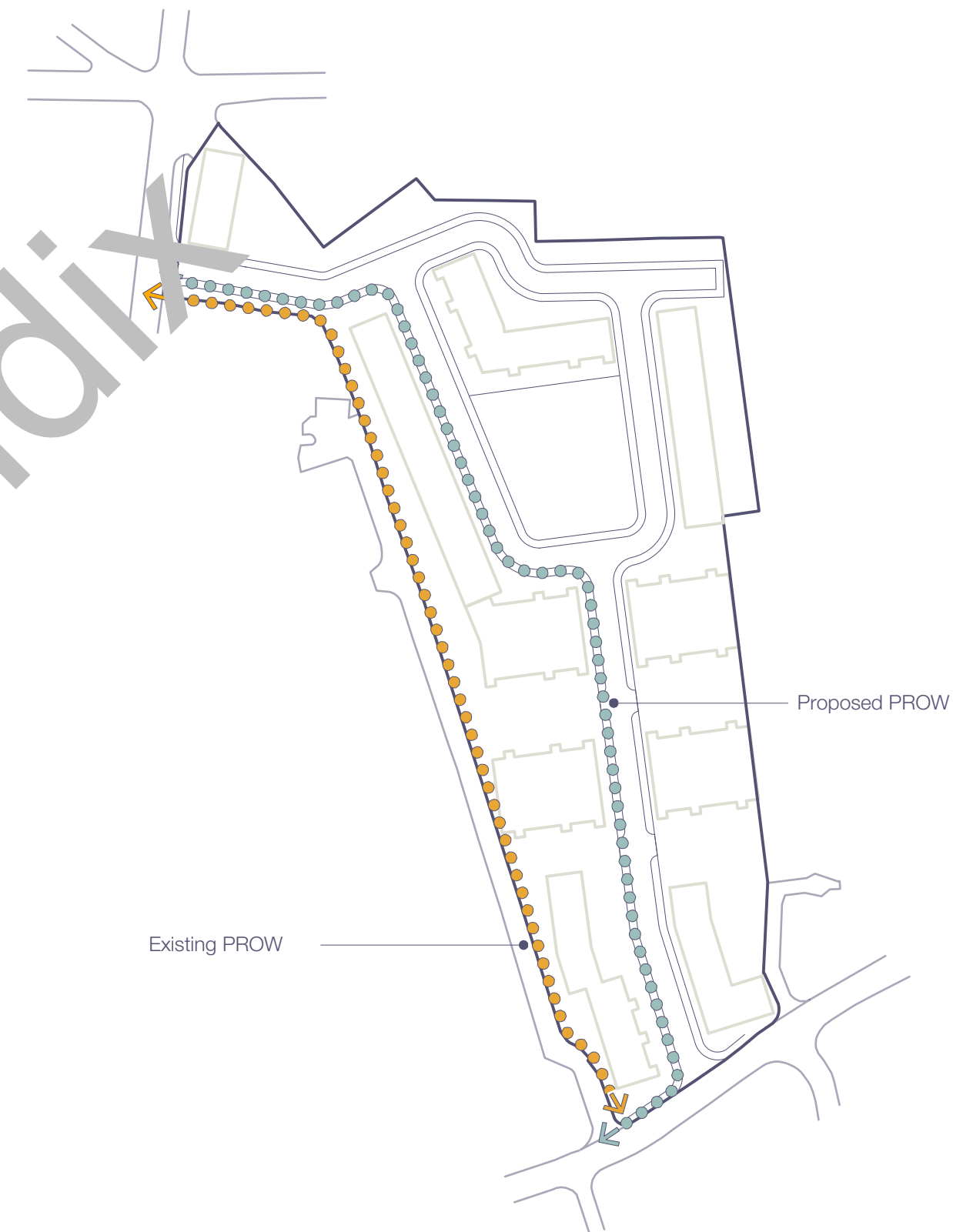
Adoptable access roads must, as outlined in DC2.3, include a 2m wide pavement either side for pedestrian use only

Bicycle Storage:

All apartments and 2 bed houses must have at least 1 designated secure bike storage place per dwelling. This can be housed in communal facilities adjacent to the units

All houses with car ports or garages must have sufficient space to securely store at least 2 bicycles within them

DC2.4 - Diagram showing existing and proposed PROW route



DC2 - SITE LAYOUT

DC2.5 - Parking Provision

Mandatory

On street parking is to be actively discouraged in the scheme, with on-plot parking the primary parking type to be established across the site. Minimum standards that must be met are:

1 and 2 Bedroom Apartments to have a minimum of 1 parking space / dwelling in grouped bays adjacent to apartment block

2 Bedroom Houses are to have a minimum of 1 on-plot parking space

3-4 Bedroom Houses are to have a minimum of 2 on-plot parking spaces with at least one of these being in a garage or car port

Visitor Parking

Visitor parking spaces must be included at a rate of **1 space per 3 dwellings** spread across the site. These must be delivered as properly marked spaces separated from, and not a part of, the highway width

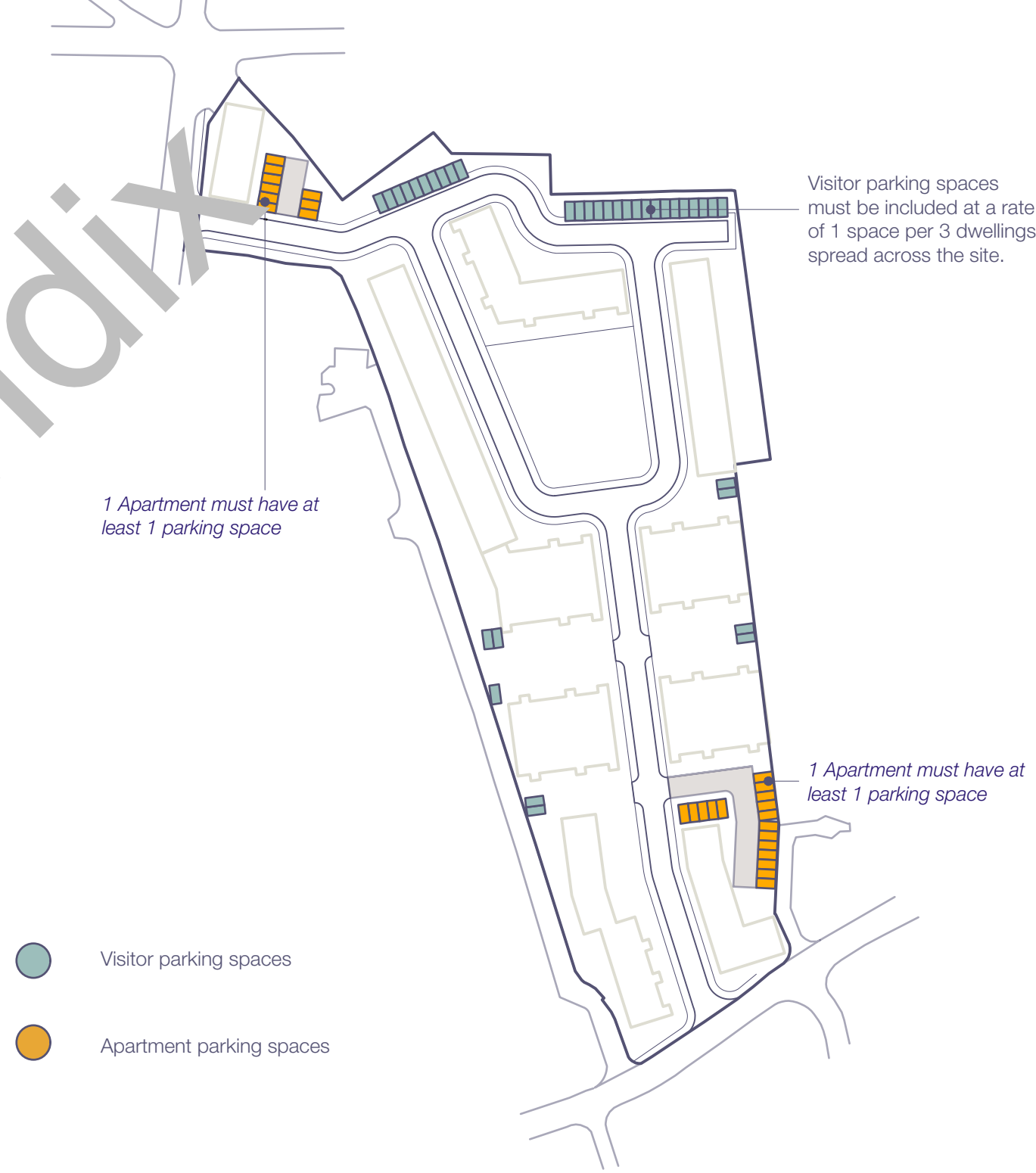
Discretionary

Notts County Highways have produced a Draft Residential Design guide, which will be adopted mid-2019. This calls for greater parking numbers than those in the mandatory section above. Any deviance from the standards set out below will need to be fully justified taking into account the town centre location of the development and the direct access to amenities and public transport options. The draft standards are as follows:

- 1-Bed dwellings must have at least 1 parking spaces
- 2-3 Bed dwellings must have at least 2 parking spaces
- 4-4+ Bed dwellings must have at least 3 parking spaces

NB: The illustrative scheme masterplan uses these NCC standards to demonstrate viability on the site. However, the preference is to keep to the mandatory levels to avoid over dominance of vehicles in front of houses within the overall scheme.

DC2.5 - Example layout to show distribution of grouped and visitor parking



DC2 - SITE LAYOUT

DC2.6 - Central and Communal Green Space Provision

Mandatory

Central Green Space

The development must provide a central green space for communal amenity and play. Houses are to face on to this space on all sides. The area of the central green space must be equal to or greater than 0.1Ha.

Communal Green Space

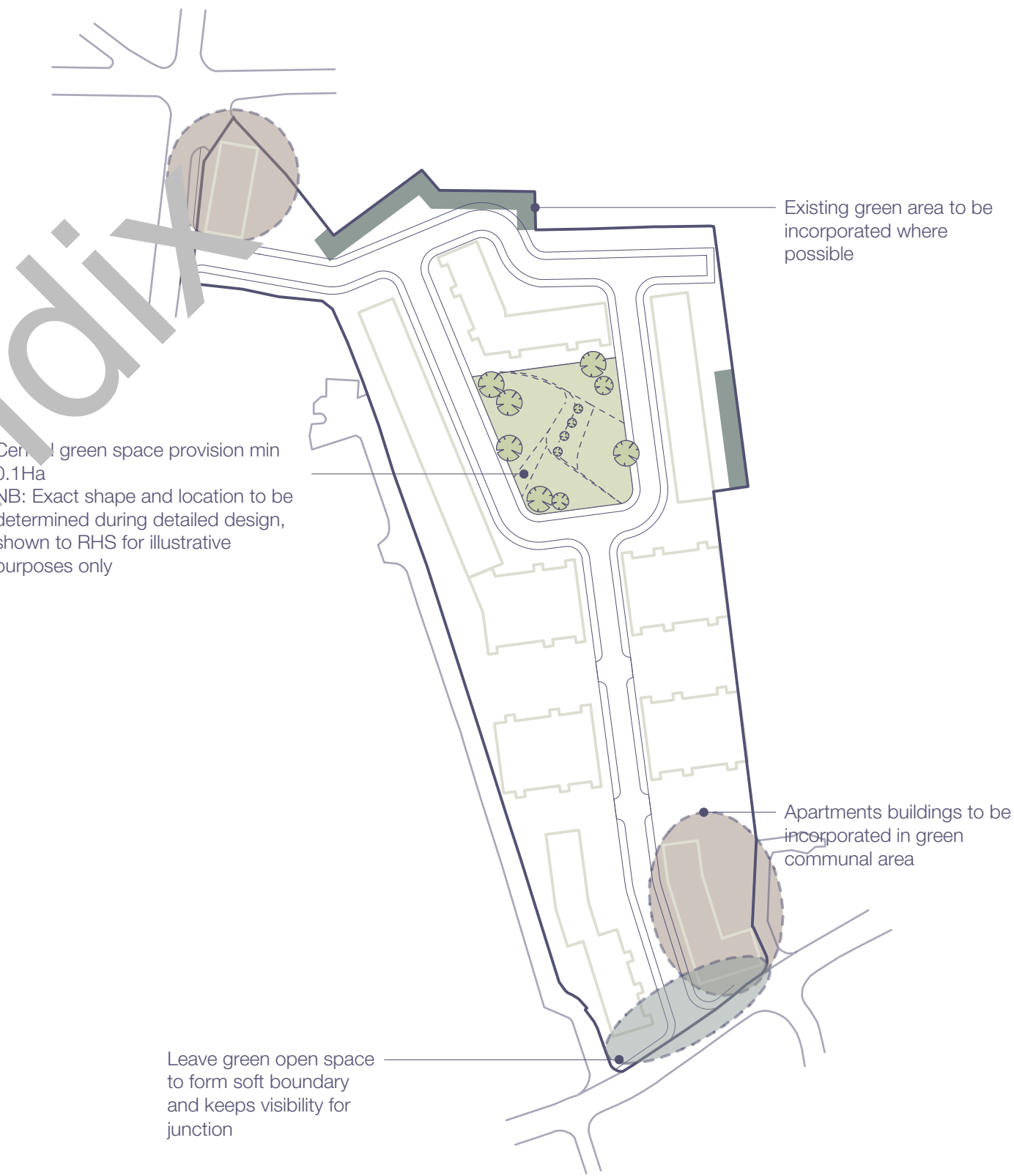
The apartment buildings must be set within areas of communal green space that can be used as amenity space for the residents of these units.

Green buffers should be provided to the rear of all visitor parking areas

Discretionary

Where possible, site boundaries should incorporate existing green areas

DC2.6 - Diagram



DC2 - SITE LAYOUT

DC2.7 - Site Boundaries

Mandatory

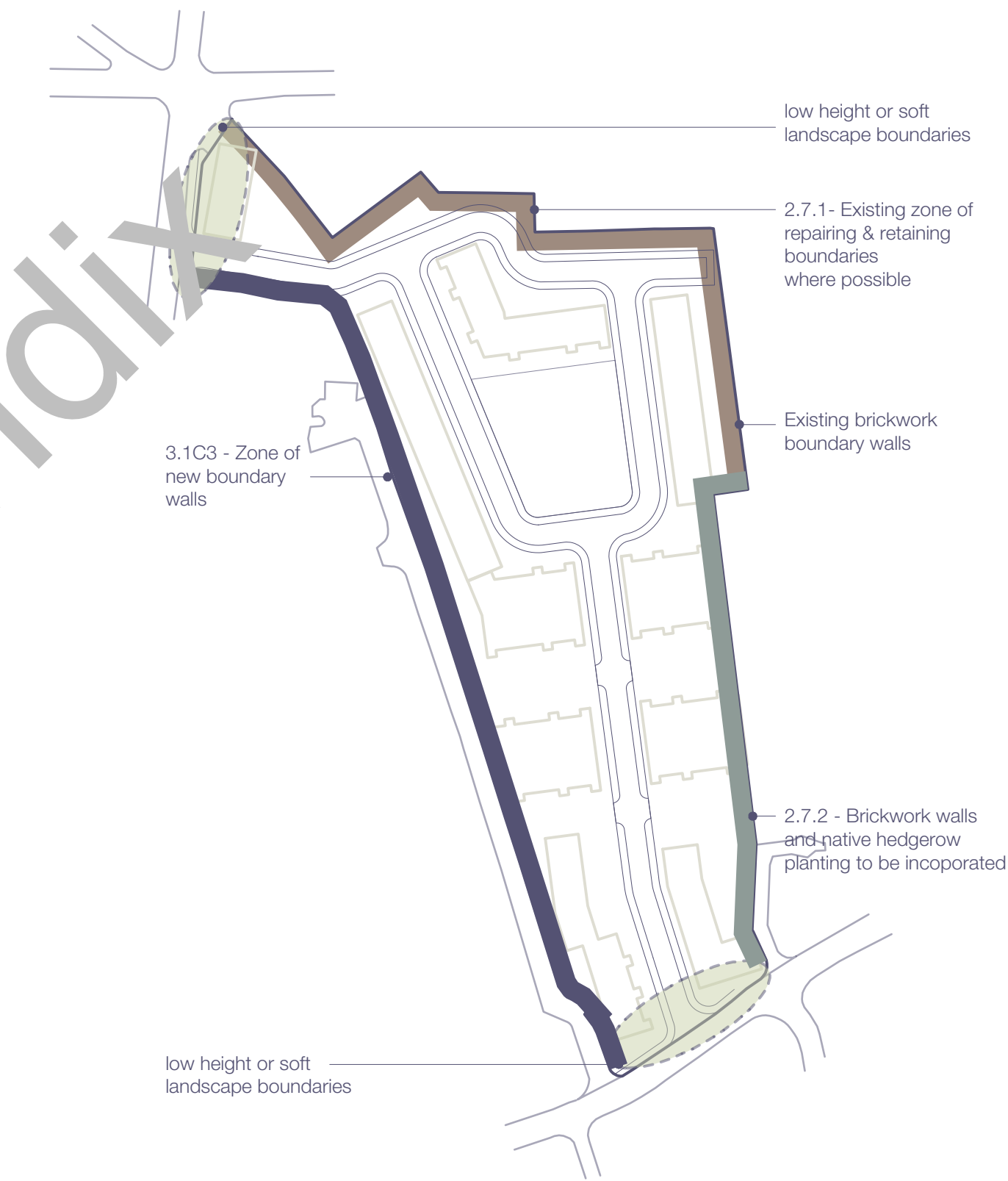
To the north and northeast areas of the site, the existing boundaries are generally to be retained and repaired. These form boundaries to existing properties and have some established trees and planting that form natural screening.

To the west and northwest boundaries are to be replaced with new brickwork walls set to a minimum of 1.8m height and detailed with a brick base at least 800mm high (see diagram DC3.1 C3)

To the southeast chainlink fencing is to be replaced with a combination of brickwork walls to a min height of 1.8m and native British hedgerow planting.

To the boundaries with Abbey Rd and Buckfast Way, low wall and soft landscape screening to give privacy to ground floor apartments should be provided at a height to be agreed with Notts County Highways to ensure suitable visibility of exiting the junctions J1 and J2

DC2.7 - Diagram



DC2 - SITE LAYOUT

DC2.8 - New Planting and Enhancing Biodiversity

Mandatory

Trees

The urban pattern in West Bridgford is overwhelmingly one of wide, tree-lined streets. Any new proposals for site layout and planting should incorporate plentiful new tree planting so that all areas of the site have trees positively designed in to the layout. Street trees within the adoptable roads and footways are acceptable but will incur a fee for ongoing maintenance from NCC. Consideration should therefore be given to incorporating trees into areas that will be maintained by the incoming management company / individual residents, such as the central green space, plot borders and site boundaries.

As a minimum:

New trees to be planted at a rate of 1 per 2 dwellings across the site. Any fruit bearing species must be on fully capped / remediated ground to ensure that contaminants are not introduced into the food chain.

An ecology plan must be submitted with any detailed proposals demonstrating how biodiversity is being significantly enhanced across the site.

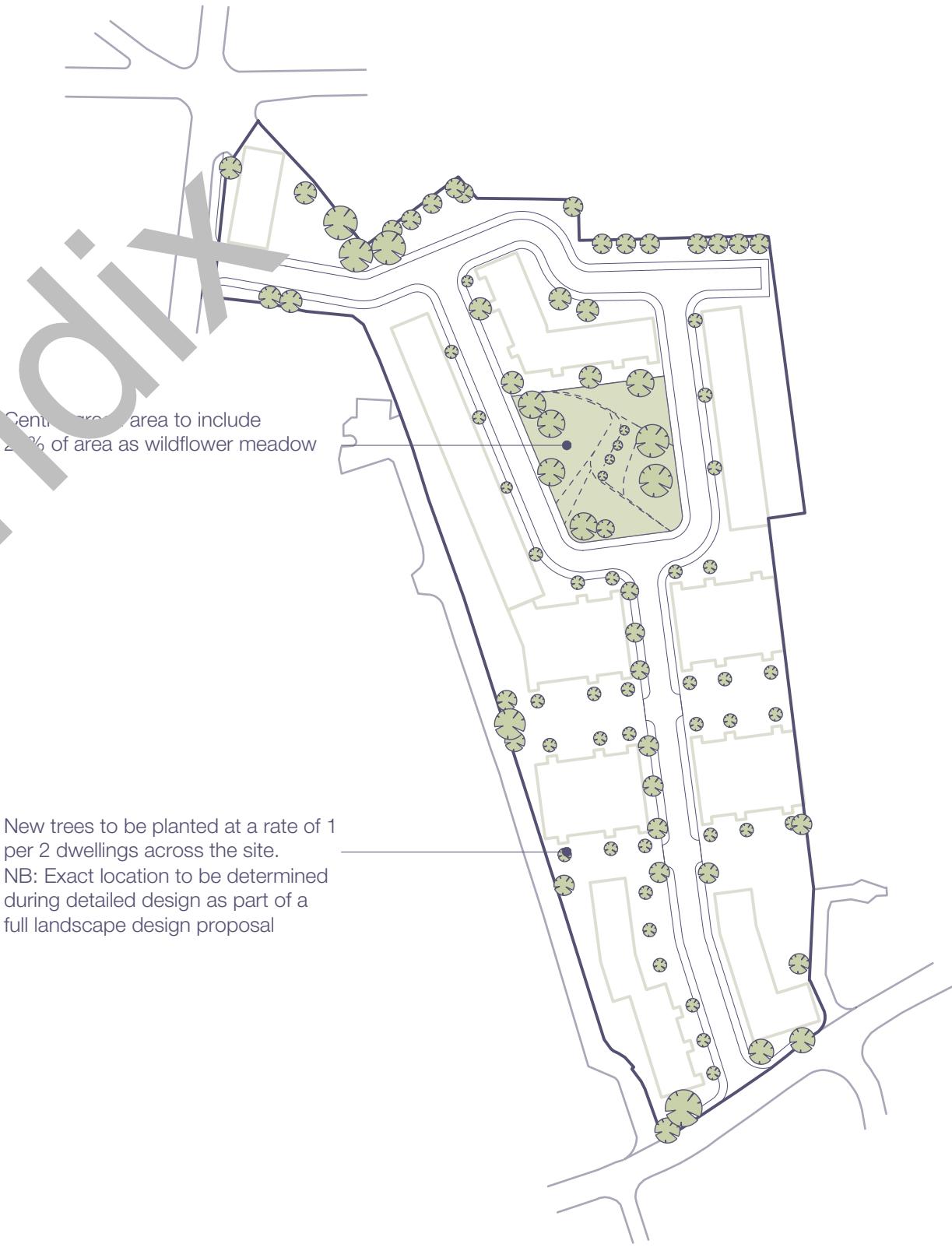
As a minimum:

Bat boxes and bird boxes are to be integrated into brickwork on buildings at a rate of 1 per 3 dwellings across the site.

All new trees, shrubs, hedges and bushes to be native species

Within the central green area a minimum of 20% of the whole green area, concentrated around trees, to be planted with wildflower meadow mix and left un-mowed throughout Spring, Summer and early Autumn months. This will improve biodiversity and reduce mower damage to tree root systems

DC2.8 - Diagram



Central green area to include 20% of area as wildflower meadow

New trees to be planted at a rate of 1 per 2 dwellings across the site.
NB: Exact location to be determined during detailed design as part of a full landscape design proposal

DC2 - SITE LAYOUT

DC2.9 - Play, Street Furniture and External Materials

Mandatory

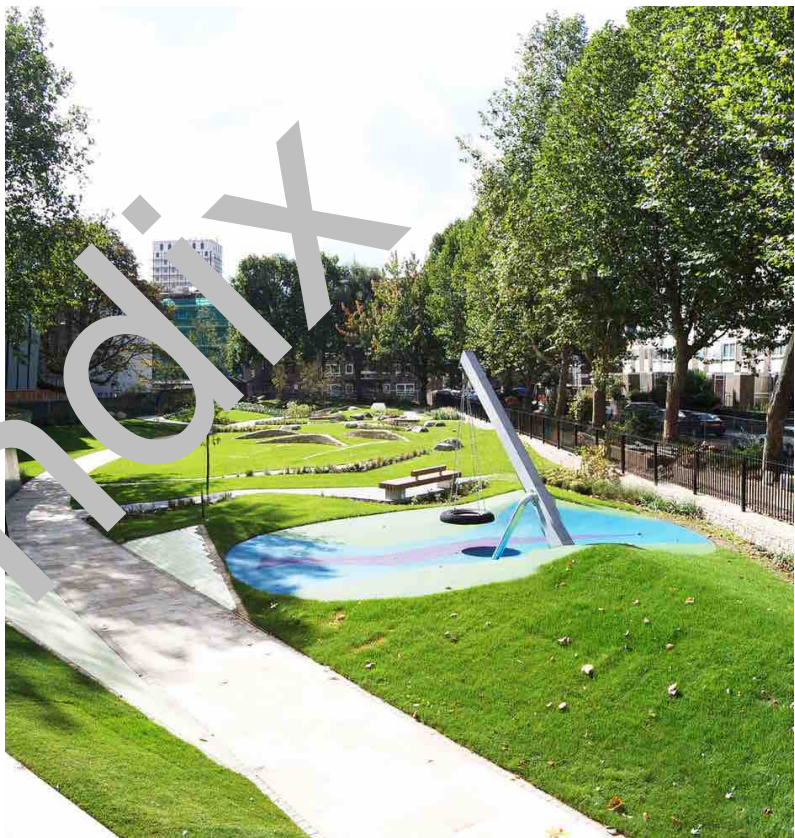
Playable Landscapes

The detailed proposals must provide proposals for communal play within the central green area. This is not to be play equipment but is to be delivered as playable landscape. See examples to rhs.

Vehicle Barriers

The central green space must prevent unwanted vehicles from driving onto the area, however bollards must not be incorporated in the detailed design. Vehicle barriers are to be provided by low brickwork walls (max 500mm high) or timber knee-rails. Access for ride on mower must be provided.

DC2.8 - Diagram



DC3 - PLOT DESIGN

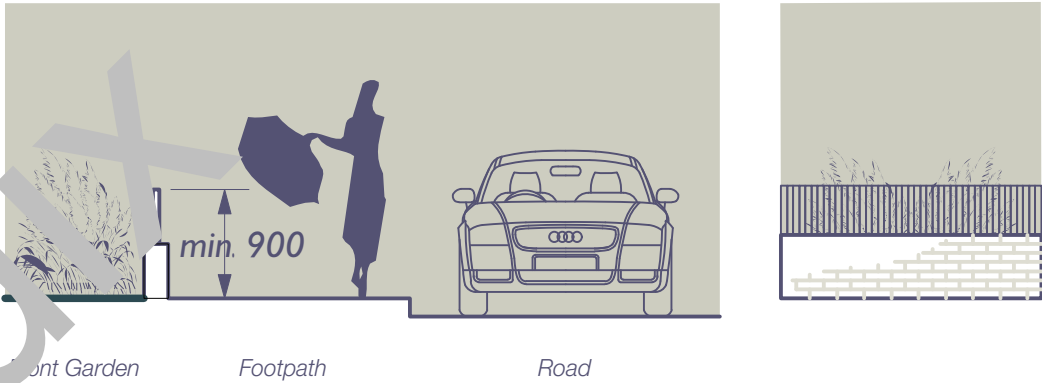
DC3.1 - Plot Boundaries

Mandatory

Plot Boundary Heights and Styles

Boundaries to the public realm and between plots must be clearly demarcated by using one of the boundary types shown in the diagrams to the RHS for each of the different conditions

DC3.1A - Front Plot-Boundary Conditions



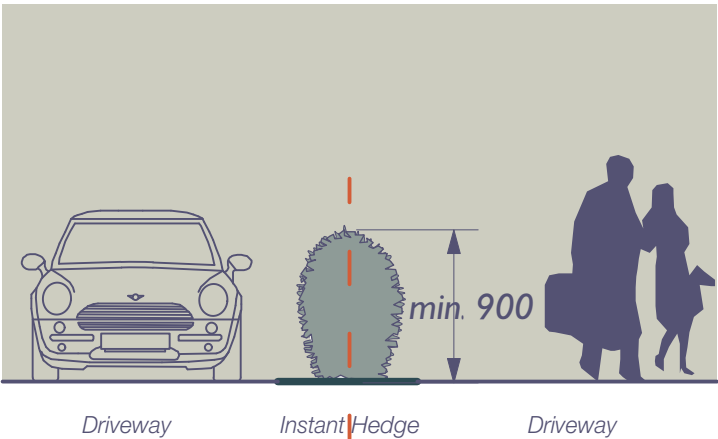
A1. Plots With Front Gardens Facing Onto Adoptable Roads - PPC Metal Railings on low wall



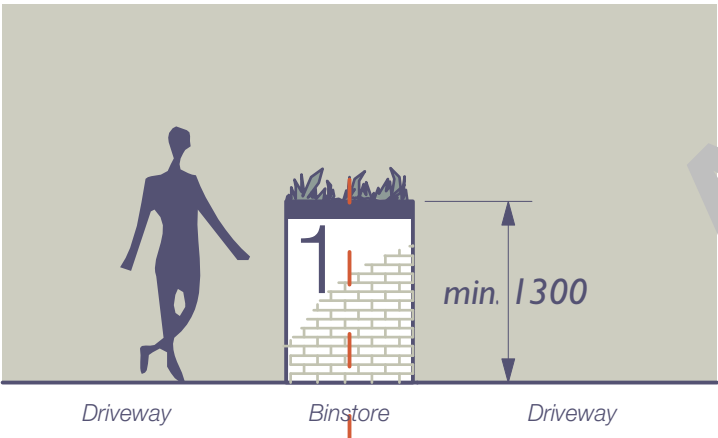
A2. Private Access Roads - No Raised Boundaries: Demarcation Only

DC3 - PLOT DESIGN

DC3.1B - Plot-Plot Side Boundary Conditions

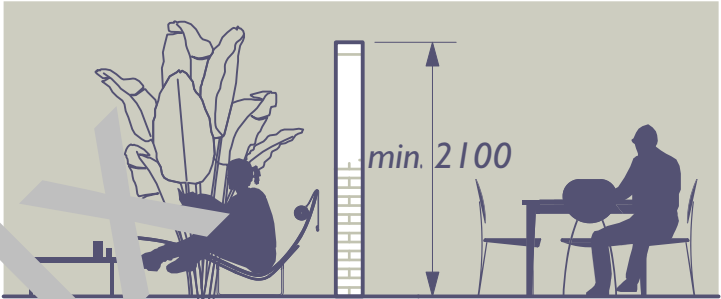


B1. Boundaries between front of adjacent dwellings - Soft Landscape Hedge

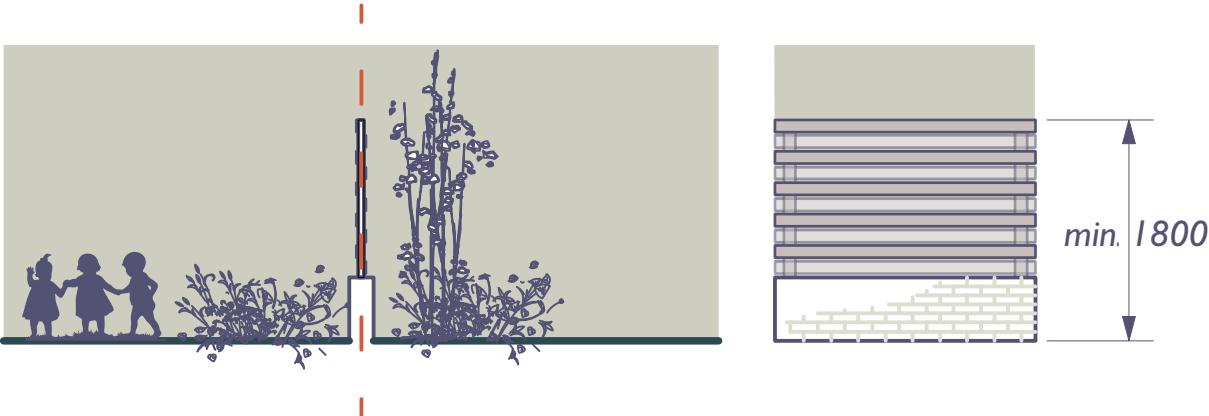


B2. Boundaries between front of adjacent dwellings- Ornamental binstore with roof garden

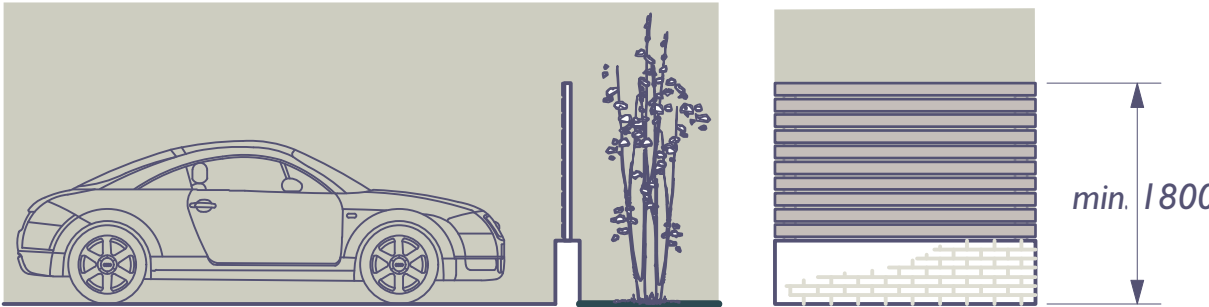
DC3.1C - Rear Plot-Boundary Conditions



C1. Boundaries between courtyards of adjacent dwellings - Wall



C2. Boundaries between rear gardens of adjacent dwellings- Timber fence on low wall



C3. Boundaries between dwellings and existing rear access road - Timber fence on low wall

DC3 - PLOT DESIGN

DC3.2 - On-Plot Parking: Driveways, Car Ports and Garages

Mandatory

The number of parking spaces as well as the general requirements for both apartment-block parking and visitor parking is to be provided as detailed in section DC2.5.

All on-plot parking for individual dwellings must meet the requirements below:

If a garage or car port is to be considered a parking space it must be the following minimum size:

Single - 3 x 6m

Single (Part M Accessible) - 3.3m x 6m

Double - 6 x 6m

Minimum depths for driveways with:

No garage or garage with roller shutter / inward opening garage door - 5.5m

Garage with up and over door - 6.1m

Garage with hinged outward opening doors - 6.5m

If tandem parking is to be adopted then an additional 5m to be added to the depths above

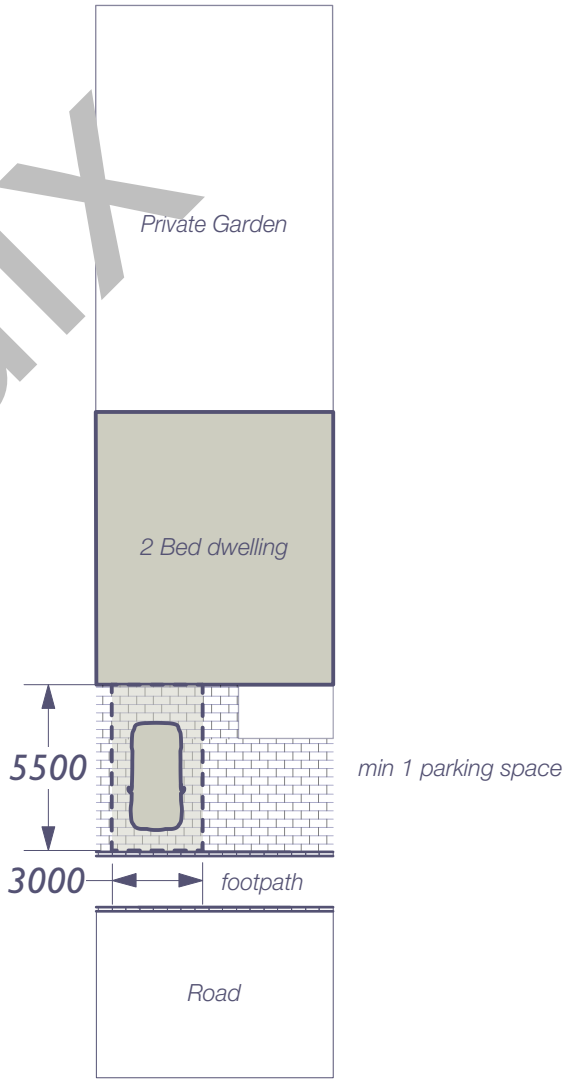
Minimum widths for driveways:

Single Car, single side access - 3m

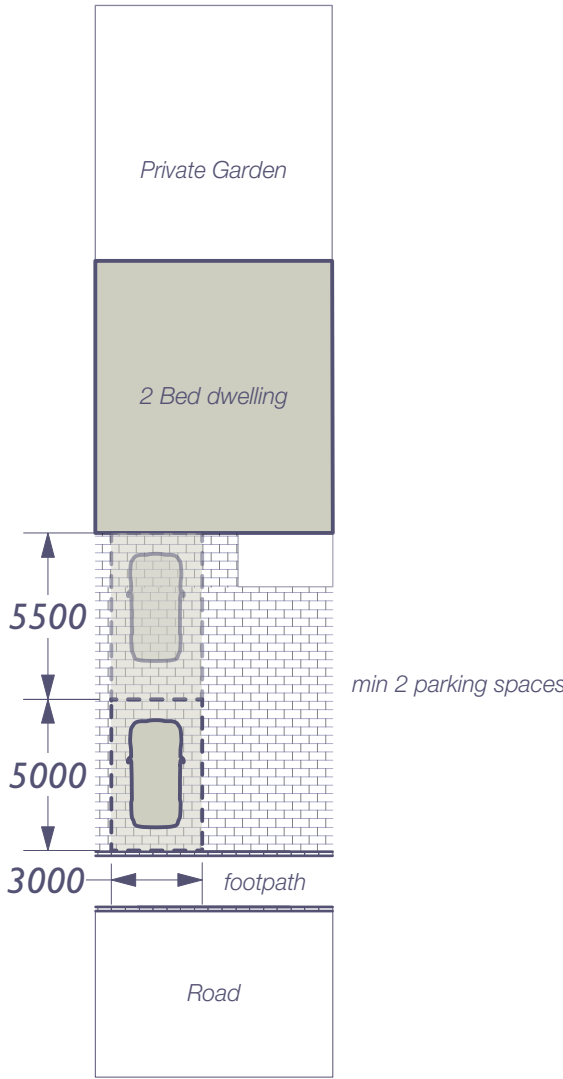
Single car double side access - 3.3m

Double car, add 3m to the width above

DC2.5 - Example of 2-bed Dwelling With and Without Tandem Parking



Preferred lower standards allow for larger rear gardens



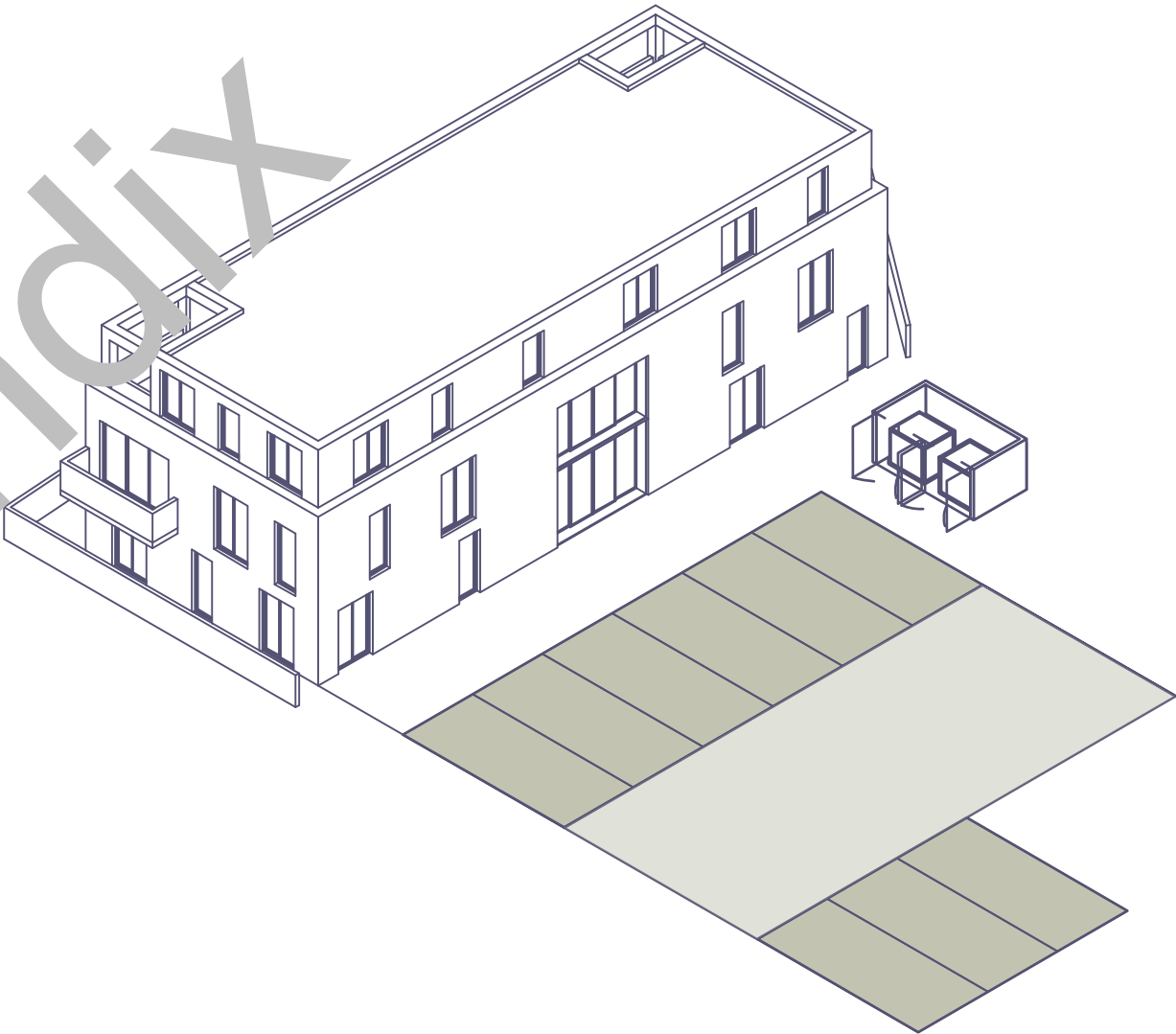
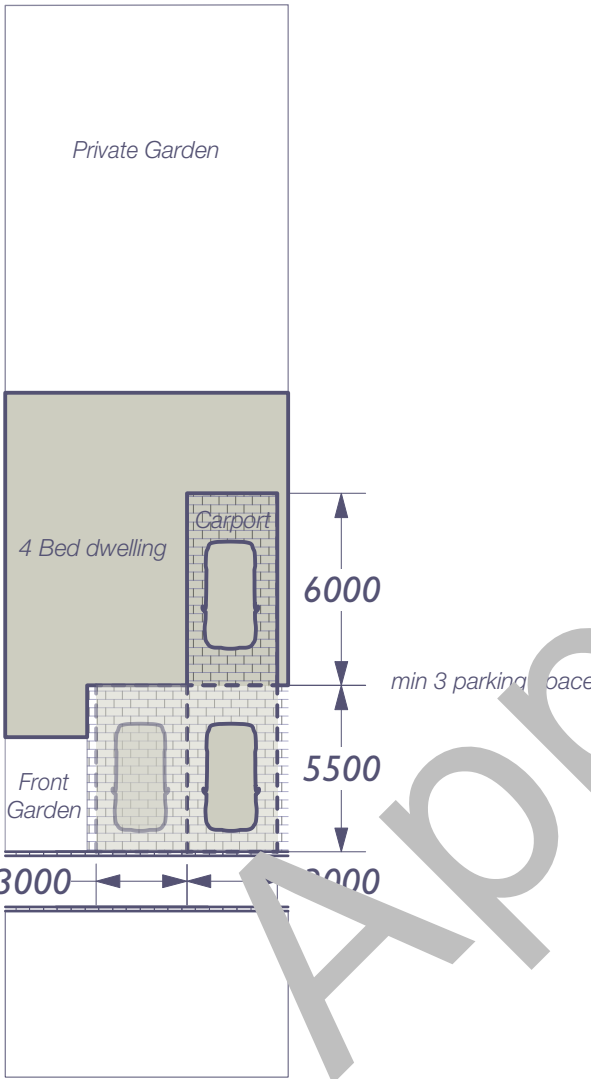
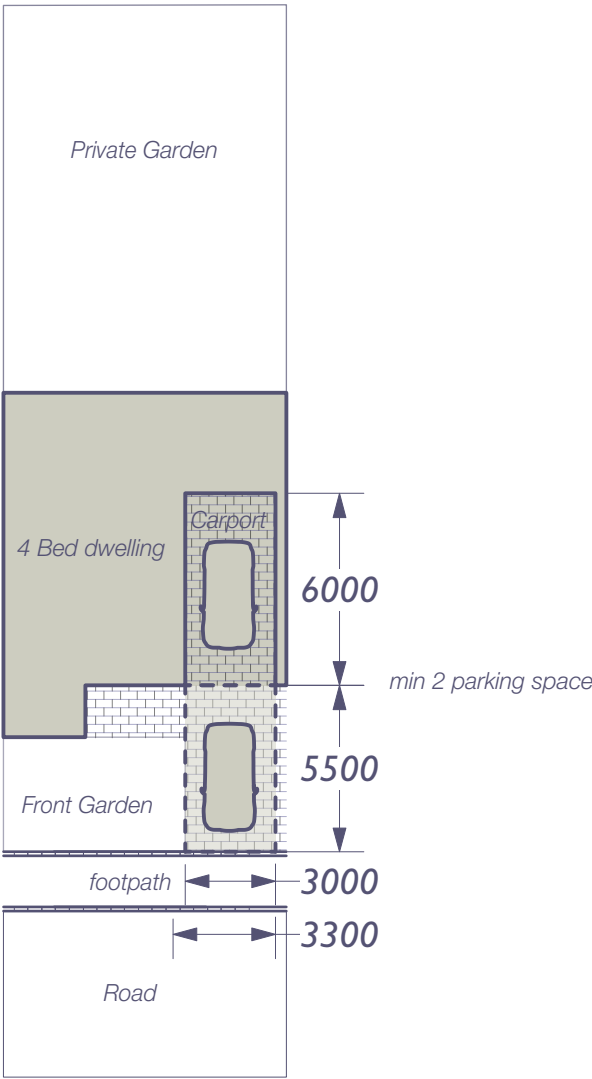
Notts County Highways Draft Residential Design guide standards pushes houses further back where tandem parking is required

DC3 - PLOT DESIGN

DC2.5 - Example of 4-bed Dwelling With and Without Dual Parking

DC2.5 - Example of Communal Parking To Apartment Block
NB: Accessible parking spaces will need to be included)

Page 29



Preferred lower standards allow for larger front gardens

Notts County Highways Draft Residential Design guide standards

1 and 2 Bedroom Apartments to have a minimum of 1 parking space / dwelling in grouped bays adjacent to apartment block

DC3 - PLOT DESIGN

DC3.3 - Outdoor Private Amenity Space

Mandatory

Each individual dwelling must provide private outdoor amenity space.

Apartments:

This will be delivered in the form of small areas of garden for ground floor apartments and balconies at first and second floor.

Private outdoor amenity space for apartments is to be a minimum of 3m2

Houses:

There is a demand for a mix of outdoor amenity types; including balconies, terraces, roof terraces and courtyards as well as the traditional model of front and rear gardens. Dwellings should reflect this and the detailed proposals will need to provide a mix of types across the site.

The minimum amount of outdoor amenity on any individual house typologies must be as follows:

- 2-Bed Houses - 60m2
- Semi-Detached Properties - 70m2
- Link-Detached Properties - 80m2
- Detached Properties (if provided) - 100m2

The above figures for houses must always exceed the footprint of the house (excluding garage or carport). The outdoor amenity space can include any soft or hard landscaping inside the plot boundary including driveways, but not including car ports or garages in the calculations.

NB: Where terraces are provided above garages or car ports they must either not directly adjoin another neighbouring terrace, or if they do must have a wall constructed between them to ensure privacy.

Landscaping:

Due to the contaminated ground on the site all landscaped areas within plots must have the ground fully remediated where there is outdoor amenity. This can be in the form of capping with a capping design is suited to the proposed planting. On-plot tree and shrub planting is encouraged, particularly towards the front of plots to enhance the overall landscape quality. This aspect must therefore be dealt with in accordance with a sitewide remediation strategy.

DC2.5 - Example images of small courtyard gardens, terraces and balconies



DC3 - PLOT DESIGN

DC3.4 - Refuse and Recycling Storage

Mandatory

Each individual dwelling must provide space to store refuse and recycling wheelie-bins out of the public eye.

Apartments:

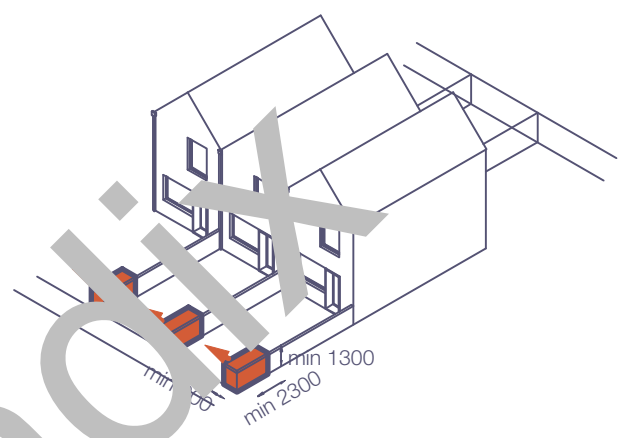
These will be within larger communal bin stores containing shared 1100L bulk storage wheelie bins. These can be either built-in to the apartment block or near to the main entrance door to the apartment block and provided as a stand alone store. These need to have a dropped kerb access onto an area either adjacent to the highway or within an area whose access is designed to take RBC refuse vehicle.

Houses:

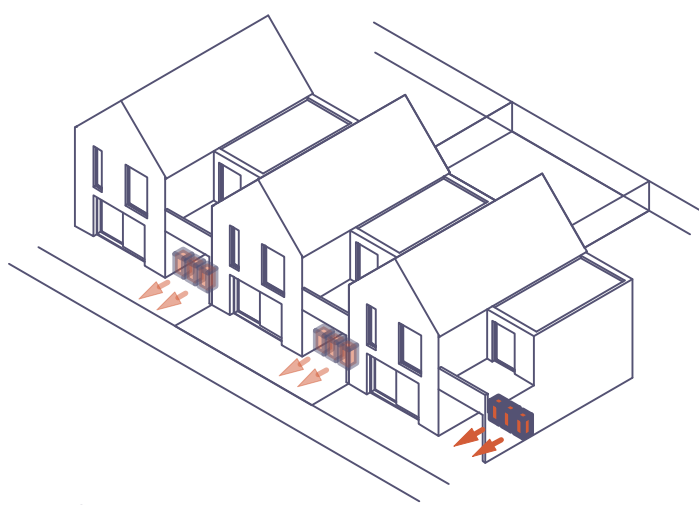
Properties will be allocated 3no standard wheelie-bins and must provide integrated storage for these. In all properties that do not have access through to a rear garden this must either be:

- within the car port / garage
- or
- in a separate bin store at the front of the property. Acceptable forms for these are shown in the adjacent diagrams.

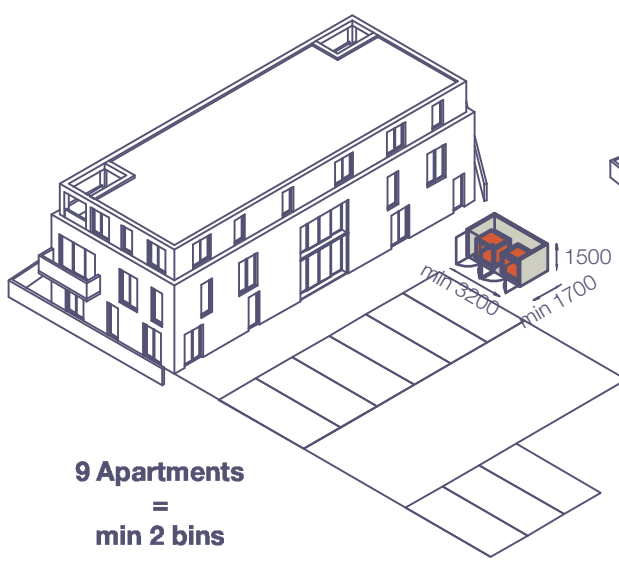
DC2.8 - Diagram



B1. Storage in front of houses
Bins are kept in purpose built stores in front of the houses along the property boundary



B2. Storage in car port
Bins are kept in purpose built stores within the car port



B3. Communal Storage within shared grounds
A communal store which requires screening/landscaping, close to the street boundary



B4. Communal Storage within apartment building
Bin storage is provided within the common parts but close to the street boundary

DC4 - BUILDING DESIGN

DC4.1 - Typologies

Mandatory

The incoming developer can choose the precise building type and layout whilst ensuring the overall layout and design meets the other criteria set out throughout this design code. However, when choosing any of the following types, individual requirements must be met for each of them as follows:

Apartments:

If single aspect, apartments must have the wide side of the plan form on the external wall to maximise opportunity for daylight.

Terraced Housing:

Must be dual-aspect to front and back

Semi-Detached (Back to Back):

Must be dual aspect front and side. Active side elevations should face onto an inactive side elevation of the adjacent property to ensure privacy is maintained. At ground floor a courtyard must be included at the rear of the arrangement to ensure daylight is brought into the rooms at the back.

Semi-Detached (Side to Side):

Must be dual-aspect to front and back. Side windows are permitted at ground floor and to halls and stairs but not bedrooms or bathrooms, unless a corner unit facing the public realm or overlooking / privacy has been designed out and can be clearly demonstrated

Link-Detached:

Car-ports or garages to form the link element between properties, with outdoor amenity terraces between them. Must be dual aspect front and back, with optional side aspect to terrace. Active side elevations should face onto an inactive side elevation of the adjacent property to ensure privacy is maintained.

Detached:

Must have at least a 1m clear space between the property and any boundary wall to the side. Must be dual aspect to front and back. Side windows are permitted at ground floor and to halls and stairs but not bedrooms or bathrooms, unless a corner unit facing the public realm or overlooking / privacy has been designed out and can be clearly demonstrated

DC4.1 - Diagram



DC4 - BUILDING DESIGN

DC4.2 - Heights, Form, and Roof Types

Mandatory

Building Heights:

Buildings must not exceed the overall heights given in the diagram to the right hand side showing the zones where taller building heights are unacceptable.

Apartment Buildings:

Apartment blocks are expected to be 3-storey buildings and as such must either have a flat roof or be constructed as 2 full-storeys plus an additional storey of room-in-roof construction to avoid excessive overall building heights.

Room in Roof Construction:

Minimum head height of any usable floor space within pitched roof construction is to be 1.8m.

Pitched Roofs:

All pitched roofs must be duo-pitch form and have a pitch between 40 - 50 degrees and be consistent in pitch across buildings. Varied roof pitches are not acceptable.
Hipped roof forms are not acceptable for this scheme
All pitched roofs, whether rooms are included within the roof space or not must be constructed in such a way that the space within them is readily usable. Trussed rafters (except attic truss form) are not acceptable.

Flat Roofs:

Must make up no less than 30% of all buildings across the site to give variety in forms. Apartment blocks count 1 building.
Flat roofs must be parapet form with hidden gutters
Flush fascia boards and overhanging flat roof forms are not appropriate

Discretionary

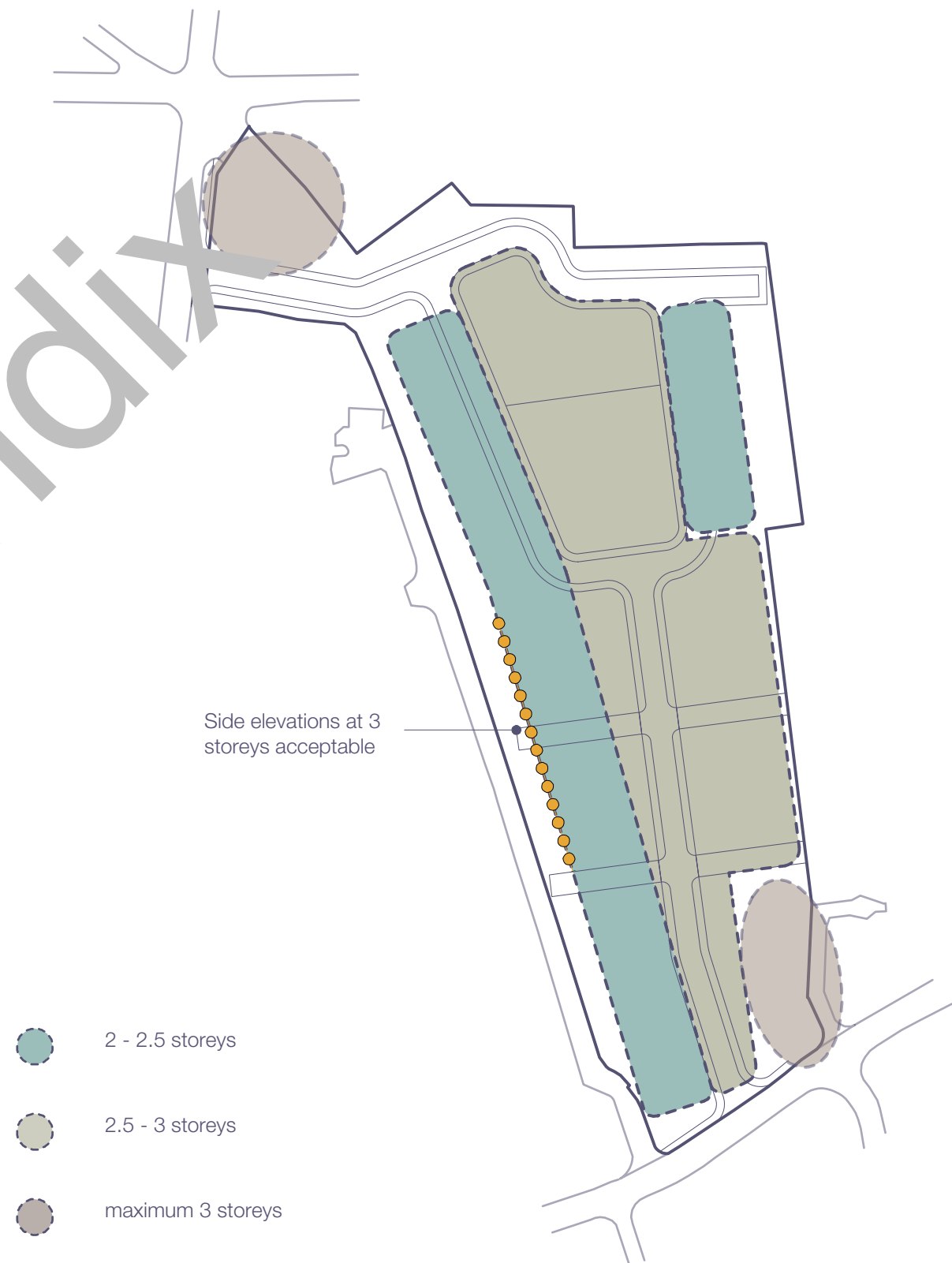
Form:

Where duo-pitch roof forms are used they are generally preferred with gable ends facing onto streets. This is particularly so with the terraced and link-detached house types.

Use of Flat Roofs As Roof Terraces:

Flat roofs could form successful roof terraces, green roof gardens. These are permitted within the design code but due to the likely height would be subject to careful consideration in regard to overlooking of the rear of existing and proposed properties.

DC4.2 - Diagram

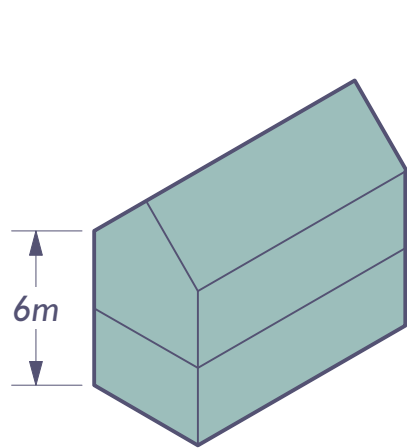


DC4.2 - Heights, Form, and Roof Types

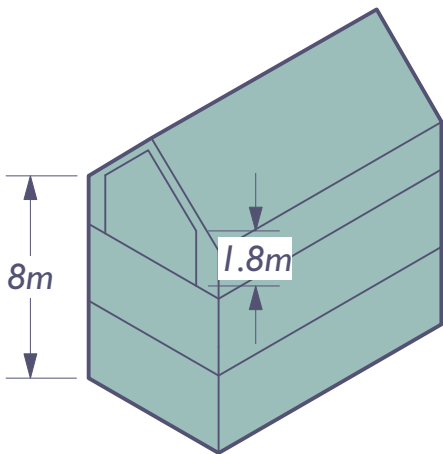
Roof pitch to be between 40 - 50 degrees

Room-in-roof construction can be used to avoid excessive overall building heights

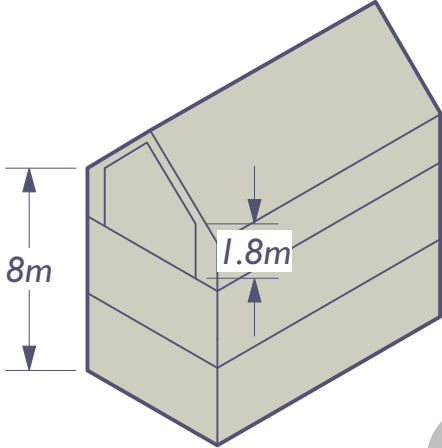
Terrace set back not less than 2m



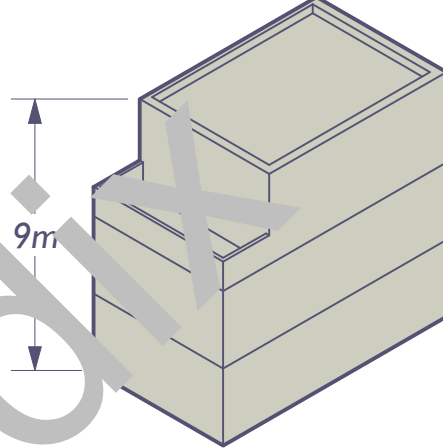
H1. 2 STOREY
Max 6m to eaves
Minimum ceiling height 2600mm



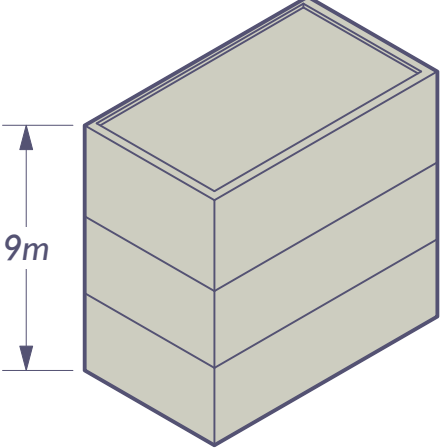
H2. 2 1/2 STOREY
Max 8m to eaves
Minimum ceiling height 2600mm



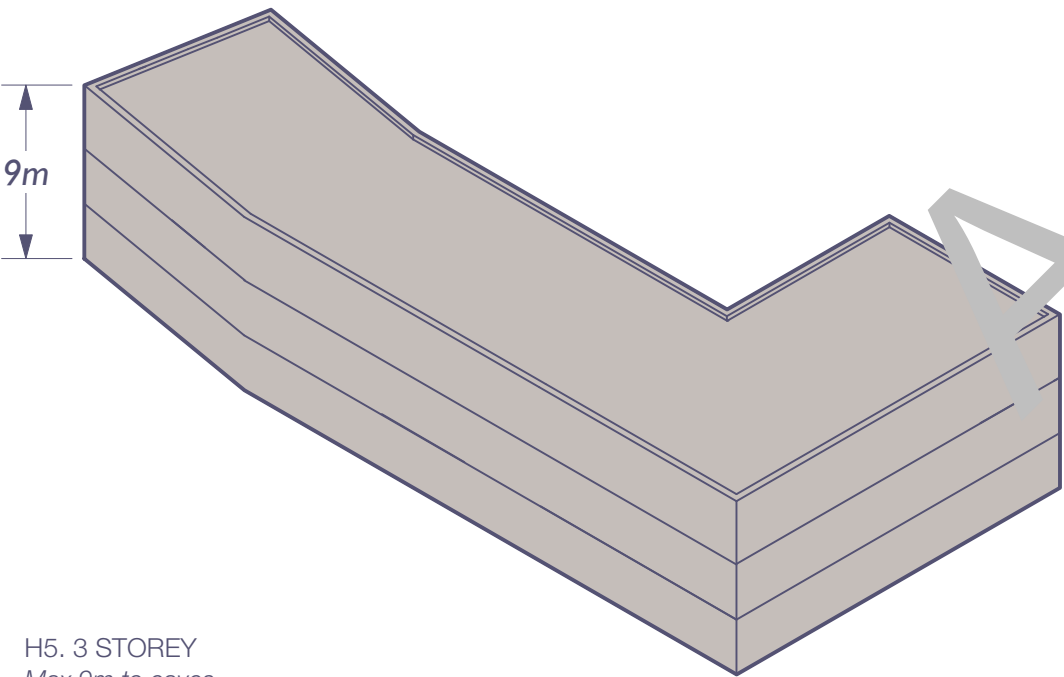
H2. 2 1/2 STOREY
Max 8m to eaves
Minimum ceiling height 2600mm



H3. 3 STOREY
Max 9m to eaves
Minimum ceiling height 2600mm

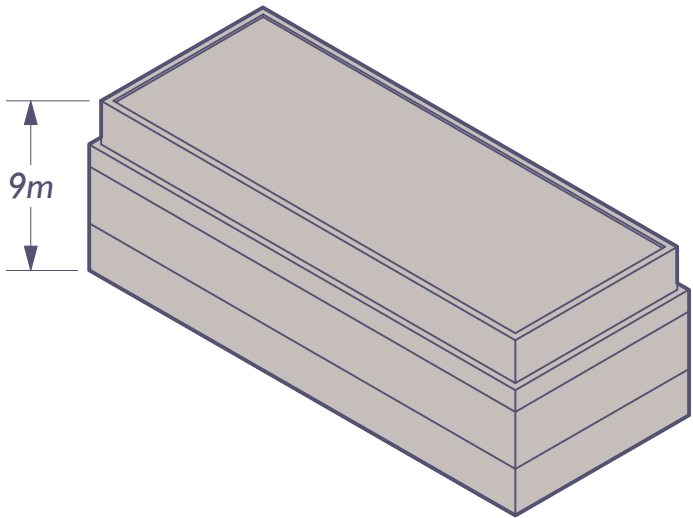


H4. 3 STOREY
Max 9m to eaves
Minimum ceiling height 2600mm



H5. 3 STOREY
Max 9m to eaves
Minimum ceiling height 2400mm

Top floor set back not less than 500mm



H6. 3 STOREY
Max 9m to eaves
Minimum ceiling height 2400mm

DC4 - BUILDING DESIGN

DC4.3 - Key Building Design Principles

Mandatory

Character, Unity and Rhythm:

The skyline must be one of clearly defined and articulated profiles utilising repetitive forms in a harmonious way - to create legibility and a clear identity.

The site is very close to West Bridgford town centre, which is more urban in character but is also within an established area of housing that is suburban in nature. The form and character of this new development must reflect this duality with apartment buildings and terraced groupings as well as looser forms such as semi-detached and link-detached housing. Large individual detached houses within large plots are unlikely to be suitable for this site.

Active Frontages:

All dwellings that face onto the public realm, particularly the central green space and main access route through the site must have active frontages to these elements. This means that entrances, windows, balconies and terraces must face the public realm, which helps to provide both passive surveillance and visual interest.

House types must be adapted for corner plots and end gables of houses whose main front entrance faces a perpendicular side street to accommodate the need for active frontages.

Variety:

Whilst some housetypes may be identical in form, layout and scale; variety should be provided within this in order to avoid a monotone environment. This must be achieved through providing varied materials, fenestration patterns or with the introduction of specific details such as textured brickwork. Use of hanging forms where appropriate is acceptable.

To achieve the overall requirement for variety there is to be a maximum of 3 dwellings in a row that use the same brick colour / tone, fenestration pattern, construction detailing or building form. The only exception to this are terrace groupings of 2-bedroomed houses, which due to their size could be excluded from this requirement.

Further requirements for variety are defined in the materials and building detailing sections.

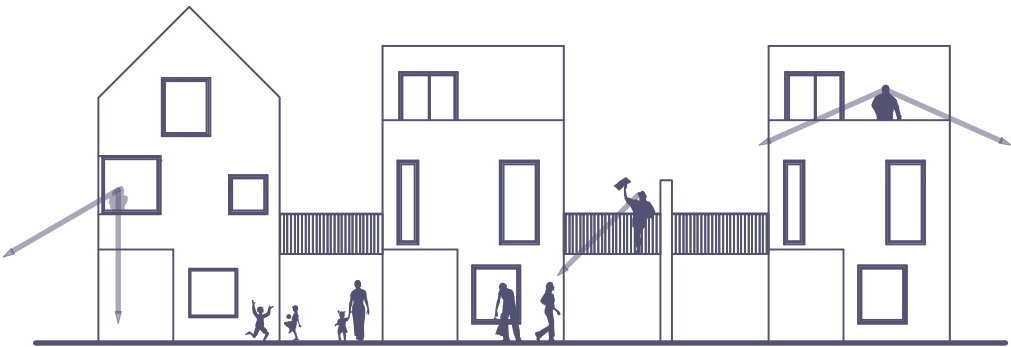
Defined Plots:

All individual dwellings should have immediately recognisable identity as an individual unit, regardless of whether they form part of a wider grouping. This should be articulated through a clearly identifiable building form with a clear front entrance, visible boundaries (even if set within paving) as well as individual features such as house numbering, car ports and terraces.

DC4.2 - Character | Unity and Rhythm



DC4.3 - Active Frontages



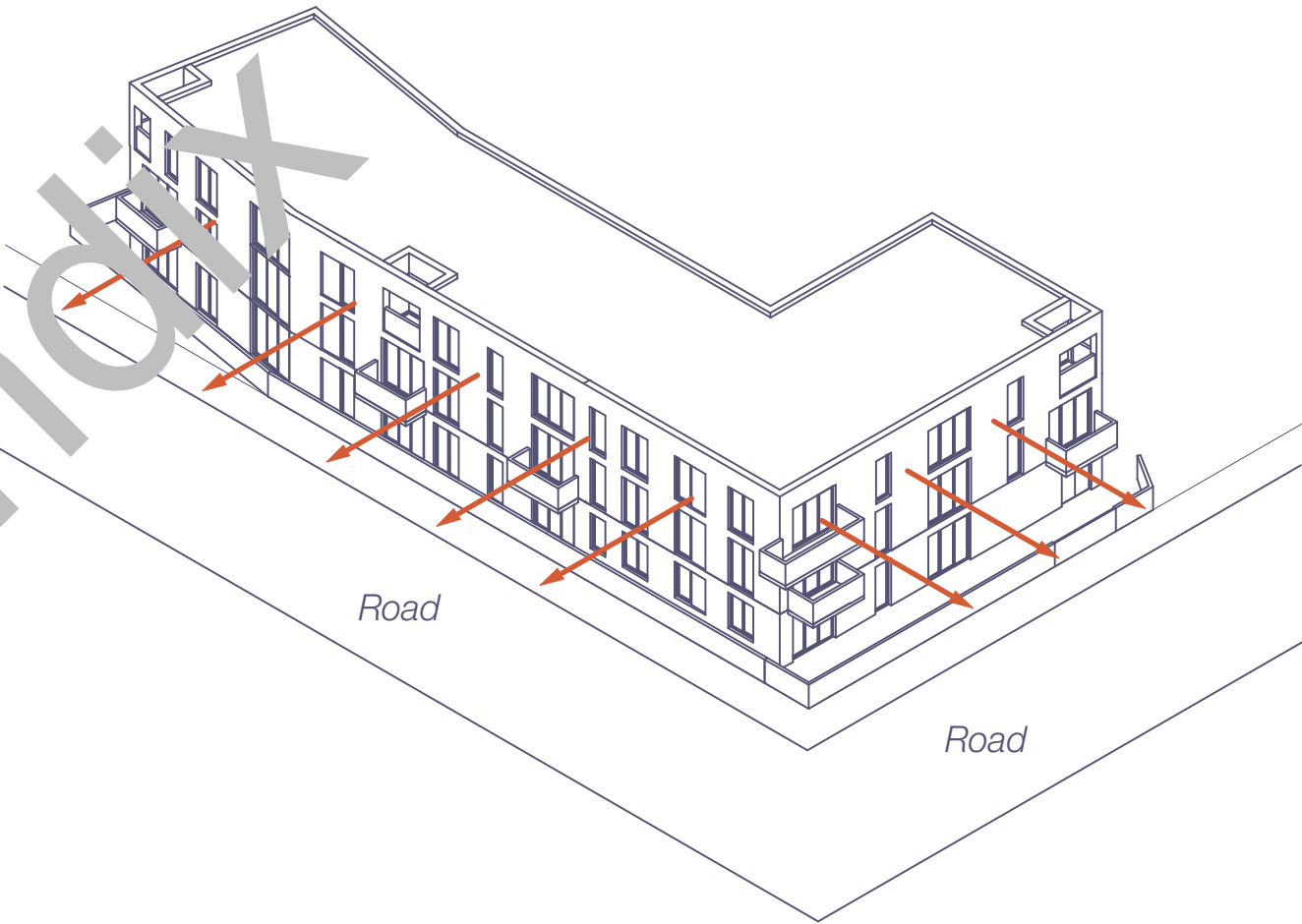
F1. TERRACES AND CORNER WINDOWS



F2. FREQUENT LARGE-FORMAT FENESTRATION



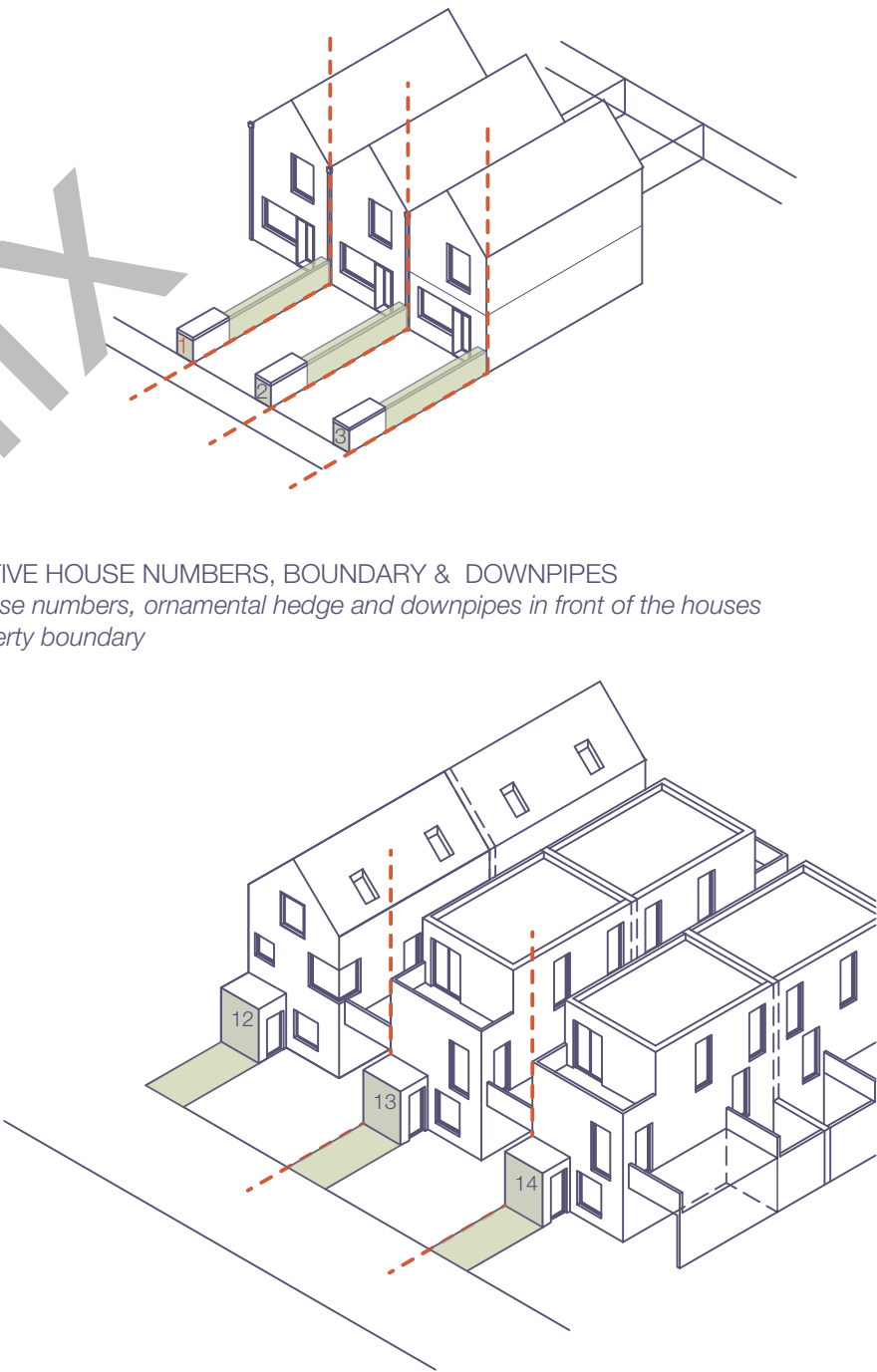
F3. TERRACES AND GARDENS



F4. CORNER SITES
Corner sites are visually prominent and have two frontages that must both be expressed as primary elevations with active frontages

DC4.3 - Variety

DC4.2 - Defined Plots



D1. DECORATIVE HOUSE NUMBERS, BOUNDARY & DOWNPIPES
Decorative house numbers, ornamental hedge and downpipes in front of the houses along the property boundary

D2. DECORATIVE HOUSE NUMBERS & PLANTED ZONE
Decorative house numbers and planted zone at the front of the houses

DC4 - BUILDING DESIGN

DC4.3 - Building Details

Mandatory

Overall Concept:
While the urban design principles and building forms may utilise an established and traditional approach, to meet the overall vision for the site the buildings themselves must be detailed in a contemporary and high-quality way. Faux historic styles and details will not be considered appropriate or acceptable.

Roof Eaves and Verges:
To be clipped not projecting eaves and verge details without verge or barge boards.

Porches:
Where included porches should be properly integrated and constructed of materials used elsewhere on the building and must not simply be a decorative 'bolt-on' element. Parapet flat roof porches are preferred.

Fenestration:
The intention for the design of the dwellings is that they are light and bright open plan spaces that maximise the opportunity for views and daylight. Windows must therefore be generously sized and have vertical division in the format shown in the diagrams opposite to the appropriate locations as shown.

Window and door reveals must be a minimum of 150mm deep. The only exception to this is for framed projecting windows. If projecting windows are developed as a construction detail the projecting sides and surrounds must be ppc metal in a colour and finish to match the window frames.

Balconies:
Balconies must be constructed as cantilevered and inset types only. Column supported or tensile rafter hung type are not acceptable. Balustrade will be constructed of consistent vertical metal fins spaced no further apart than 100mm, overall height 1100mm.

Utility Meters
Must not be sited on front face of property. They are to be located on rear of bin store or on wall within car ports and not allowed to become highly visible from street.

Dormer Windows:
Dormer windows, where required for room in roof conditions are to be flat roofed, dark grey standing seam metal construction.

Rainwater Goods:
Careful consideration must be given to ensure rainwater goods are discreet and do not dominate any visible facade. Where they will naturally be visible such as on gable fronted terraces, they must be located with a simple hopper and downpipe in a central, consistent position.

Chimneys:
Are not permitted

DC4.2 - Diagram



DC4 - BUILDING DESIGN

DC4.3 - Construction Materials Palette

Mandatory

Refer to examples shown in the material palette to the RHS for acceptable types and colours.

Pavings:

Small format permeable block paving and edgings to all private access roads, common external areas including visitor and apartment parking, driveways and private footpaths.

Walls:

External walls must be constructed with facing brick. Each dwelling should only be constructed from one brick type.

Four brick types must be chosen and agreed from the general brick types shown in the adjacent diagrams for use across the whole site. Each type must then be used at a minimum of 10% and maximum of 30% of all buildings.

Contemporary brickwork detailing must be incorporated into the scheme on at least 20% of all buildings.

Standing seam metal or planked composite cladding panels in colours complementary to windows must be introduced as a secondary material in non-vulnerable locations such as upper floors to produce variety.

Windows:

To be either dark grey, bronze or green grey PPC aluminium or Alu / timber composite frames. uPVC frames are acceptable only if they are ultra-slimline profiles.

Entrance Doors:

To be vertically planked design with either treated hardwood finish or PPC Aluminium face. Ironmongery to be stainless steel. Full height glazed sidelights to be included to all locations where space allows.

Pitched Roofs:

Metal standing seam, natural slate or plain tiles are acceptable roofing materials. Interlocking or concrete tiles are not appropriate.

Balconies, Guarding and External Railings:

Balustrades, structure, edging and soffit must be PPC metal, finished to exactly the same colour as the adjacent windows.

Rainwater Goods:

All hoppers, gutters and downpipes are to be simple non-decorative forms in PPC metal, finished to exactly the same colour as the adjacent windows.

DC4.2 - Images

- Brick Option 1
Buff Multi Tonal brickwork
+ brickwork pattern
+ natural mortar
- Brick Option 2
Black brickwork pattern
+ black mortar
- Brick Option 3
White Multi Tonal
brickwork
+ mid grey mortar
- Brick Option 4
Deep red/orange to
match traditional local
brickwork + natural mortar
- Brick Option 5
Buff & Brown Multi Tonal
brickwork
+ light grey mortar



DC4.3 - Construction Materials Palette

Door Option 1
*Vertically planked
hardwood finish*



Door Option 2
*Vertically planked PPC
Aluminium face*



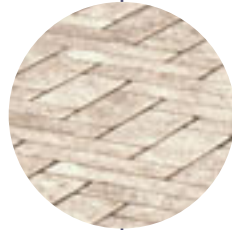
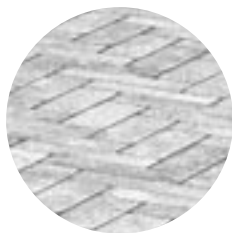
Windows / Metal Details
Option 1
*Bronze or green grey
PPC Aluminium*



Option 2
*Dark grey PPC
Aluminium*



Paving Options
*Permeable Block Paving
in different colours*

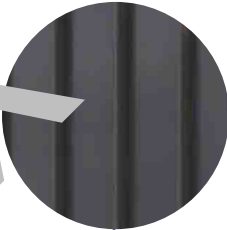


DC4.2 - Images

Roof Option 1
*Any variety of plain clay or
smooth red/grey plain
concrete tiles of a slim profile.*



Roof Option 2
Standing seam metal



Additional Options for
Flat Roofs Only
*Any variety of green roof,
felt, EPDM or breglass*



Cladding Option 2
Standing seam metal



Cladding Option 1
*Planked composite
cladding panels*



DC5 - DELIVERING QUALITY

DC5.1 - Warranties & Standards

Mandatory

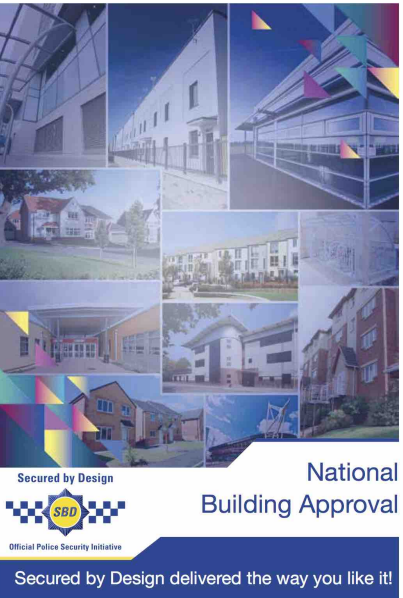
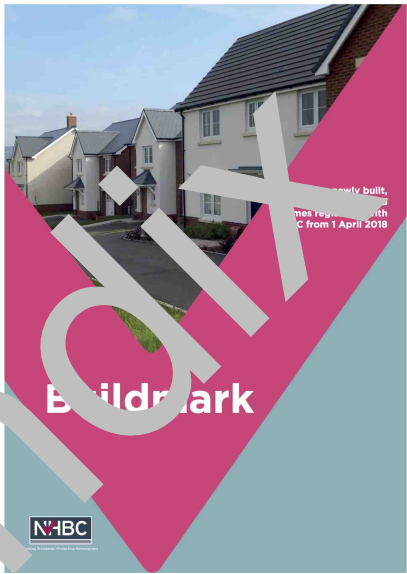
Building Warranty

The developer must provide a 10-year house building warranty through any of the following accredited providers:

- NHBC
- LABC
- Premier Guarantee

Secure By Design

The overall development must provide at least 'Silver' Secure By Design standard



DC5 - DELIVERING QUALITY

DC5.2 - CO2 Emission Reduction (Energy Efficiency)

Mandatory

Enhanced Standard Above Building Regulations Requirements:

The developer must meet a requirement for all new dwellings on the site of:

A **19% reduction** on the Dwelling Emission Rate (DER) against the Target Emission Rate (TER) based on the 2013 Edition of the 2010 Building Regulations (Part L) whilst meeting the TER solely from energy efficiency measures as defined within the SAP calculation model.

NB: For absolute clarity, the reference to 'solely energy efficiency measures' refers to DER against the TER (ie: the current requirements of Part L 2013) not to the 19% improvement factor.

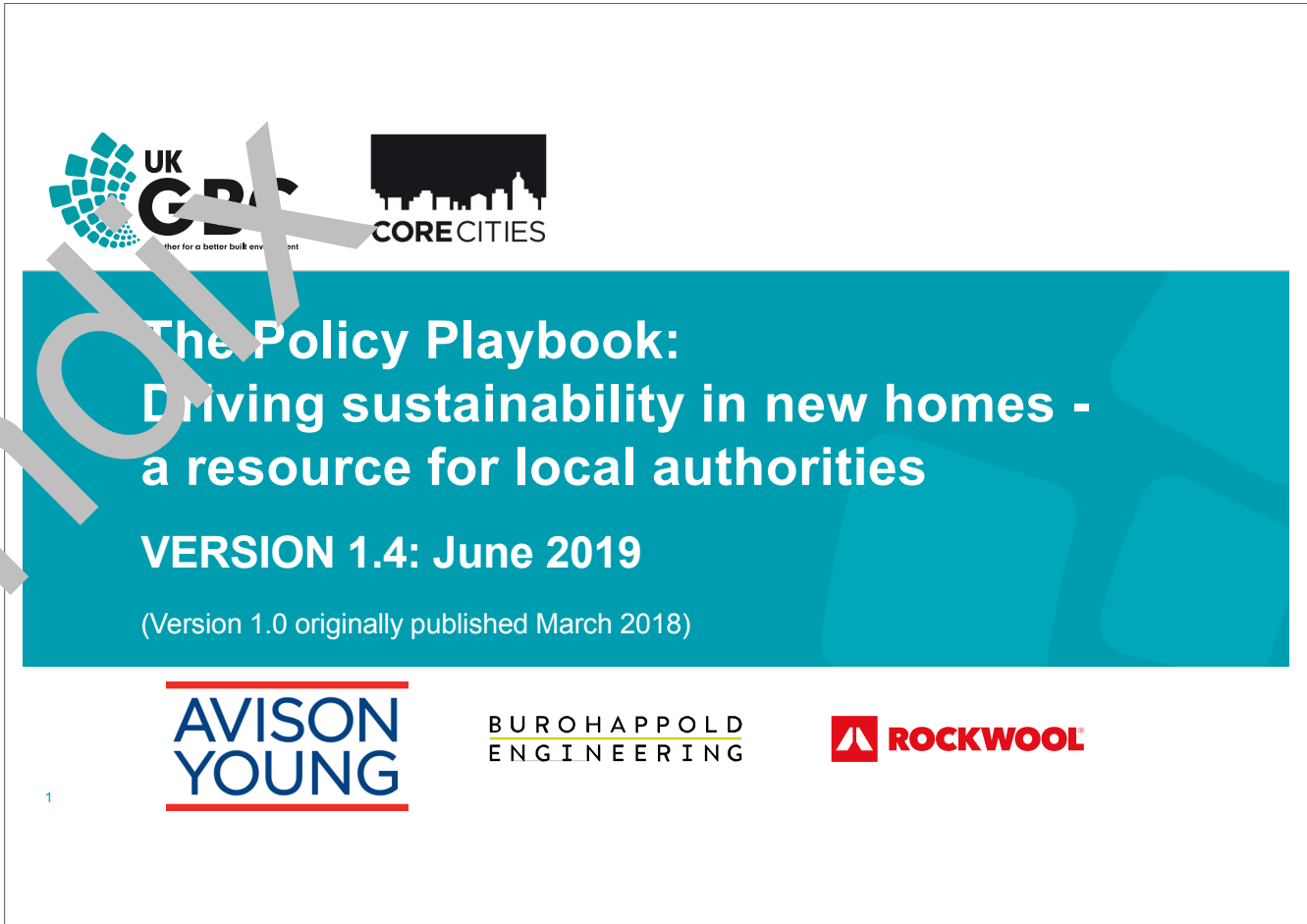
Notes

For further details of this requirement and why this has been set at this specific level please refer to the UK Green Building Council Document:

The Policy Playbook: Driving Sustainability In New Homes - A Resource For Local Authorities (V1.4 June 2019)

This is available for download from the following website resource:

<https://www.ukgbc.org/wp-content/uploads/2018/09/The-Policy-Playbook-v.-June-2019-final.pdf>



DC5 - DELIVERING QUALITY

DC5.3 - CO2 Emission Reduction (Energy Type)

Mandatory

No Gas, Liquid or Solid Fuel Burning Appliances Within The Development:

The developer must meet all of the cooking, heating and hot water demands for all new dwellings on the site without the use of gas or liquid fuel burning appliances including gas or oil-fired boilers, or any type of solid-fuel burning appliances including wood burner stoves.

NB: This requirement is not extended to the recreational use of BBQ equipment by residents, which is permitted.

Electric solutions that are **not acceptable:**

- Panel / storage heaters
- Electric boiler + radiator based central heating system

Solutions that are **acceptable:**

Hot water supply and central heating system (Underfloor heating preferred) in conjunction with any of the following:

- Air Source Heat Pumps
- Ground Source Heat Pumps
- Solar Thermal

Grid power demand can be offset with use of

- Photovoltaic Panels

NB: A separate report will be provided giving further detail to these requirements

DC5 - DELIVERING QUALITY

DC5.4 - Water Use

Mandatory

Enhanced Standard Within Building Regulations Requirements:
The developer must meet the optional G2 2.b requirement for all new dwellings on the site as follows:

Building Regs Approved Document Part G, Section G2: Water efficiency
G2. Reasonable provision must be made by the installation of fittings and fixed appliances that use water efficiently for the prevention of undue consumption of water.

(1) The potential consumption of wholesome water by persons occupying a new dwelling must not exceed the requirement in paragraph (2).

(2) The requirement referred to in paragraph (1) is
(b) the optional requirement of 110 litres per person per day

Page 44

ONLINE VERSION



The Building Regulations 2010

**Sanitation, hot water safety
and water efficiency**

G

APPROVED DOCUMENT

- G1 Cold water supply
- G2 Water efficiency
- G3 Hot water supply and systems
- G4 Sanitary conveniences and washing facilities
- G5 Bathrooms
- G6 Food preparation areas
- Water efficiency calculator for new dwellings

For use in England*

ONLINE VERSION

2015 edition
with 2016 amendments

DC5 - DELIVERING QUALITY

DC5.5 - Construction Requirements

Mandatory

The contractor appointed to construct the scheme must comply with and provide evidence of the following:

1. Considerate Constructors:

Register the site and achieve 'Certificate of Excellence' In The Considerate Constructor Scheme

2. Site Waste Management:

No construction material waste to landfill sites

3. FSC Timber Certification:

All timber to be used in construction and interior fit-out across the site to be 100% FSC certified

4. Low-VOC Materials:

All paints, adhesives and building materials to be 'Minimal' or 'Low' VOC content

5. Local Spend:

30% of the cost of all materials and labour used in the construction of the development need to be sourced locally, from within the East Midlands counties of Nottinghamshire, Derbyshire, Lincolnshire, Northamptonshire and Rutland



DC5 - DELIVERING QUALITY

DC5.6 - Electric Vehicle Charging Point

Mandatory

Electric Vehicle Charging Point

The developer must provide an electric vehicle charging point for all new dwellings to the following minimum standard:

7kW (32A) fast chargepoint

- To all individual houses: On-plot, building integrated charge points
- To all apartments: Stand-mounted charge points to each dedicated car parking space



ILLUSTRATIVE SCHEME
Abbey Road Depot Site

WB01

CONTENTS PAGE

Masterplan

01 - 01

House Types

01 - 01

Apartment Blocks

01 - 01

Suite of Documents

This illustrative scheme is one of a range of documents submitted for this application as listed below. They should be read in conjunction with the detailed reports within the appendices and the application drawings.

- Section 1 - Planning Statement
- Section 2 - Design and Access Statement
- Section 3 - Design Code
- Section 4 - Illustrative Scheme Design**
- Appendices - Flood Risk Assessment
 - Phase 1 Habitat and Ecology Appraisal
 - Transport Assessment
 - Arboricultural Survey
 - Archaeology DBA
 - Phase 1 and 2 Environmental Assessment

How To Read This Illustrative Scheme Document

Format

This document has been prepared to help guide the incoming developer towards the preferred type and quality of development intended for the site. It also demonstrates a way of complying with the design code requirements set out in Section 3.

The document presents a proposed site layout as well as indicative house / apartment types. Interspersed between this information are a few CGI renderings of how this scheme would look if constructed as intended.

Note: This whole section is included for guidance only and does not set out any requirements. The design work included in this document remains the copyright of Allan Joyce Architects.










CGI VIEW 1
'The Green'

SITE LAYOUT PLAN

The vision for The Depot on Abbey Road is to create a vibrant and fully integrated new community with a strong sense of identity; one that celebrates its urban location and embraces the full benefits of modern town centre living. As a local authority owned site, Rushcliffe Borough council wish to ensure this development is brought forward with the highest level of design quality offering the community a prestige legacy site in West Bridgford.

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-  **House Type A** - Page 06
Plots 13,14,16,17,19, 20, 22, 23, 39, 40, 41, 49, 50, 52, 53, 55, 56, 58
-  **House Type B** - Page 07
Plots 15, 18, 21, 24, 48, 51, 54, 57, 59
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Plots 1, 2, 3, 4, 5, 6
-  **House Type D** - Page 10
Plots 7-12, 60-67
-  **House Type E** - Page 12
Plots 42-47
-  **Block A** - Page 14
Apartments 68-76
-  **Block B** - Page 15
Apartments 25-38



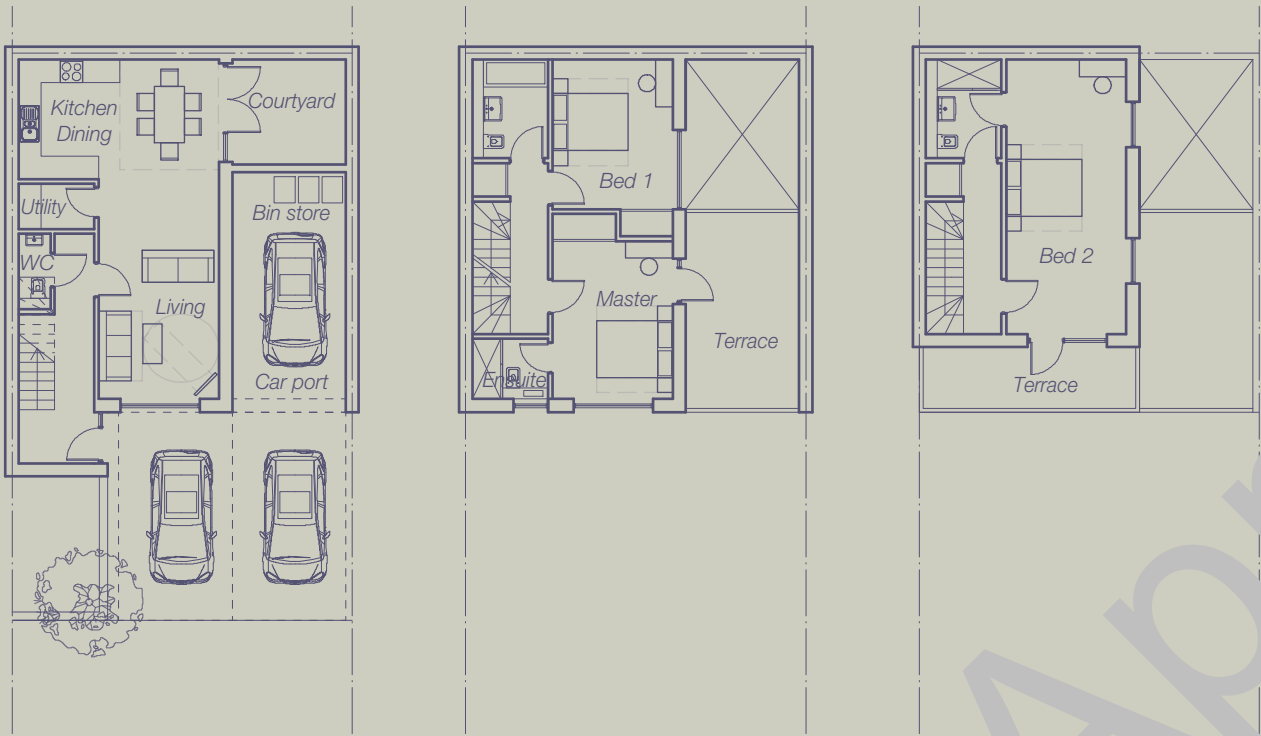


Appendix

CGI VIEW 2
View Showing Housetype A and B

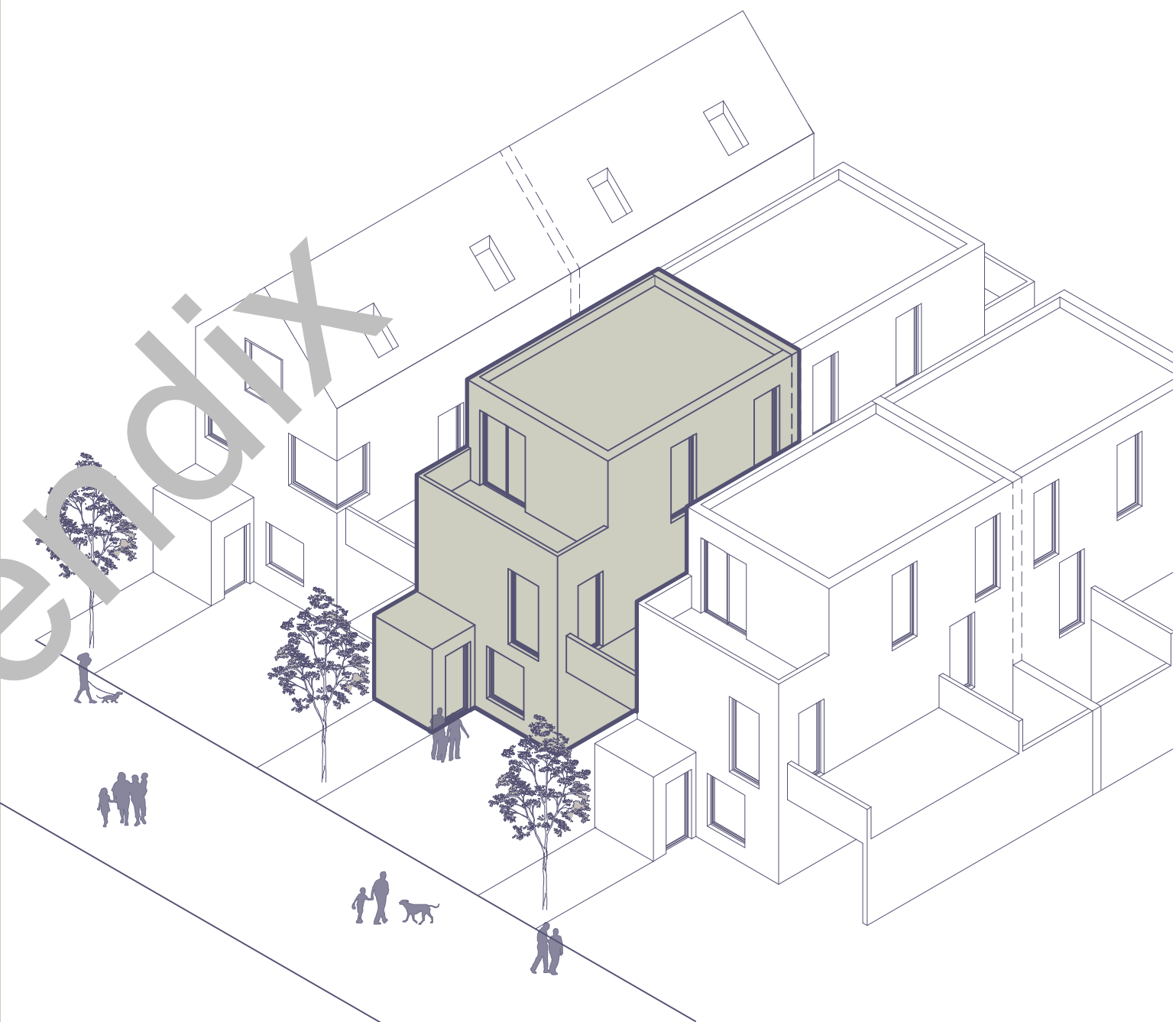
HOUSE TYPE A

PLOTS 13,14,16,17,19, 20, 22, 23, 39, 40, 41, 49, 50, 52, 53, 55, 56 & 58



A contemporary and urban format 3-bed back to back semi-detached house type, with rear courtyard at ground floor and generous first and second floor terraces. Fronting on to a private access homezone style tree-lined street and constructed in well-detailed brickwork.

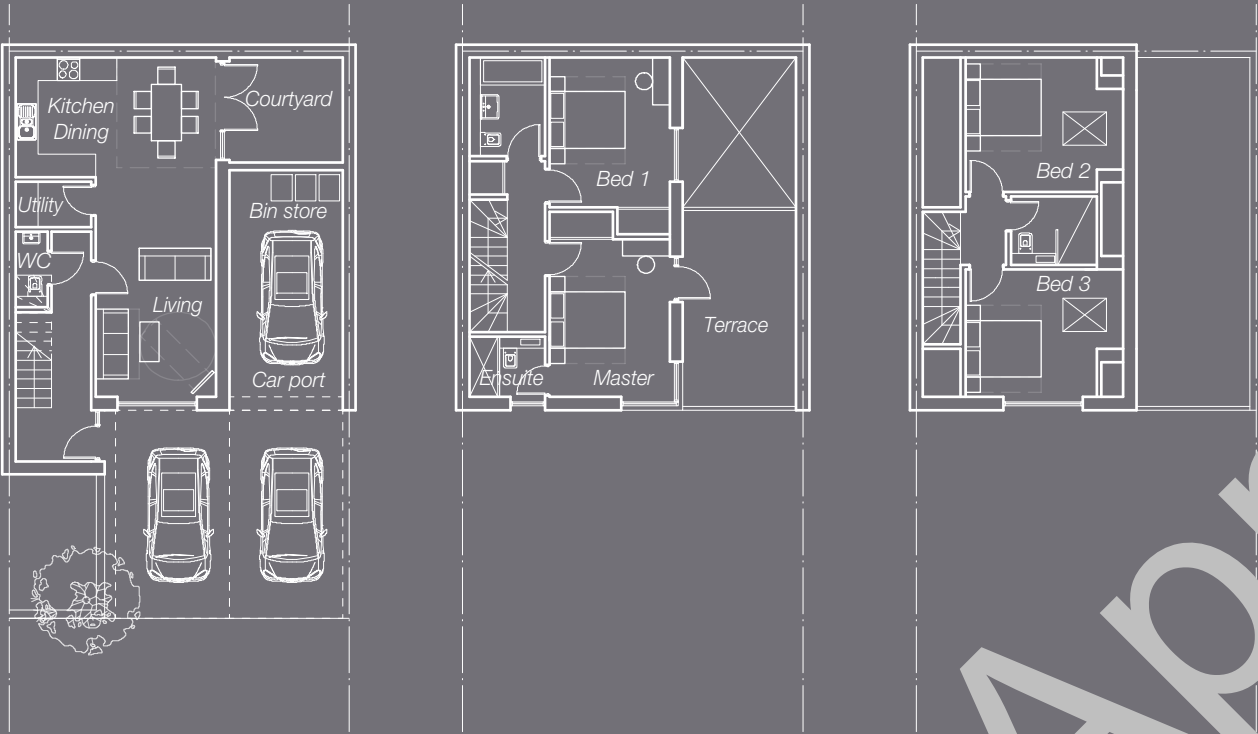
3D VIEW



GIA	
Ground Floor	51 sq m
First Floor	47 sq m
Second Floor	38 sq m
Total GIA	136 sq m

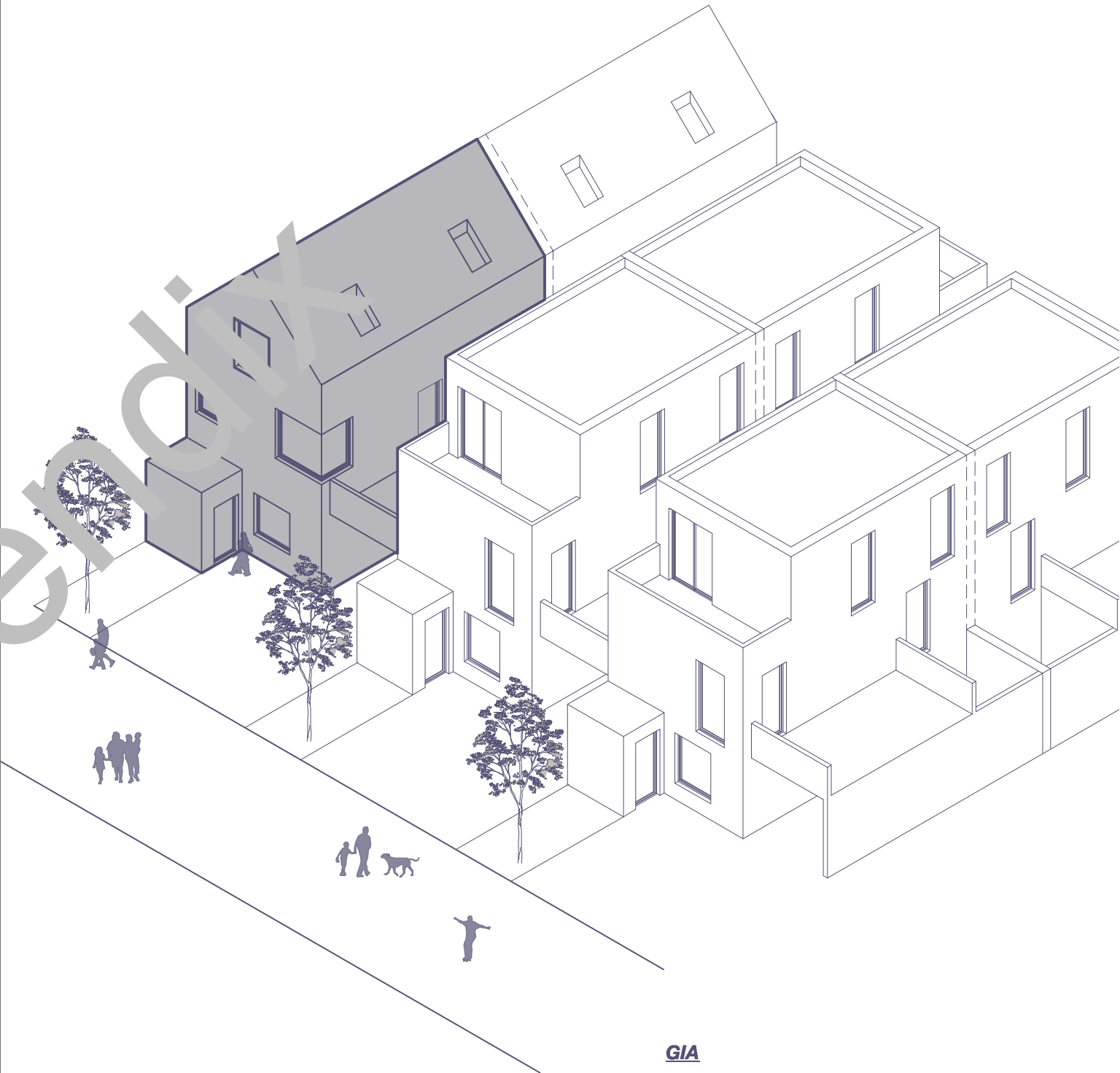
HOUSE TYPE B

PLOTS 15, 18, 21, 24, 48, 51, 54, 57, 59



A contemporary and urban format 4-bed back to back semi-detached house type, with rear courtyard at ground floor and generous first floor terrace. Fronting on to a private access homezone style tree-lined street and clad in striking standing seam metal

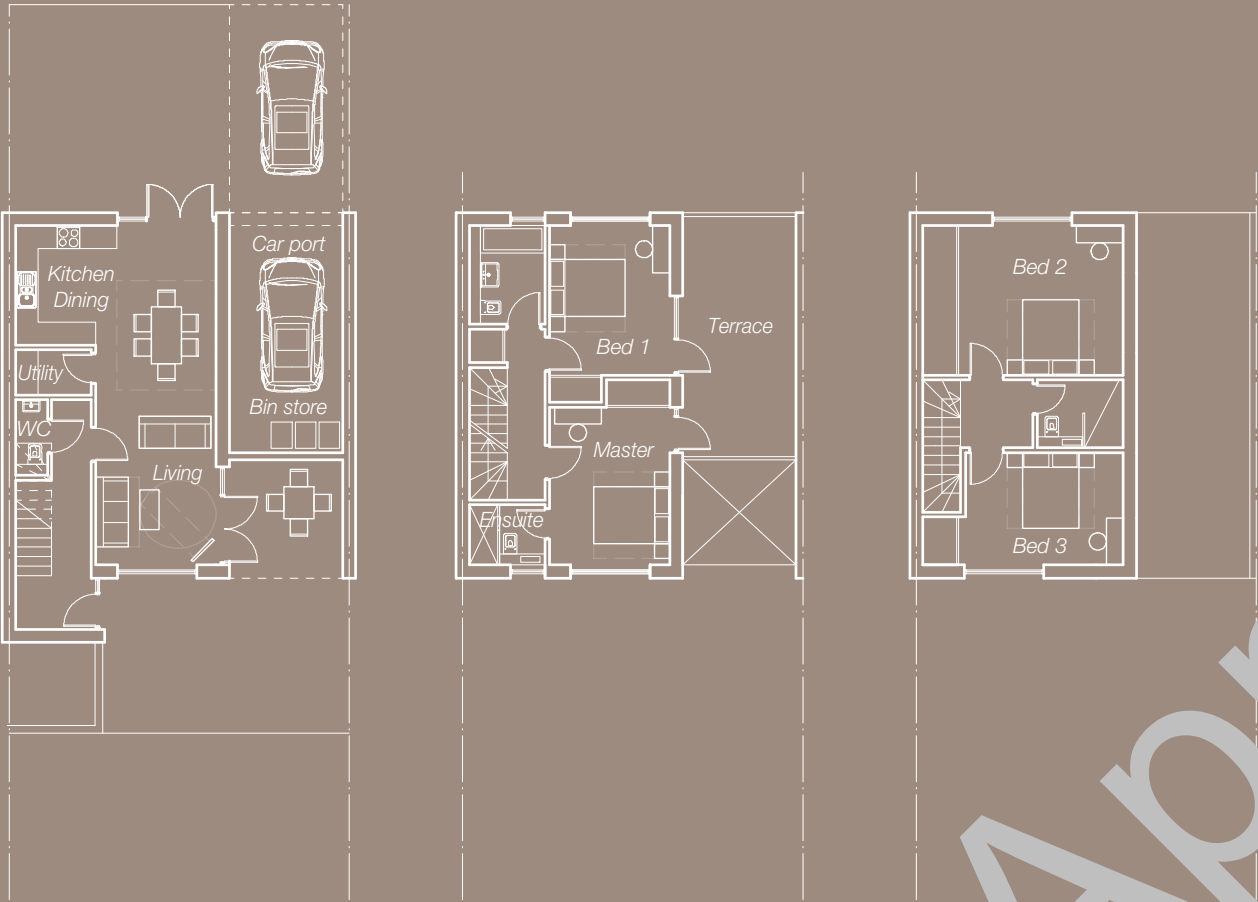
3D VIEW



GIA	
Ground Floor	51 sq m
First Floor	47 sq m
Second Floor	35 sq m
Total GIA	133 sq m

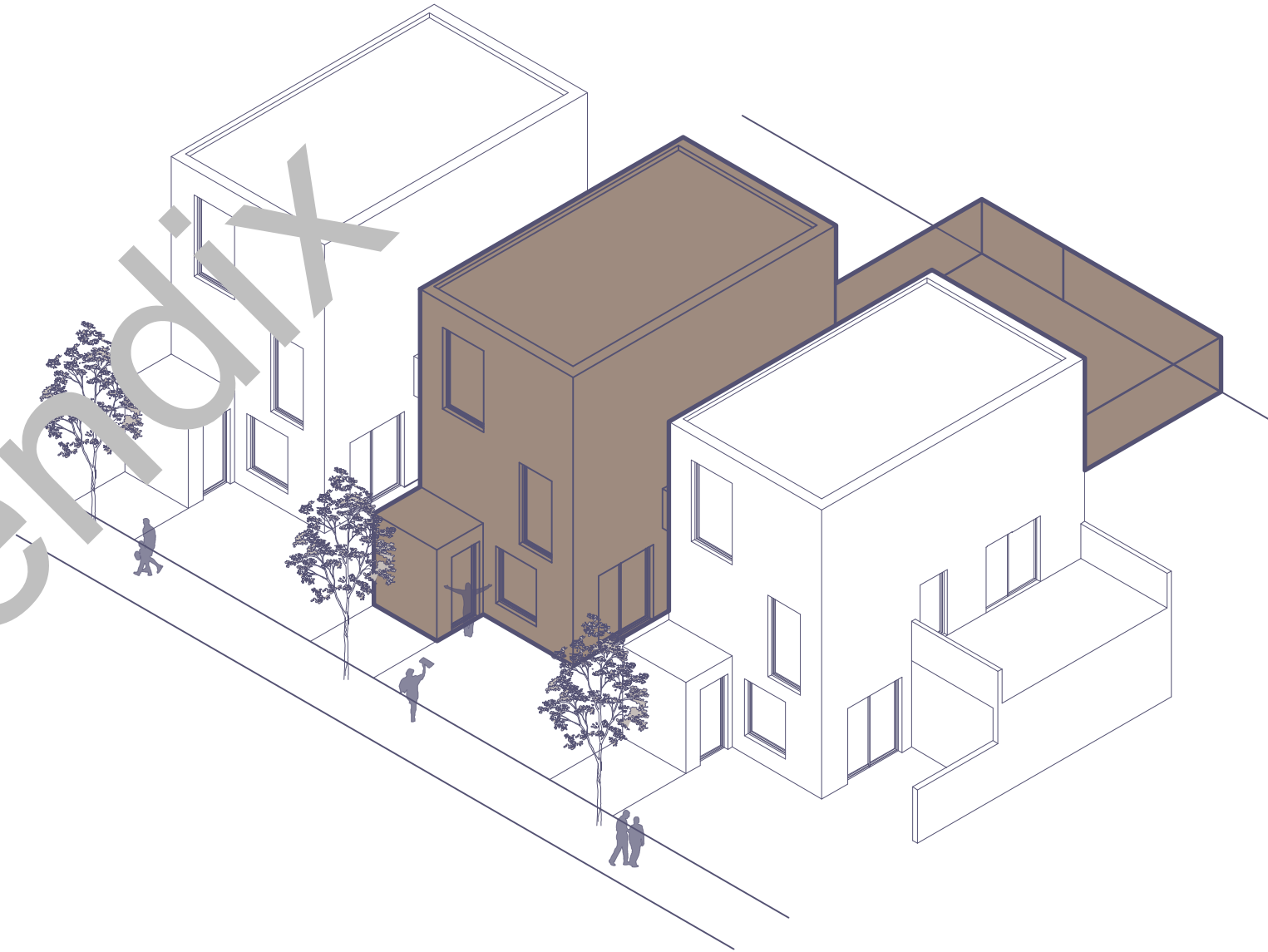
HOUSE TYPE C

PLOTS. 1, 2, 3, 4, 5, 6



A contemporary more suburban plot 4-bed house fronting directly on to the central green space with parking and gardens at the rear and courtyard and terraces overlooking outdoor space

3D VIEW



GIA	
Ground Floor	51 sq m
First Floor	47 sq m
Second Floor	47 sq m
Total GIA	145 sq m



CGI VIEW 3
View Showing Housetype D

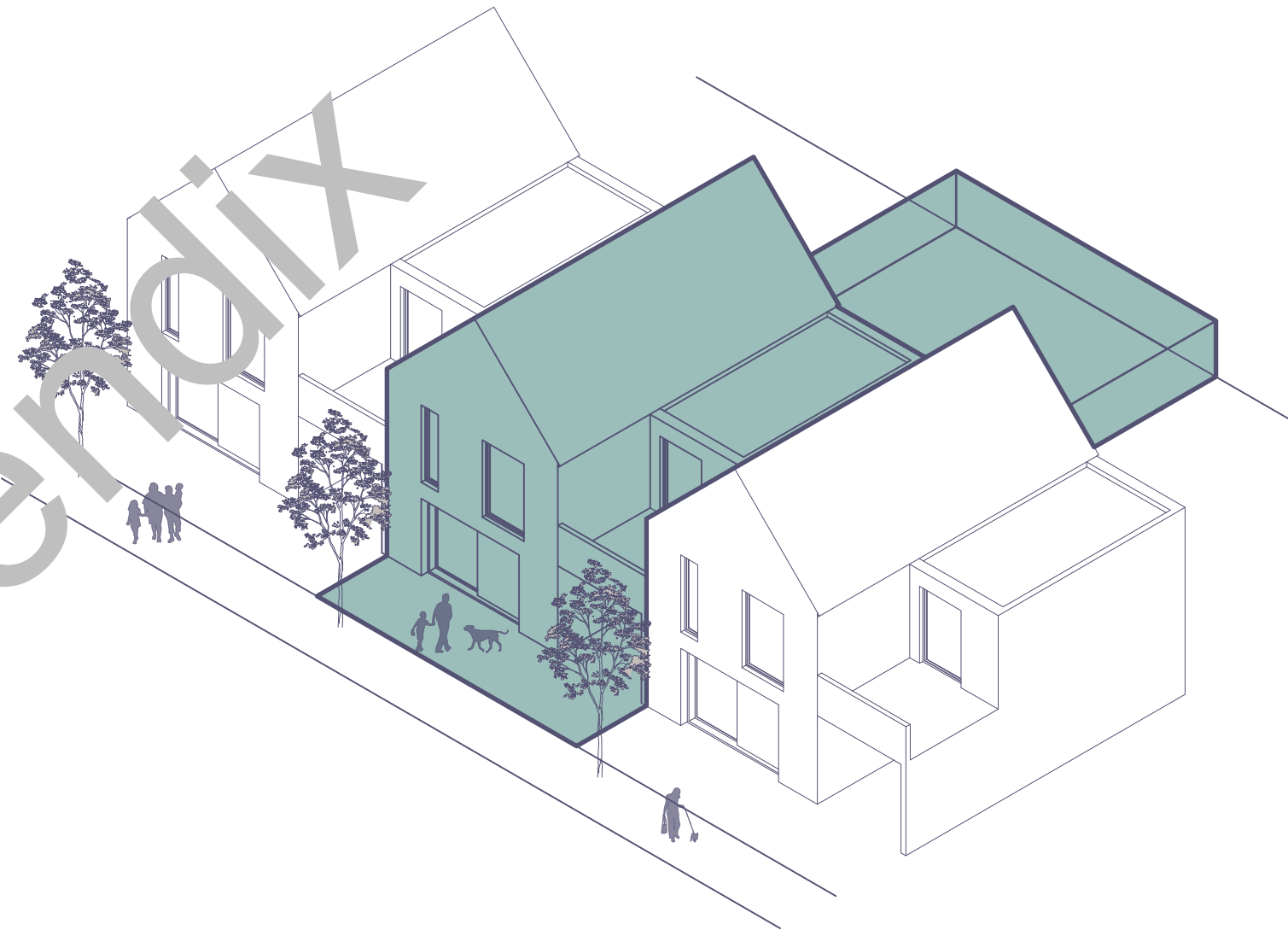
HOUSE TYPE D

PLOTS. 7-12, 60-67



A contemporary and generous suburban plot 4-bed house fronting directly on to the central green space with parking and small gardens at the front, larger courtyard garden at the rear and terraces overlooking outdoor space

3D VIEW



GIA	
Ground Floor	49 sq m
First Floor	68 sq m
Total GIA	117 sq m

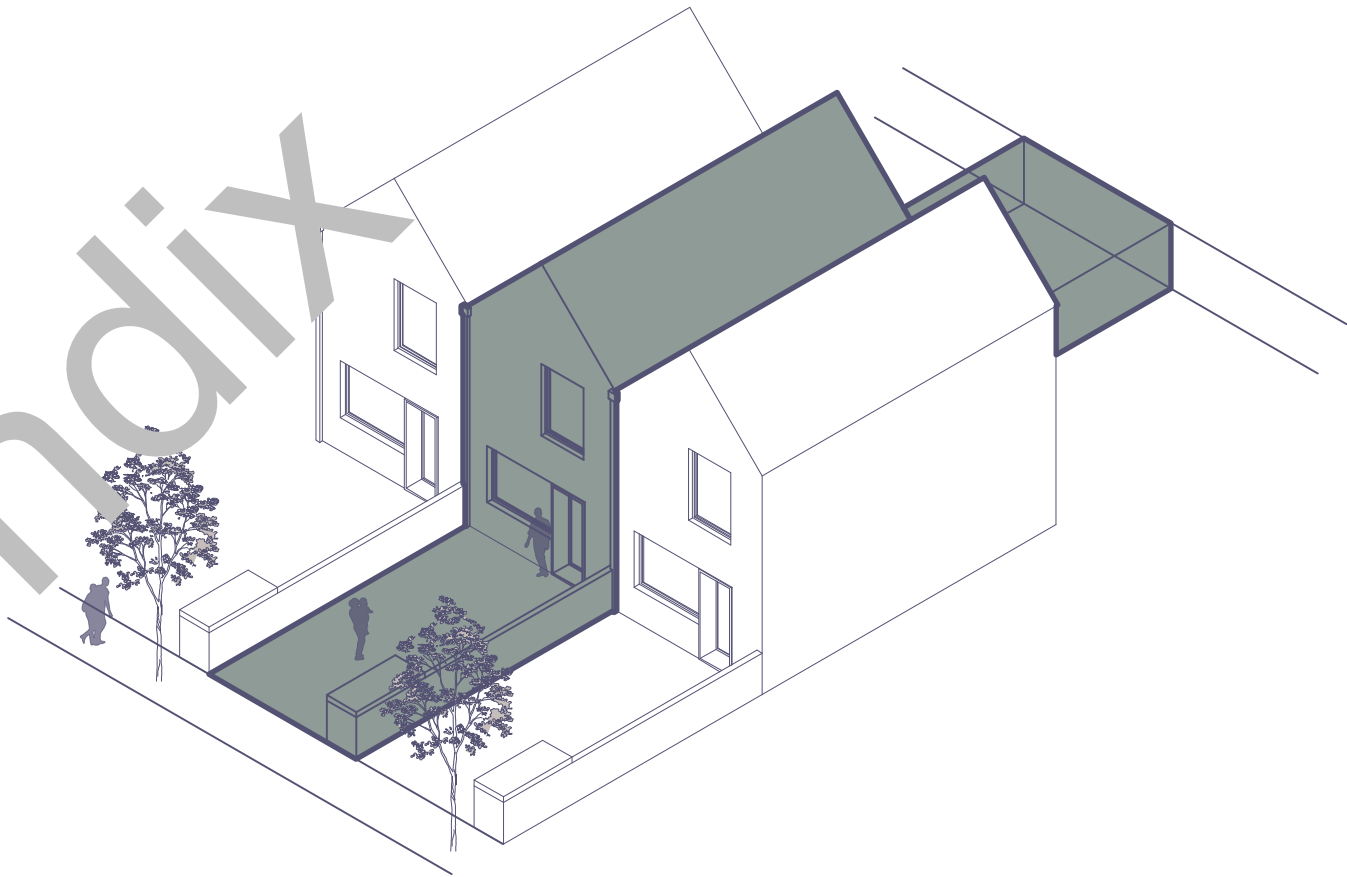
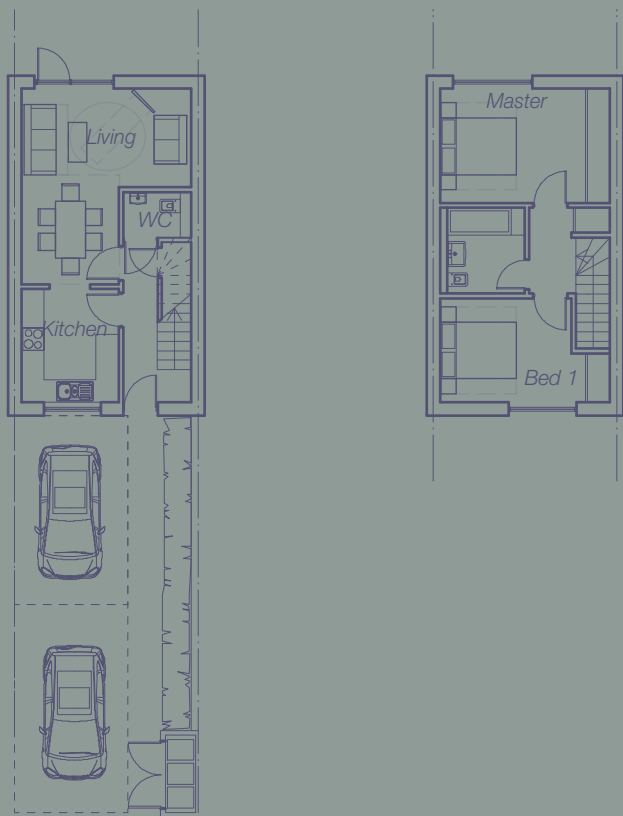


CGI VIEW 4
View Showing Housetype E

HOUSE TYPE E

PLOTS. 42 - 47

3D VIEW



A contemporary and urban format 2 double-bed terrace house with parking at the front and gardens at the rear

GIA	
Ground Floor	37 sq m
First Floor	37 sq m
Total GIA	74 sq m

Appendix

CGI VIEW 5
View to South with Apartment Block 1 Shown on Left

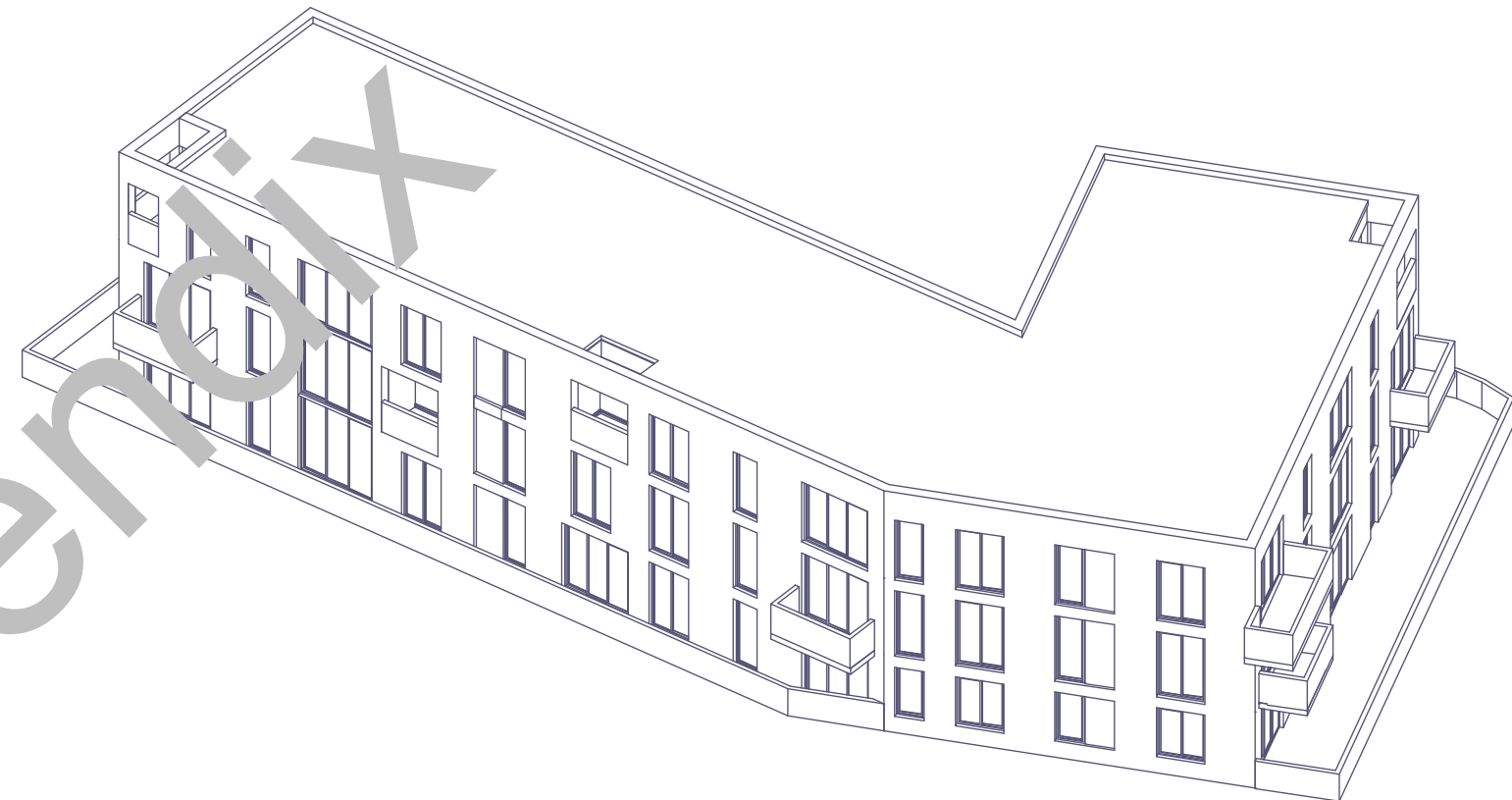
APARTMENTS 1

Apartments 68 - 76



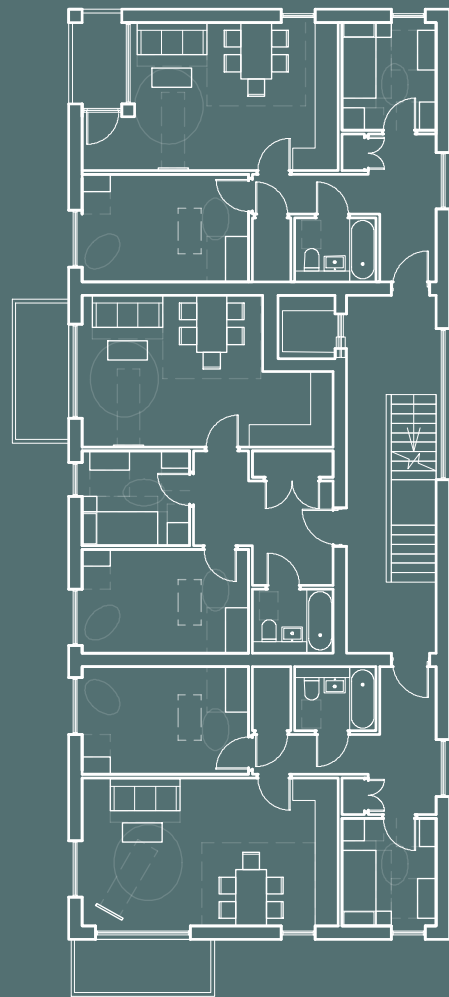
A sheltered housing apartment suite set within its own green space comprising 1 and 2-bed properties, each with individual balconies and accessed via lift or stairs

3D VIEW



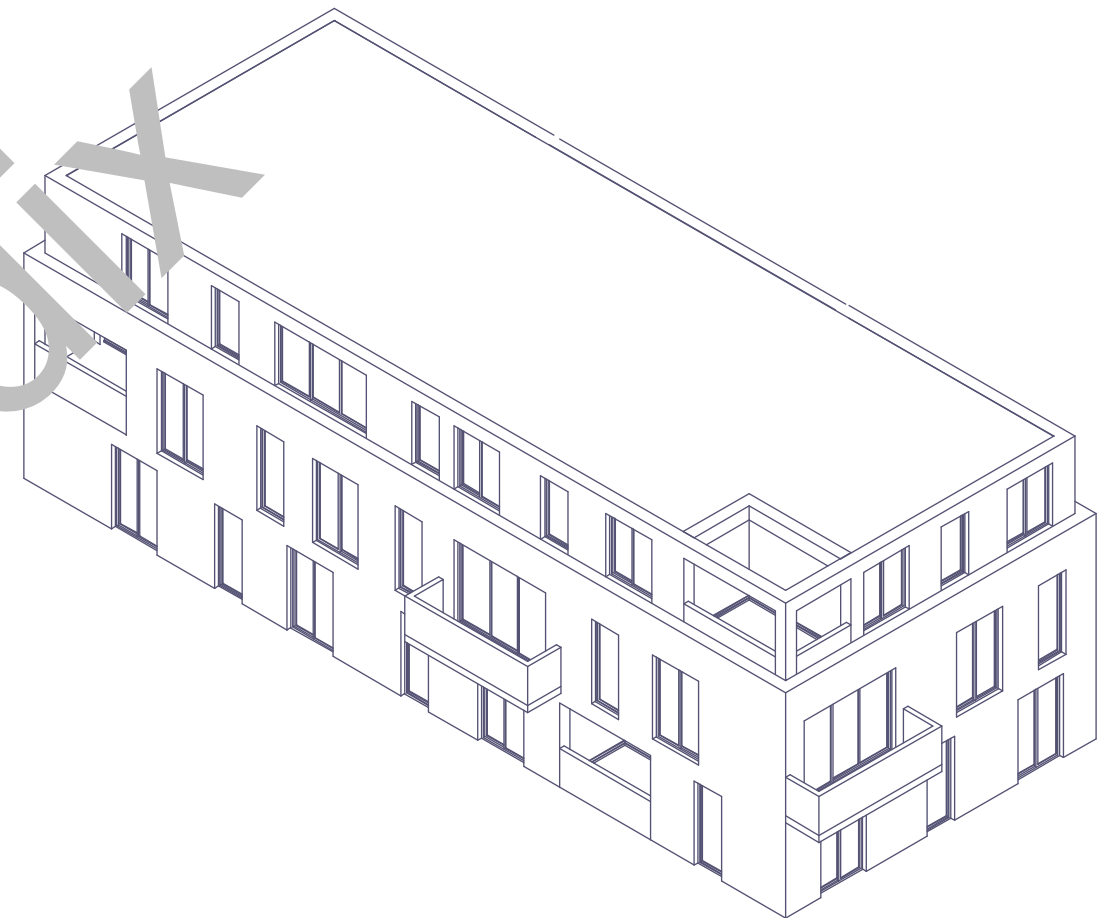
APARTMENTS 2

Apartments 25 - 38



A new shared ownership 2-bed apartment building, set in its own green space and within very close walking distance of West Bridgford town centre.

3D VIEW





Growth and Development Scrutiny Group

Tuesday, 15 October 2019

Community Infrastructure Levy

Report of the Planning Policy Manager

1. Purpose of report

- 1.1. On 19 September 2019, Council resolved to bring into force a Community Infrastructure Levy (CIL). From 7 October 2019, qualifying developments will pay the levy in order to fund or part fund new infrastructure to support growth. The purpose of this report is to inform members of the group the further work that is required in relation to CIL implementation. A presentation will be made on the evening.
- 1.2. Members of the Group are invited to comment on the options for the management of funds once CIL receipts are being generated at a reasonable level.
- 1.3. The introduction of a Community Infrastructure Levy for Rushcliffe has recently been considered by the Local Development Framework Group on 2 September 2019 and by full council on 19 September 2019. A copy of the report to the Local Development Framework Group is contained within **Appendix A**.

2. Recommendation

It is RECOMMENDED that

- a) Members of the Group consider and comment on the content of the presentation.

3. Reasons for Recommendation

- 3.1. Now that CIL is implemented, the Borough Council has to consider how to best manage CIL expenditure.

4. Supporting Information

- 4.1. The Community Infrastructure Levy is a discretionary charge on development which will replace in part the scope of S106 agreements. The introduction of

CIL was approved by Full Council on 19 September 2019. CIL will be charged on most new residential development and new major retail development.

- 4.2. A presentation will be delivered on the evening. This presentation will provide a brief summary of what CIL is and how it has been brought into force. The main part of presentation will focus upon the implementation of CIL. In particular, the presentation will:

- a) Outline what types of development will generate CIL receipts.
- b) Examples of how much funding different examples of development will generate.
- c) The strategic infrastructure proportion. Potential options for managing the spending of receipts
- d) Local Infrastructure proportion- Parished areas
- e) Local Infrastructure proportion- Non Parished areas. Requirements and potential approach to managing receipts.

- 4.3. In regard to points d) and e) above, it is important to stress that the management and spending of CIL receipts sits within a legislative framework. For example, within parished areas, a fixed percentage of CIL receipts generated within each parish has to be passed onto them on a 6 monthly basis for them to spend on local infrastructure. For non-parished areas, a fixed percentage of CIL receipts within those area is managed by the borough to spend on local infrastructure. For non-parished areas, is also a requirement that any spending on local infrastructure has to be done in consultation with the local community.

5. Alternative options considered and reasons for rejection

- 5.1. None

6. Risks and Uncertainties

- 6.1. None

7. Implications

7.1. Financial Implications

- 7.1.1. There are management and administration costs associated with CIL. It is anticipated that, once CIL is fully generating receipts, these costs should be covered through the proportion of CIL receipts that the Borough Council is allowed to retain for such purposes.

7.2. Legal Implications

- 7.2.1. The management and spending of CIL receipts sits within a legislative framework as defined by the Planning Act 2008 and the Community Infrastructure Regulations 2010. Any policies or procedures for the

management and spending of CIL will therefore have to sit within this legislative framework.

7.3. Equalities Implications

7.3.1. There are considered to be no particular equality implications that need addressing from matters arising from this report.

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

7.4.1. There are considered to be no direct community safety implications arising from matters covered in this report.

7.5. Other implications

7.5.1. There are no other implications arising from matters covered in this report which it is considered require further consideration.

8. Link to Corporate Priorities

8.1. The Community Infrastructure Levy will help support the Corporate Strategy themes of delivering sustainable growth; and maintaining and enhancing our residents' quality of life through the provision of funding for infrastructure projects across the Borough.

9. Recommendations

The recommendations at the beginning and the end of the report must be the same as at the top.

It is RECOMMENDED that

- a) Members of the Group consider and comment on the content of the presentation.

For more information contact:	Phillip Marshall Principal Policy Planner Tel: 0115 9148 568 pmarshall@rushcliffe.gov.uk
Background papers available for Inspection:	Report to Council 19 September 2019
List of appendices:	Appendix A. Report of the Local Development Framework Group 2 September 2019

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**Appendix A: Report to the Local Development
Framework Group, 2 September 2019**

Appendix



Local Development Framework Group

Monday, 2 September 2019

Community Infrastructure Levy

Report of the Planning Policy Manager

1. Purpose of report

- 1.1. The Borough Council is in the process of introducing a Community Infrastructure Levy (CIL) across the Borough. The purpose of CIL is to help support the provision of new infrastructure. In order to reach the point where the Council can consider adoption of CIL, there has been two formal stages of consultation on the proposed charging rates and an examination in public which was held on 20 March 2019. The Examiner in his report has recommended that the proposed charging rates across the Borough are appropriate, and will not undermine development viability.
- 1.2. At this point, the Council has to make a decision whether CIL is brought into force across the Borough, and from what date. It is for the Local Development Framework.

2. Recommendation

The Local Development Framework Group RECOMMEND that Council:

- a) adopts the Community Infrastructure Levy Draft Charging Schedule, as set out in Annex 3 and Annex 4 of the Examiner's report, with it being brought into force on Monday 7 October 2019; and
- b) adopts the Community Infrastructure Levy Instalment Policy and Community Infrastructure Levy Payment in Kind Policy.

3. Reasons for Recommendation

- 3.1 To ensure that the impacts of development are mitigated as far as possible through securing funding for improvements to infrastructure across the Borough.

4. Supporting Information

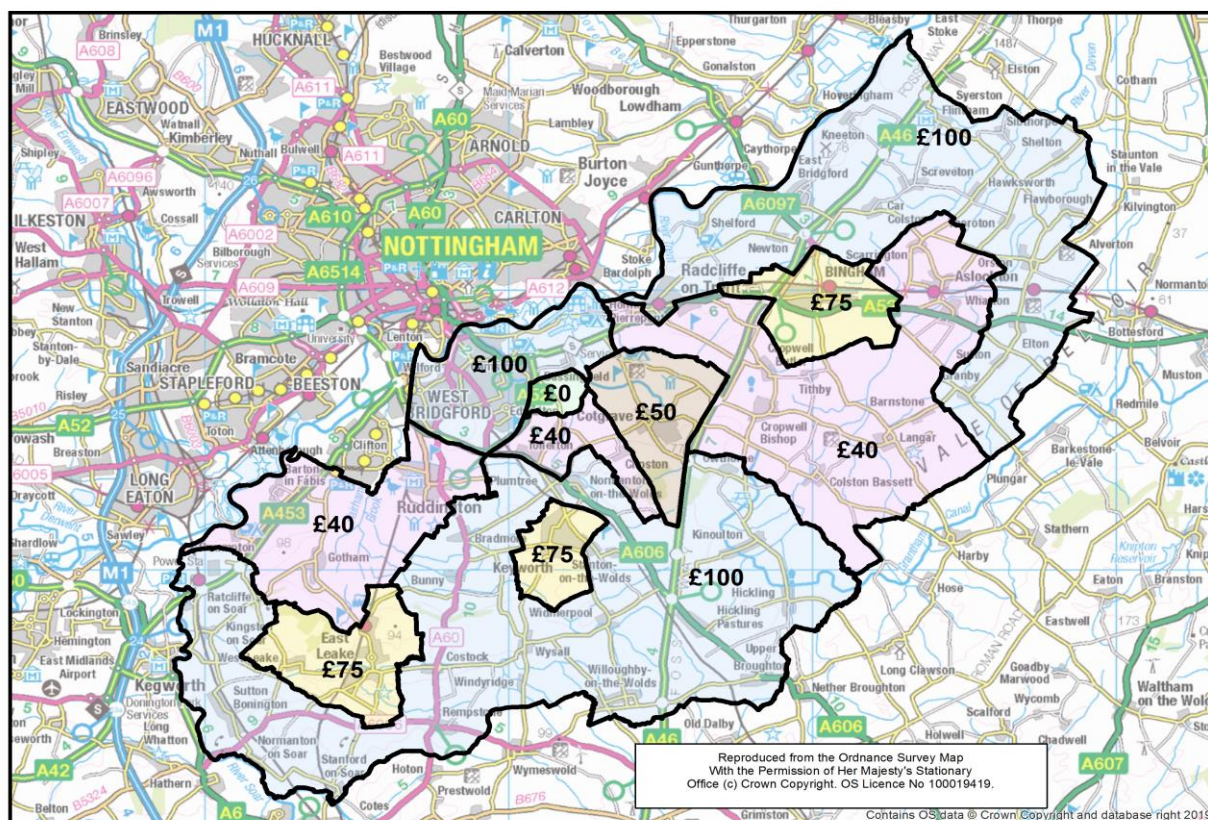
CIL rates

- 4.1. The Community Infrastructure Levy (CIL) is a charge levied on new buildings and extensions to buildings according to their floor area and the money raised from the development helps to pay for the infrastructure to ensure the Borough grows sustainably. The levy applies to all development of 100m² or more, and to all dwellings where there is not mandatory relief.
- 4.2. In setting the CIL rate the Borough Council has aimed to strike an appropriate balance between:
- The desirability of funding from CIL (in whole or part) the actual and expected estimated total cost of infrastructure required to support the development of its area; and
 - The potential effects of the imposition of CIL on the economic viability of development across its area.
- 4.3. Following on from two stages of consultation, the Borough Council submitted its CIL Draft Charging Schedule for examination on 14 December 2018. The examination took place from January to June 2019, with a hearing session taking place on 20 March 2019. Further details of the examination can be found at www.rushcliffe.gov.uk/planningpolicy/cil/
- 4.4. The examination focused upon whether the viability evidence that underpinned the proposed CIL rates is appropriate, and whether the proposed rates would put developments at risk. Following the hearing session and further correspondence between parties who attended the hearing session, the Examiner issued his report (**Appendix 1**). The Examiner concluded that the modified CIL Draft Charging Schedule, submitted during the course of the examination, provides an appropriate basis for the collection of the levy in the Borough. The proposed rates will not put developments at risk, and can be recommended for approval. The charging rates endorsed by the Examiner are set out in Table 1 and Figure 1.

Table 1: Proposed Charging Rates

Development type	Zone	CIL Rate per m ²
Strategic Allocation East of Gamston/North of Tollerton	Zone 1	£0
Residential (use C3) excluding apartments.	Zone 2	£40
Residential (use C3) excluding apartments.	Zone 3	£50
Residential (use C3) excluding apartments.	Zone 4	£75
Residential (use C3) excluding apartments.	Zone 5	£100
General retail A1-A5 (excluding food supermarket)	Borough-wide	£50
Food supermarket A1	Borough-wide	£100
All other developments	Borough-wide	£0

Figure 1: Proposed Residential Charging Rates



- 4.5. As CIL is liable on the commencement of development it is unlikely that the Borough Council will benefit from any receipts within its first operational year, and that receipt of CIL will increase over time.
- 4.6. CIL is intended to sit alongside Section 106 planning obligations and other legal agreements in order to fund new infrastructure to support development. CIL and other means of securing developer contributions would operate together, on the basis that, generally, Section 106 agreements would be used to secure new infrastructure that is required to support individual development schemes (particularly on-site facilities) and CIL would be used to fund new infrastructure that is required to support a number of developments. It should be noted that Section 106 agreements will still be used to secure affordable housing where appropriate.
- 4.7. The introduction of CIL has been closely aligned to the progress of Local Plan Part 2. In order to justify the introduction of CIL, it is a requirement for the Local Planning Authority to prepare up to date infrastructure evidence. This evidence has been prepared jointly in support of both the CIL and Local Plan Part 2. The progression of CIL has been in parallel with the production of Local Plan Part 2.
- 4.8. The primary reason for progressing CIL was that under the legislation which applies to planning obligations, there were limits to the amount of S106 agreements that could be 'pooled' in order to provide for a single item of infrastructure. Changes to this legislation, which came into force on 1 September 2019, will remove pooling restrictions.
- 4.9. Despite the removal of pooling restrictions, there are other factors that still remain which support the introduction of CIL:
- There is no time limit to spend the Borough Council proportion of CIL receipts. S106 agreements typically have payback clauses within them should the money remain unspent within certain timeframes (normally between 7-10 years).
 - With the exception of certain exemptions, contributions will be received from all residential schemes, not just those of 15 dwellings and over.
 - Priority can be given to funding certain infrastructure requirements where these support growth and based upon, for example, whether a scheme is "shovel ready", the extent to which the scheme will support growth in the Borough and whether there is any other source of match funding available.
 - A proportion of CIL receipts has to be spent within the relevant community where the development takes place. In non-parished areas, it is the responsibility of the Borough Council to spend this element of CIL receipts on local infrastructure projects in consultation with the local community. In parished-areas the money is passed directly to parish councils for them to spend on local infrastructure projects. Parish councils in turn have to declare through an annual statement how much money they have received, what has been spent and what item of

infrastructure it has been spent on. Money has to be spent within 5 years of receipt or it has to be given back to the Borough Council.

- 4.10. It is therefore recommended that CIL should still be bought into force, and support of the LDF Group is sought on this basis. In order for CIL to be bought into force a decision has to be made at Full Council on 19 September 2019.
- 4.11. The proposed date from when CIL will apply to new planning permissions is proposed to be Monday 7 October 2019. There are reasons for not bringing CIL into force immediately after full council. Firstly, there are a number of procedural matters that need to be satisfied before implementation. Secondly, the system that will administer CIL needs testing before CIL can become operational.

Spending the Levy

- 4.12. CIL receipts can be spent on strategic infrastructure and local infrastructure. In addition, The Borough Council can retain up to 5% of monies received to fund the administration of CIL.

Strategic Infrastructure

- 4.13. 70-80% of CIL receipts will fund or part fund strategic infrastructure. CIL can be used for the provision, improvement, replacement, operation or maintenance of infrastructure. It can be spent both within and outside of the Borough to support development. Presently, there is a legal requirement to publish a list of infrastructure types that would be funded by the CIL (known as the regulation 123 list). There is also a requirement to provide supporting information which demonstrates that there is a need for new infrastructure to support growth and that there will be an infrastructure funding gap as a result of this growth. The Infrastructure Delivery Plans produced to support preparation of both the Local Plan Part 1: Core Strategy and the emerging Local Plan Part 2 were also used to support CIL preparation and to inform the CIL examination process. The following strategic infrastructure items are listed in the regulation 123 list:

Table 2. Strategic infrastructure to be funded or part-funded through CIL

Provision of Park and Ride along the A52 corridor and bus priority measures in West Bridgford.
Provision of or improvements to playing pitches and ancillary facilities.
Provision of or improvements to indoor leisure provision.
Provision of additional secondary school places across the Borough through new provision or extension to existing provision.
Provision of health facilities across the Borough through new provision or extension to existing provision.

- 4.14. The infrastructure items listed above will no longer be funded through S106 agreements should CIL be adopted, as this would amount to paying for the same infrastructure twice through different mechanisms.

- 4.15. Changes to legislation means that from December 2020, the list of what items will be funded through CIL must form part of an 'annual infrastructure statement'. This statement will have to list the types of infrastructure which the Council intends will be, or may be, wholly or partly funded by CIL. The annual statement will also have to include information on CIL receipts and expenditure, alongside the reporting of S106 obligations (both monetary and non-monetary). This may provide an opportunity to review the infrastructure list at this point.

Local Infrastructure

- 4.16. In parished areas, CIL regulation 59A requires the Borough Council to pass on a proportion of CIL raised within each parish to them on a six monthly basis or at any other basis as agreed. A parish council can opt out of receiving any money and allow the Borough Council to spend these receipts on strategic infrastructure instead. The proportion passed on each year to parishes is 15% for CIL income raised within the parish. There is however a cap of £100 per council taxed dwelling in Parish. Therefore, if a parish contains 100 dwellings, then the most it can receive in any given year is £10,000. In unparished areas the Borough Council retains 15% of the income for it to spend on local infrastructure in consultation with the local community. Where any area (whether parished or unparished) is covered by a neighbourhood plan, the percentage either passed on or retained to spend on local infrastructure rises to 25% within each year.
- 4.17. This element of CIL can be spent on a wider array of infrastructure projects. This includes the provision, improvement, replacement, operation or maintenance of infrastructure; or anything else that is concerned with addressing the demands that development places upon an area.
- 4.18. The regulations defines local infrastructure where CIL can be spent as the provision, improvement, replacement, operation or maintenance of infrastructure; or anything else that is concerned with addressing the demands that development places on an area. This definition is broader than what the majority of CIL receipts can be spent upon. In order to ensure transparency, the regulations require parish councils to declare, through an annual financial statement, how much CIL they hold, what has been spent, and on what item of infrastructure. In the case of parish councils, if the money is not spent by them within 5 years of receipt, then the Borough Council can request that the money is paid back to it to be spent on strategic infrastructure.
- 4.19. It is intended to produce further guidance for parish councils in relation to CIL receipts. A number of authorities have put together guides which can be used as a basis. Procedures for the allocating and spending CIL receipts in consultation with the local community will be developed in due course. When developing these procedures, officers will also consider the potential to ensure that 25% of CIL receipts can be made available across all of the Borough, rather than just those areas with the benefit of a neighbourhood plan.

Instalment Policy and Payment in Kind Policy

- 4.20. The CIL liability will be confirmed when planning permission is issued. Therefore sites that already have the benefit of planning permission, both

Outline and Full, will not be liable to pay CIL. The trigger for payment is the commencement of development, with some payments being made through instalments. The proposed instalment policy formed part of the supporting documentation for the Draft Charging Schedule and is detailed at **Appendix 2**.

- 4.21. The regulations state that the Borough Council can accept land or buildings for infrastructure in lieu of a scheme paying for some or all of its liability, and that it should have a payment in kind policy in place. This policy also formed part of the supporting documentation for the Draft Charging Schedule and is detailed at **Appendix 3**.

5. Other Options Considered

- 5.1. Cabinet considered a report on 10 July 2018 and approved the CIL draft charging schedule (Appendix A) and supporting documentation and delegated to the Executive Manager (Communities) in consultation with the Portfolio Holder for Housing, Planning and Waste Management, the final decision as to whether to proceed with the submission of a draft charging schedule, representations made and evidence base, together with any proposed modifications, forward to public examination.
- 5.2. There is an option not to adopt CIL. If CIL is not adopted, this would reduce the ability for the Borough Council to mitigate the impacts of new development on infrastructure.

6. Risks and Uncertainties

- 6.1. Should the CIL be introduced, the income received is dependent on the state of the housing market and will vary year on year.

7. Implications

7.1. Financial Implications

7.1.1. There will be ongoing preparatory costs and running costs that are still yet to be fully quantified, together with officer time. Once CIL is implemented there will be management and administration costs. It is anticipated that, once CIL is fully generating receipts, these costs should be covered through the proportion of CIL receipts that the Borough Council is allowed to retain for such purposes.

7.2. Legal Implications

7.2.1. CIL is a discretionary charge. Authorities intending to take up the CIL regime are required to prepare a charging schedule setting out the CIL rates applicable in their area (s.211 Planning Act 2008). The charging schedule must have regard to matters including the total cost of the infrastructure requiring funding from CIL, other sources of funding available and the potential effect of CIL on the viability of development in the area.

7.3. Equalities Implications

7.3.1. There are considered to be no particular equality implications that need addressing from matters arising from this report.

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

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

7.5. Other implications

7.5.1. There are no other implications arising from matters covered in this report which it is considered require further consideration.

8. Link to Corporate Priorities

8.1. The introduction of CIL will help support the Corporate Strategy themes of delivering economic growth to ensure a sustainable, prosperous and thriving local economy; and maintaining and enhancing our residents' quality of life through the provision of funding for infrastructure projects across the Borough.

9. Recommendations

The Local Development Framework Group RECOMMEND that Council

- c) adopts the Community Infrastructure Levy Draft Charging Schedule, as set out in Annex 3 and Annex 4 of the Examiner's report, with it being brought into force on Monday 7 October 2019.
- d) adopts the Community Infrastructure Levy Instalment Policy and Community Infrastructure Levy Payment in Kind Policy

For more information contact:	Phillip Marshall Principal Planning Officer pmarshall@rushcliffe.gov.uk
Background papers available for Inspection:	<i>None</i>
List of appendices:	Appendix 1: Report of the examination of Rushcliffe Borough Council Community Infrastructure Levy Draft Charging Schedule Appendix 2: Rushcliffe Community Infrastructure Levy Instalment Policy Appendix 3: Rushcliffe Community Infrastructure Levy Payment in Kind Policy

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Growth and Development Scrutiny

15 October 2019

Work Programme

Report of the Executive Manager – Finance and Corporate Services

1. Summary

Members are asked to propose future topics to be considered by the Group, in line with the Council's priorities which are:

- Delivering economic growth to ensure a sustainable, prosperous and thriving local economy
- Maintaining and enhancing our residents' quality of life
- Transforming the Council to enable the delivery of efficient high quality services.

2. Recommendation

It is RECOMMENDED that the Group agrees the work programme as set out in the table below.

3. Reasons for Recommendation

15 October 2019

- Abbey Road and Depot Development
- Community Infrastructure Levy (CIL)
- Work Programme

7 January 2020

- Economic development/Business Support Offer
- Supporting and Promoting Economic Vibrancy in Towns and Villages
- Work Programme

17 March 2020

- Customer Service and digital transformation
- Work Programme

For more information contact:	Dave Mitchell Executive Manager – Communities 0115 914 8349 plinfield@rushcliffe.gov.uk
Background papers Available for Inspection:	None.
List of appendices (if any):	None.