

2. VISION

VISION

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

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

2.2. The Vision for the development is not to recreate, or generate pastiche, but to analyse what is already in the local area, in terms of traditional design clues, and provide a starting point for high quality design. This includes the type of streets, type of spaces, and typical materials.

2.3. The objective is to move away from bland vehicular led 'non-descript housing estates' and to deliver an attractive enduring place, which is related to its built and natural context whilst ensuring compliance with highway design guides and standards.

2.4. A well-considered place is not just about homes and buildings, but also the quality of the streets, places and movement routes. This includes how buildings interact with the streets and the quality of the landscape, green spaces and the public realm. All of these elements will be covered in the Design Codes.



2.5. This SPD provides planning guidance to help deliver a quality place where people want to live and work, designed according to sustainability principles.

2.6. Given the scale of the development, there is a need to ensure a coherent and co-ordinated approach to create a new neighbourhood which is delivered on a phased basis alongside the necessary supporting infrastructure to ensure that the overall policy aspirations are met.

2.7. In summary the objectives for the development are as follows:

- To create a new neighbourhood, comprising a mix of uses that incorporate current best practice in sustainable and urban design (in line with NPPF policy on achieving well-designed places). The district centres and other movement generating uses shall be designed so that they prioritise pedestrian and cycle movements, (incorporating pedestrian permeability and cycle friendly streets and routes), maximise public transport access and integrate open space and biodiversity within the built form and green infrastructure network. The development shall ensure that this is a new neighbourhood that maintains its own sense of identity by safeguarding a significant buffer of land that retains the physical and visual separation between the allocated site and the village of Tollerton. This landscaped buffer will, as part of the site wide green/blue infrastructure network, create a new green infrastructure corridor that:
- Retains and strengthens the existing hedgerow and tree planting where possible, taking into account the preferred location of the primary road network and access to development parcels;
- Introduces new hedgerow and tree planting;
- Creates new habitats;
- Creates recreational routes for walking, cycling and running, and informal/ semi-natural open spaces and play areas; and
- Incorporates small-scale drainage/SuDs where appropriate unless there is a demonstrable benefit in combining drainage/SuDs to serve multiple development parcels and this results in acceptable landscape, drainage and design.

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

Gamston/Tollerton Masterplan

2.8. As required by Policy 25 this SPD has been produced to guide comprehensive delivery of the site and provide a framework for the masterplanning process, by setting out the Council's preferred locations for open space, access, play areas, the schools, primary roads and other features. This SPD also identifies the location of the existing on-site Heritage assets (Listed Pillboxes) and their relevance and relationships to the current runways they sought to protect within the allocated site – further detail in relation to the pillboxes is set out in the Archaeology section in Chapter 3 of this SPD.

2.9. Apart from in relation to access arrangements to the site from the A52, which have not yet been determined and are still the subject of discussion with the highways authorities, the Council will only accept variations to the preferred locations of infrastructure as shown on the masterplan at Fig 45 where proposals are:

- supported by robust evidence, and
- An alternative Masterplan identifying any variation is agreed between the Council, County Council and all of the respective landowners to which the variation relates, and
- In circumstances involving the relocation of infrastructure between landowners, the Council, the County Council are satisfied that the infrastructure will be delivered in full and at the appropriate time and in general accordance with the approach and provisions outlined within this SPD.

Phasing and delivery

2.10. The site is a long-term development allocation which is expected to be delivered over a 15-20-year period and will continue to be developed beyond the time period covered by the Local Plan. Policy 25 requires development proposals within the allocation be determined through a masterplanning process. The Council will not support ad hoc or piecemeal development that is inconsistent with the masterplan for the allocation as set out in this SPD except in the circumstances set out in paragraph 1.9 above.

2.11. The phasing of the allocation is extremely important to the successful and timely delivery of the site and the supporting infrastructure to support a new neighbourhood throughout the construction phase and until it is built out in its entirety.

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 be permitted to be occupied whilst the airport is still operating.

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 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



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.



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.

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.

