

Sports and Community Hall provision

4.37. The population of the proposed development of around 4,000 homes is identified as 9200 residents (2.3 x 4000) in the overall allocation.

4.38. This increased population is of such a significant quantum that it will generate additional demand for parks, playing fields and open spaces and community hall provision which cannot be met by existing provision, thereby creating deficiencies in facility provision. In accordance with the NPPF, Rushcliffe Borough Council use localised evidence per 1,000 population to evaluate the level of provision per development.

4.39. A copy of the current leisure facilities strategy can be found here: [leisure-strategy-mid-point-review-2022.pdf \(rushcliffe.gov.uk.\)](#) and the current Play Strategy here: [Play Strategy - Rushcliffe Borough Council](#)

4.40. An indication of the demand generated for indoor sports facilities that will be generated by this development for sports halls and other sporting facilities such as swimming pools can be generated using Sport England’s Sports Facilities Calculator.

4.41. This development would fall into the West Bridgford and Ruddington analysis area as part of the Rushcliffe Playing pitch strategy (PPS). There is currently a shortfall identified in all sports in this area with the exception of netball where demand can be met Borough wide. The Sport England Playing Pitch Demand Calculator (which uses locally derived information/evidence rather than a national standard), should be used to provide an understanding of the levels of demand from the site (and this also links back to the PPS).

4.42. The allocation site is expected to provide 3 sports hubs: Sports East, Sports Central and Sports West. This is expected to include a variety of sports facilities, including approximately 12 football pitches for all ages, an Artificial Grass Pitch (AGP), cricket pitches, 6 Multi-Use Games Areas (MUGA) and 12 tennis courts alongside

sports pavilions with associated facilities. Contributions to off-site facilities such as swimming (amongst others) will also be sought through the planning process.

4.43. A community hall capable (incorporating an integrated community partnership library) of accommodating community groups for community engagement events, and future parish council meetings is expected to be provided to serve a development of this size. The community hall should be sufficient in size to accommodate gatherings of at least 150 people (seated) and should be accessible throughout the day and evening. It is expected that the community hall facility should be delivered approximately half-way through the phased development to foster community engagement and allow the new community to come together, reducing the risk of social isolation and loneliness.

4.44. A central sports facility is expected to be positioned at the heart of the site to create a central ‘Green Hub’ where sports, play and recreation come together. The sports parks should have a distinct character in both their appearance and the facilities that are located there. Green corridors are to be located between the 3 sports hubs to allow for all facilities to be accessed by pedestrians and cyclists in a safe and logical manner. Parking provision, on a shared basis with the neighbouring neighbourhood centre, should be provided to make efficient use of land. A separate Transport Assessment for the Sports Provision will be expected. Details of the management and maintenance of the sports facilities and associated buildings and car parks will be expected to be provided as part of the planning applications for those facilities.

Play Strategy

4.45. The play provision policy is determined using localised evidence per 1,000 population to determine the provision expected per the planning policy guidance. This would mean that 2.3 hectares of play space is needed based on a population of 9200. The Neighbourhood Equipped Area for Play (NEAP) is located within the centre of the development and multiple Local Equipped Area for Play(LEAP)s and Local Area for Play (LAP)s will be located within the development. For unequipped play/amenity open space 0.55ha per 1,000 population is expected so for 9200 residents 5.06ha are expected.

4.46. A number of play areas will be expected to be provided across the site to ensure there is a facility within a 5-minute walk from most new residential dwellings, following The Fields in Trust guidance for sport and play. The central play space will provide a hub, creating a destination for play.

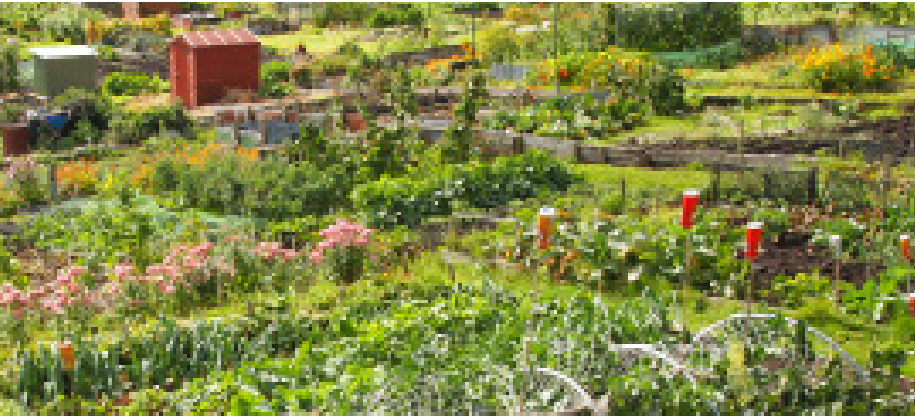
4.47. Play areas within close proximity to residential areas will have a more informal feel. These play areas need to respect the surrounding residential areas with appropriate offsets to dwellings. The play features located around the perimeter landscape should be natural and informal, encouraging imaginative play. These elements will be set out as a trail, encouraging users to explore the site in its entirety.

4.48. The majority of the green and blue infrastructure network is expected to be publicly accessible, but it can include a variety of different types of open space and may include school playing pitches. Natural and semi-natural open space should be located within green/blue infrastructure corridors, around the buffers to Tollerton and Bassingfield. Further guidance to assist with the design open space and creating healthy active lifestyles can be found in Sport England’s Active Design guide which can be found here <http://www.sportengland.org/how-we-can-help/facilities-and-planning/design-and-cost-guidance/active-design>. The Active Design Checklist provides a useful tool for applying Active Design principles to a specific proposal and assessing the ability to deliver more active and healthier outcomes. The Checklist can be found here <https://sportengland-production-files.s3.eu-west-2.amazonaws.com/s3fs-public/active-design-checklist-oct-2015.pdf?az73PYXRmKYaXMfLu8BCxgXSByeiAQ1d>

4.49. New open space and sports facilities are expected to be accessible and designed to avoid any significant loss of amenity to residents, neighbouring uses or biodiversity. The proposed eastern play area therefore is not expected to have floodlit pitches due to the proximity of the site to neighbouring ecological areas, unless evidence is provided that suitable mitigation can be provided to address the relationship. Details for the management and maintenance of the play facilities (formal and informal) and associated buildings/structures and car parks will be expected to be provided as part of the planning applications for those facilities.

Allotments

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

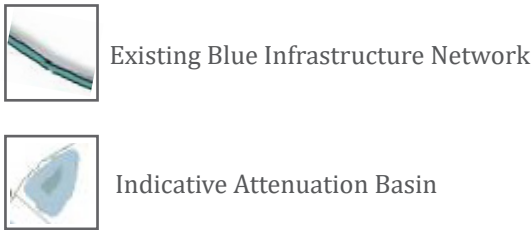


Blue Infrastructure

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



Figure 34. Blue Infrastructure Plan



Drainage Strategy

4.51. The drainage strategy, including highway drainage, will be expected to be designed so that the site can drain at greenfield run-off rates, with run-off being attenuated in drainage attenuation basins. Drainage attenuation swales and basins will be expected to be provided along the northern development edge as part of detailed planning applications in discussion with the appropriate consultees. Environment Agency advice is that attenuation basins should be located outside the design flood (1 in 100 year flood event plus an allowance for climate change) and ideally outside flood zone 2. Foul drainage is likely to require additional infrastructure, the exact design and location of which is to be agreed with Severn Trent Water. Any new foul drainage connections across different land ownerships within the site will be provided without ransom to ensure that the drainage solution can be provided to serve the site as whole and allow the delivery of development without delay.

4.52. Management and maintenance of SuDS will be expected to be dealt with by each developer in their respective planning applications and secured via legal agreements and / or conditions (as appropriate).

4.53. Across the allocation site, a robust drainage strategy will be expected for the entire site at a high level, with drainage proposals for development parcels to be provided by each developer as part of their planning applications within the context of the overall SPD framework plan to ensure that appropriate mitigation is secured and provided. The drainage attenuation features will be expected to make use of the existing topography and man-made features as necessary, pushing run-off into the attenuation features that are primarily located within the periphery landscape. The potential for discharging controlled surface water to the canal could be investigated as a sustainable drainage option.

4.54. The majority of the proposed basins will be expected to be designed as dry features and may have multiple functions as both amenity and biodiversity

assets, although public access to such features is likely to need to be limited to protect the ecology/habitats, secure Biodiversity Net Gain and on grounds of public safety.

4.55. Permeable surfaces will be expected to be used as the default position throughout the development, with any proposed deviations / departures evidenced and justified as part of the relevant planning applications(s). Opportunities for water re-use such as providing water butts for all households, the use of rain gardens and rain chains and other measures to restrict water usage will be expected to be incorporated into all forms of built development across the allocation.

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

4.57. Site drainage should not increase the likelihood of flooding in areas off site, including those areas already susceptible to flooding. This includes, for instance, areas to the south in the vicinity of Cotgrave Lane and Tollerton Lane, Tollerton.

Management and maintenance

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

Biodiversity Net Gain

4.59. Biodiversity net gain (BNG) will be expected to be delivered as part of the development of the site. In England, BNG is mandatory under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021) and where applicable developers must deliver a minimum BNG of 10%. This means a development will result in more or better-quality natural habitat than there was before development took place. The calculations of these provisions will consider whether the areas are open to the public or not as this may impact on the suitability and use of the areas for BNG if humans and domestic animals can access any proposed BNG areas.



Movement Framework

4.60. The primary objective of the proposed Access and Movement strategy (Figure35) is to minimise the need to travel by car, and promote trips by modes other than the car, by providing as many key facilities and social uses (and connections to them) on site as possible. The provision of a usable, attractive walking and cycling network is central to the delivery of the scheme. Each phase of the development should be designed to allow public transport, cycle and foot access to the neighbourhoods, and connect to neighbouring phases within the development and provide a fast reliable bus service to Nottingham, from as soon as possible post the first occupations on the allocation.

4.61. Strategic traffic modelling and transport assessment work is being undertaken for the Strategic Allocation to assess the impact of the development and identify means by which to address these impacts on the local and strategic road network. Aspects of potential mitigation are identified in Section 5: Delivery Strategy, of this document. This includes the active involvement of local highways authorities, other transport infrastructure providers and operators, and neighbouring councils, so that the strategy for delivery will support sustainable transport and development at this site.

4.62. Opportunities should be taken to promote sustainable transport modes for all new residents and employees within the development. Safe and suitable access to, through, and onward to locations beyond, the site should be provided for all users. The design of streets, parking areas, other transport elements and the content of associated standards will be expected to reflect current national and local guidance, including the National Design Guide and the National Model Design Code.

4.63. Bus stops will be expected to be located within walking distance (400 metres) of all residential properties and areas of employment. Bus stops should be provided to a standard (to be agreed with the highway authority) to allow regular bus services to central Nottingham and the surrounding area to operate

through the site. Figure 35 outlines the key components of the Access and Movement Strategy for the site and is described in the following pages. The exact locations of the bus stops will be agreed in consultation with the Highway Authority as part of the planning application process.

Mobility Hubs

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

Primary Hub

4.65. A Primary Hub will be expected to be located in the larger of the two neighbourhood centres, broadly at the centre of the development, broadly in a location along Tollerton Lane north of the existing hospital (subject to detailed design).

4.66. This primary hub should focus on high-volume, high-frequency destinations where all modes meet, with facilities such as (but not limited to):

- Commercial amenities
- Secure weather-protected bike parking for private and shared micro-mobility (such as e-bikes), with electric charging points
- Cargo bike parking
- Bike pump and tool stations
- E-scooter rental / parking (the infrastructure will be provided based on the prevailing policy/guidance at the time)

- Bus stops / infrastructure / real-time information
- Ev-charging bays
- Car club bays
- Day use lockers and package delivery lockers
- Loading areas for taxis / private hire vehicles.

Secondary Hub

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

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

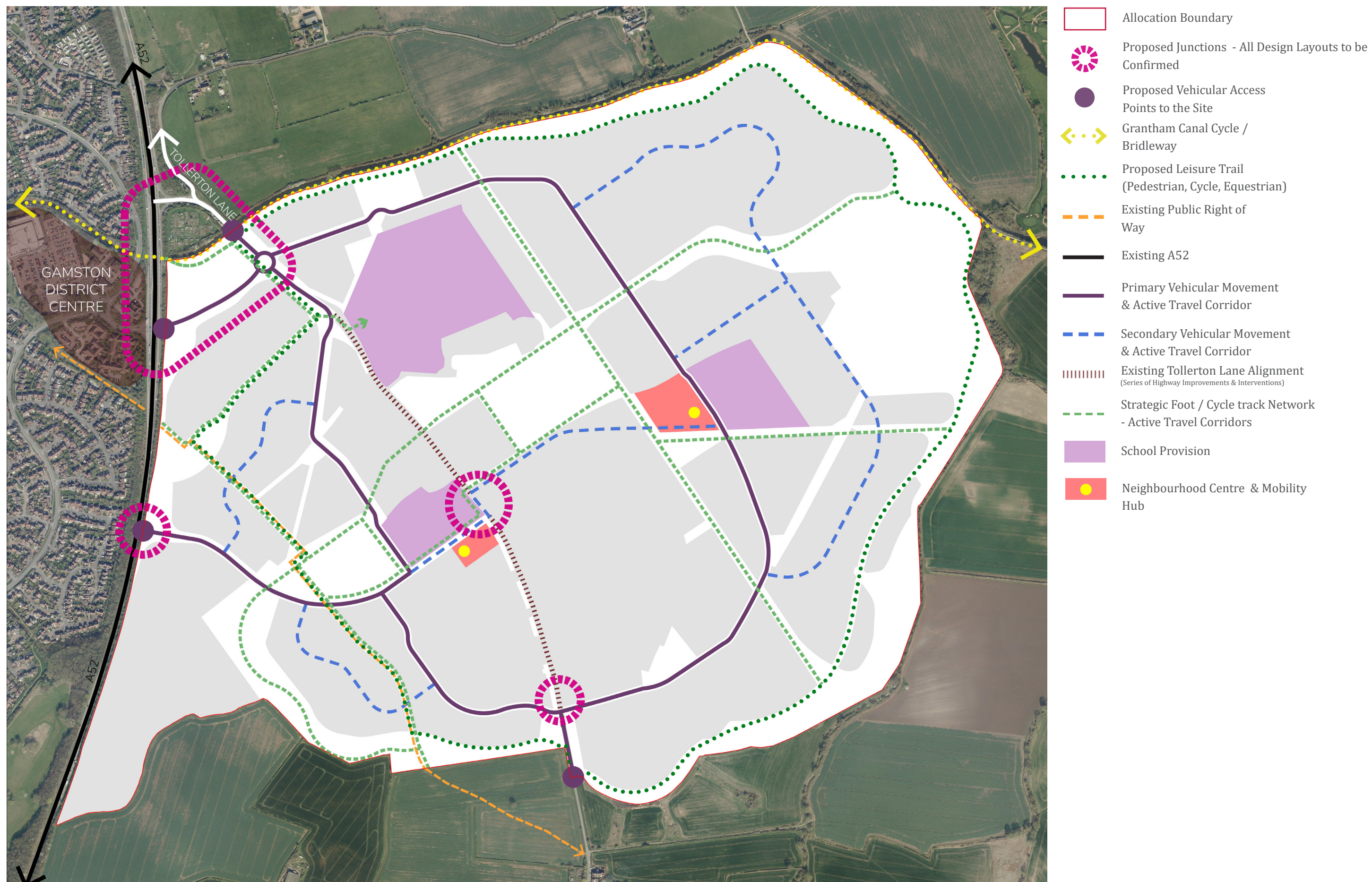


Figure 35. Access & Movement Strategy

Primary Streets

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

Summary

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



Figure 37. Tree lined streets and planting



Figure 38. Three storey homes with consistent building line



Figure 39. Wide grass verge with tree planting



Figure 36. Indicative Primary Street Section

Secondary Streets

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

Summary

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

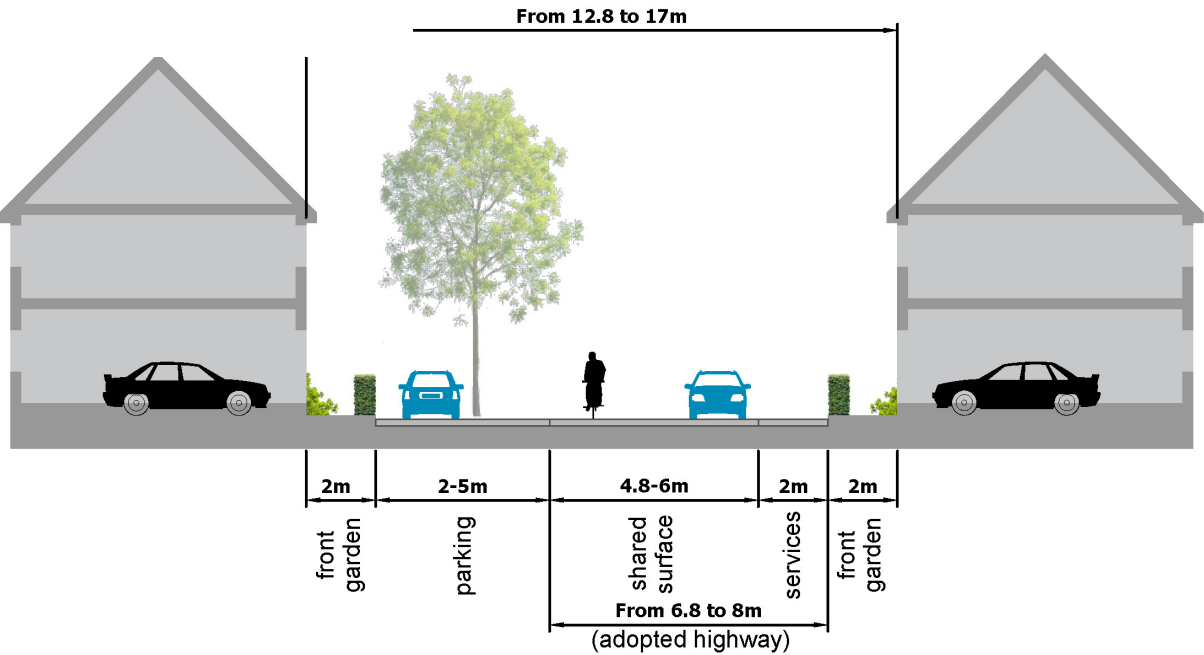
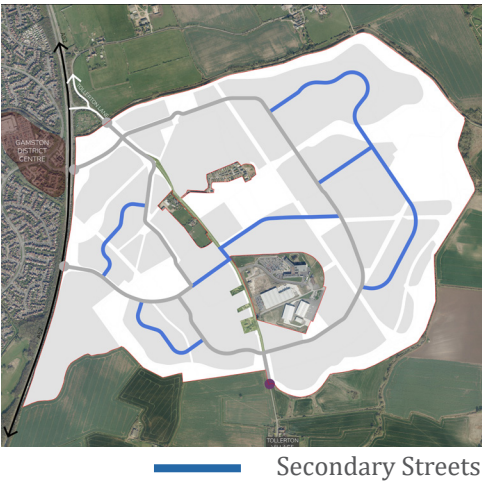


Figure 40. Indicative Secondary Street Section



Figure 41. On-plot parking

Public Transport

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

Active Travel

4.71. New junctions into the site will be expected to incorporate a number of crossing facilities to enable residents to access the existing Gamston local centre to the west of the A52(T). A primary route for pedestrians and cyclists to move between the site and Gamston centre is expected to be provided. This could be the provision of a pedestrian and cycle bridge over the A52, or it could be at-grade controlled crossings on the A52 between the site and Ambleside. Determination of the most suitable option to achieve pedestrian and cycle connectivity and safety should be informed by a crossing options analysis as part of the transport assessment for the proposed development.

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

Vehicular Movement and Access Strategy

4.73. The first phases of development are expected to be accessed via the Tollerton Lane junction with the A52(T), following works to improve the junction onto the A52(T). Two new junctions are expected to be delivered as part of the wider allocation site, directly from the A52(T). The form of these junctions will be determined through the planning application process.

4.74. Vehicles travelling north and southbound along Tollerton Lane are expected to be redirected through the western parcel to join a new primary vehicular movement and active travel corridor. The existing Tollerton Lane is expected to be subject to measures, including a bus priority (s), to be provided to discourage its continued use of Tollerton Lane as a through-route bypassing Wheatcroft Island (Roundabout) on the A52(T). The timing of the delivery of these measures and any limitations on the number of occupations prior to new accesses being provided is expected to be specified in the framework legal agreement.

4.75. A number of interventions are expected to be provided at junctions and along the carriageways within the development site to ensure design speeds of 20mph. The Primary Roads are expected to be limited to 30mph. The internal layout is expected to be designed with consideration to ‘Manual for Streets’ (or any subsequent document should it be superseded) and the Highway Authority’s “Highway Design Guide” and to include traffic calming features throughout the site.

4.76. The capacity of the existing local and strategic highway networks have been modelled using strategic and microsimulation modelling software, and the scope of that assessment was agreed with Highways England and in part by Nottinghamshire County Council. The development will be expected to contribute to improvements at a number of off-site junctions associated with the Memorandum of Understanding for A52/A606 improvement package, Developer contribution strategy between the Local Planning Authority, the Highway Authority and National Highways (MOU) (including, but not limited to):

- A52/A453 Silverdale junction;
- A52/A60 Nottingham Knight junction;
- A52/A606 Wheatcroft junction.
- A606/Tollerton Lane/Main Road junctions; and
- A52/A6011 Gamston junction.

4.77. Measures are expected to be applied on Tollerton Lane and within the village of Tollerton to reduce the level of vehicular traffic travelling through Tollerton village and vice versa, and further deter rat running. There is possible option of limiting Tollerton Lane (between the site and Tollerton village) to bus priority only. However, should access to private vehicles be maintained, the approach works should identify the centre of the village alongside features and landmarks and implement ways to emphasise the essential characteristics ensuring that drivers adapt their speed accordingly. Measures include, but are not limited to, tactics to visually narrow the carriageway to reduce speeds, without the need for artificial bumps, signs and chicanes with all proposals to be agreed with the Highway Authority. The exact details will be reviewed and discussed with the Highway Authority as part of the detailed planning process and secured via section 106 agreement and/or highways agreement obligations. implement ways to emphasise the essential characteristics ensuring that drivers adapt their speed accordingly. Measures include, but are not limited

to, tactics to visually narrow the carriageway to reduce speeds, without the need for artificial bumps, signs and chicanes with all proposals to be agreed with the Highway Authority. The exact details will be reviewed and discussed with the Highway Authority as part of the detailed planning process and secured via section 106 agreement and/or highways agreement obligations.



Emergency and Waste Vehicles

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

Services and Facilities

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

Vehicular Parking

4.80. Parking typologies will vary across the site and will be expected to include off-street parking, on-plot parking, on-plot and off-plot parking squares and could potentially include some on-street parking, which if provided must be attractively landscaped and safe places which are appropriately overlooked. The scheme should be designed to accommodate current Parking Standards in accordance with discussions with the Highway Authority.

4.81. On-street parking is one way to accommodate parking as part of a balanced solution. Parking on the street can be an efficient use of space and people understand how it works. Similarly, on-plot parking is also a common way of accommodating parking needs generated by development. Unlike rear

parking courts, on-street and to a lesser extent on-plot, parking increases activity on the street and between the street and the house. Any on-street parking must be positively designed into the street scene to ensure that it does not dominate the environment or negatively impact the character of the street. For residential development, on-plot parking, or frontage parking courts (depending on the house typology) are the preferred method of parking provision.

4.82. Minimum parking standards should be provided as per the full guidance in the Highway Authority’s Highway Design Guide unless evidence to mitigate the need for such provision can be supplied and agreed upon with the Highway Authority. The Highway Authority’s Highway Design Guide should be referred to in the first instance in respect of the quantum of parking, parking geometry and parking layout (positioning).

Sustainable Transport Strategy

4.83. The diagram opposite (Figure 42) highlights the work of the ‘Copenhagenize Design Company,’ which advises governments and cities on creating more bicycle-friendly urban environments through thoughtful infrastructure, planning, and design.

4.84. Their approach focuses on designing spaces that prioritise pedestrians, cyclists, and public transport users by offering the quickest and most direct routes between destinations, while making private vehicle use less convenient with diversions, altered routes, longer travel times, and consequently higher costs. This strategy encourages people to choose sustainable and active modes of transport, ultimately fostering healthier communities and environments.

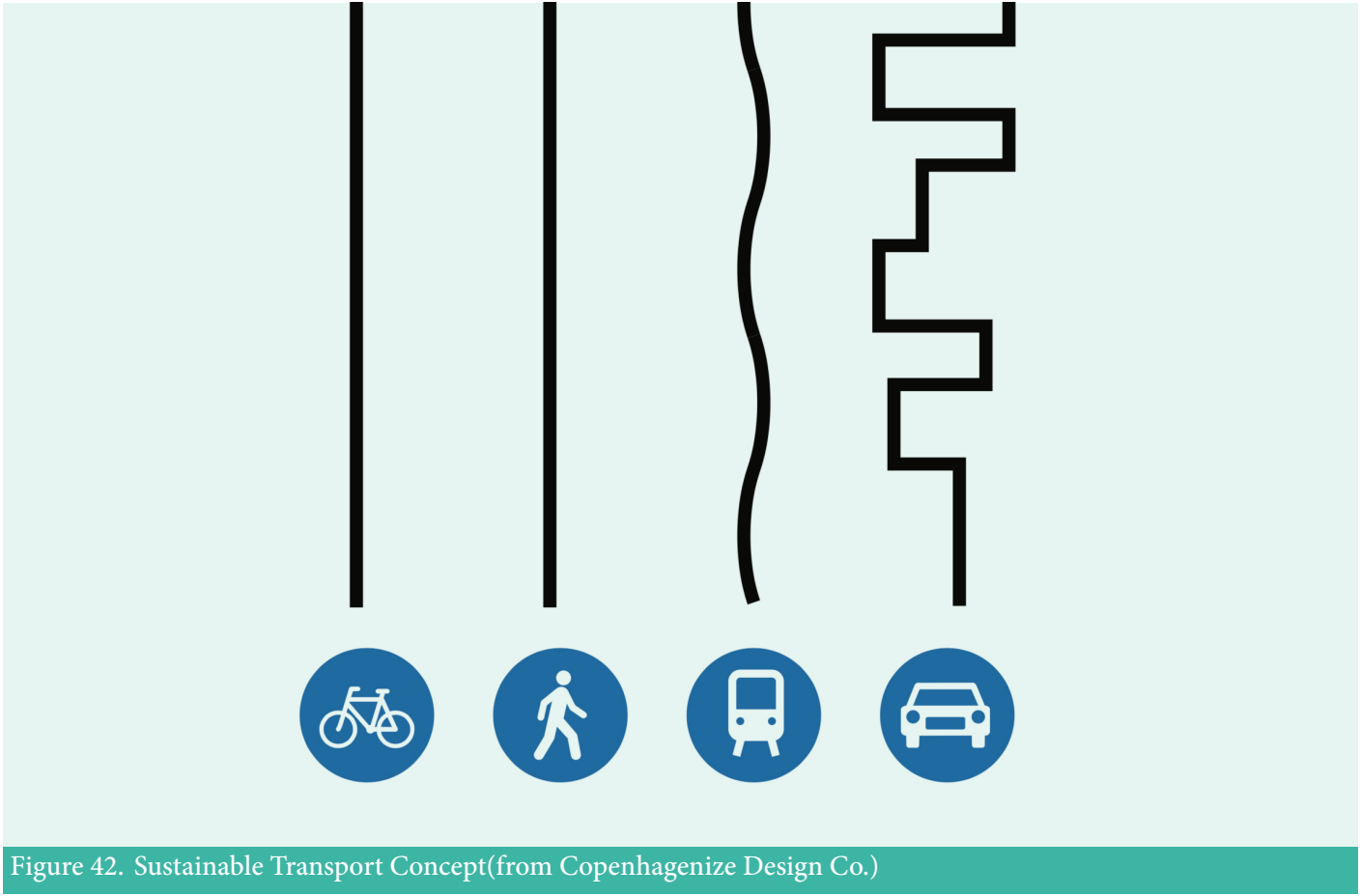


Figure 42. Sustainable Transport Concept(from Copenhagenize Design Co.)

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

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

- Enhanced bus services providing efficient and attractive travel choice for local connections, that will serve the site, connecting to Gamston and Tollerton and provision of a new bus service direct into Nottingham City, and onward journeys.
- Measures to alleviate traffic routing through adjacent villages to alleviate highway street created and road safety implications.
- Upgrades to, amalgamation of, and formation of new connections into, Public Rights of Way ensuring safe routes are available for all users.
- Provision of EV charging points for all developments to allow for the rapid transfer from fossil fuels to electric vehicles over the next 10 years.
- Provision of Mobility Hubs that will include:
 - Secure weather-protected, secure bike parking for private and shared micro-mobility (such as e-bikes), with electric charging points
 - Cargo bike parking
 - Bike pump and tool stations
 - E-scooter rental / parking (the infrastructure should be provided based on the prevailing policy/guidance at the time)
 - Bus stops / infrastructure / real-time information
 - Ev-charging bays
 - Car club /hire/ share bays
 - Day use lockers and package delivery lockers
- Loading areas for taxis / private hire vehicles
- Provision of a detailed Travel Plan with incentives to use sustainable modes of transport.

Character

4.86. The proposals will be expected to be designed in accordance with best practice urban design principles, including National and local policy requirements set out in the Rushcliffe Local Plan (Part 1 and 2, Rushcliffe Design Code (2025, the National Design Guide (October 2019 and the National Design Code (and all National and local policy documents that supersede them). A strong character for development is an important placemaking principle as it helps residents feel a sense of belonging, identity and pride in where they live. This can be achieved through layout, massing, landscaping and building appearance along with other details and factors.

4.87 A Site Wide Design Code has been developed as part of this document that sets out high level design code (requirements) for the development as a whole. It will be expected to be adhered to for all outline, hybrid and full planning application submissions (and all applications that seek to amend or vary them). Phase specific design codes must be provided as part of the detailed planning applications for the delivery of the site as part of the planning process.

Distinctive Neighbourhoods and Edges

4.88. To deliver variety and character within the development areas, three distinctive neighbourhoods have been identified through an understanding of the Site’s wider landscape context and the relationship to existing urban form. This will require a variation of layout, form and appearance, inspired by a Local Built & Landscape Character analysis, which will be provided to secure a distinctive, high quality design development that responds and integrates with its context.

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

4.89. A character analysis from the local area will provide an understanding of the context and inform future proposals and will be expected to be submitted as part of all Reserved Matters, Hybrid and Full planning applications (and any subsequent applications that seek to vary or amend their approved content).

4.90. Furthermore, special edge conditions within each of the three neighbourhoods will add differentiation to frontages adjacent to areas such as the canal, attenuation areas, Primary streets and woodland areas. These are illustrated in Figure 43 and listed below and will be expected to consist of the following:

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

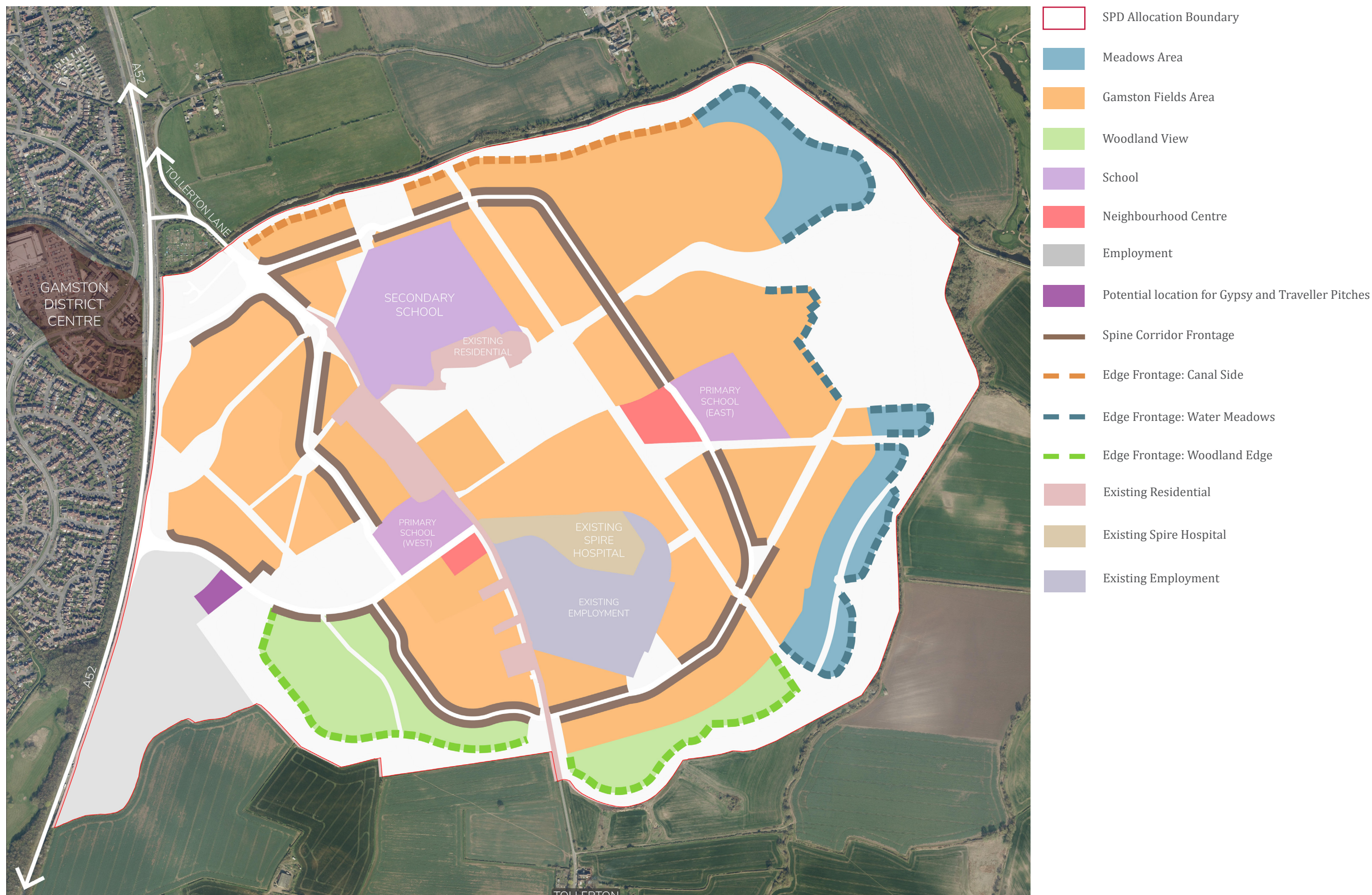


Figure 43. Character Areas Plan

Sustainability

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

Environmental Protection and Enhancement

4.92. Through a range of design measures the development will be expected to protect and enhance the local environment, including:

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

Mitigating and Adapting to Climate Change

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

- Homes designed to reduce carbon emissions in accordance with the energy hierarchy, using a fabric first approach to design to reduce energy demand before making use of low carbon renewable energy, helping mitigate the effects of climate change. The use of green technologies such as solar pv on roofs, grey water recycling and heat –pumps will be be expected to be used.
- Water consumption of no more than 110 litres per person per day is a required standard of the Rushcliffe Local Plan Part 2.
- Development of new homes in an area of low risk of flooding and provision of a surface water management system and infiltration basins designed to manage a 1 in 100 annual probability plus 40% climate change rainfall event.
- Achieving a net gain in biodiversity (for a minimum of 10%) through the enhancement of existing habitats, creation of new habitats and specification of appropriate climate tolerant species.
- Homes shall be expected to be built to the Future Homes Standard (or any such standard that supersedes that standard), so they will not need to be retrofitted with any additional measures or technology to become net zero.
- The Future Homes Standard would see homes fitted with low carbon heating. The expectation is that heat pumps will become the main source of heating systems for all new homes.

- Proposals should be future proofed to embrace up-to–date, new commitments to sustainability. All buildings will be expected to be designed to be resilient to climate change and to remain at a comfortable temperature throughout the year. All buildings will be expected to have a connection to a smart electricity grid which can automatically adjust electricity flows to balance the supply from renewable sources and the grid with demand.
- Carbon reductions will be expected to be incorporated into the design of development phases for all forms of development with due regard to the latest legislation and guidance, e.g. the fabric first approach and no-carbon heating solutions.
- The proposals will be expected to deliver water efficient buildings achieving a residential water efficiency level of 110 litres per person per day. Rainwater storage butts, water meters and low flow water appliances will be expected to be provided in all homes and businesses to help future residents and businesses minimise water use.
- Delivery of high-speed broadband and charging points for electric vehicles will be expected to be provided for all new dwellings and businesses in the development.

Summary of Sustainability proposals:

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



Allocation Masterplan Framework

4.94. A thorough understanding of the site allocation and its wider context provides the baseline upon which to deliver a comprehensive framework masterplan that demonstrates a holistic approach to design when different parties come forward to submit planning applications in the future.

4.95. The proposals are expected to be focused around a new community heart, including primary education and central sports park set within a liner heritage park which helps promote healthy lifestyles and reacts to (and incorporates) the heritage constraints, including (but not limited to) the listed pillboxes. A strong hierarchy of development blocks, streets and places structured around a network of green infrastructure is expected to be delivered.

4.96. The Allocation Framework Masterplan provides the following:

- Around 4,000 homes, designed and delivered by best practice guidance with energy-efficient, low-carbon dwellings fronting Primary Streets.
- Two Primary Schools and a Secondary School.
- Energy-efficient, low-carbon buildings within the Neighbourhood Centre’s, providing retail, office, medical and community facilities.
- Primary access via the A52(T).
- Safer access to and from Gamston, with suitable pedestrian and cycle crossings.
- Tollerton Lane, to the south of the main access into the site, to be downgraded utilising traffic calming features with improvements to walking and cycling routes, through the site, connecting into existing mobility routes that adjoin the site’s boundaries.
- A new bus service with appropriate infrastructure to serve it, along with improvements to the existing bus infrastructure, will be provided.

- A fully integrated green infrastructure strategy to allow for the provision of significant areas of public open space, play areas, sports pitches, multi-use games areas, and Sustainable Drainage features will be provided.
- Grantham Canal (which bounds the site) is expected to be enhanced to facilitate access to and from a new fitness trail to be provided within the site to encourage outdoor activity and mobility whilst also allowing for the enhancement of wildlife habitats and the screening along the boundary to the site.
- Creation of a new linear parkland utilising the existing runway alignment(s) to help promote healthy lifestyles and form an appropriate setting for the historic pillboxes is expected to be provided.

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

Stewardship

4.98. Policy 25 of the Local Plan provides that the development will be subject to requirements which include a neighbourhood centre, community facilities and retail development, improvements to road infrastructure, improvements to walking, cycling and public transport links through and beyond the site, sewage and off-site drainage improvements, an appropriate sustainable drainage system, the creation and enhancement of open space and green infrastructure, the creation of significant green infrastructure areas and buffers and an enhanced green corridor along Grantham Canal and new or expanded educational, outdoor sports and leisure, Gypsy and Traveller provision, health, community, faith, cultural and youth facilities which reflect the scale of development. These features must be delivered across the Site.

4.99. These development requirements all relate to the types of spaces, infrastructure and community facilities and assets that are vital elements of the development, and which require long term stewardship and governance to ensure that the components of the development are properly looked after for years to come; this is known as stewardship. Stewardship vehicles help build community place-making reciprocally to help manage and maintain public and private realm, provide and run a range of community facilities and help manage utility services where appropriate.

4.100. A well-thought through active, local, stewardship model will help foster a shared sense of ownership and identity in relation to the development and engender inclusivity and buy-in from residents and businesses. The stewardship model needs to be well-funded (including being set up to deliver regular income streams), self-financing and provide an exceptional quality environment to realise best place-making and a legacy.

4.101. The Town and Country Planning Association recognises the importance of ‘Community ownership of land and long term stewardship of assets’ and their Stewardship Toolkit contains useful information on stewardship approaches for new communities and has also been used to inform the approach in this SPD bringing knowhow and learning from existing communities such as supplementing service charges with other income streams to sustain the viability of the community; different charges for discrete areas in addition to a wider estate charge; being flexible on structure; and engaging with the community .

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

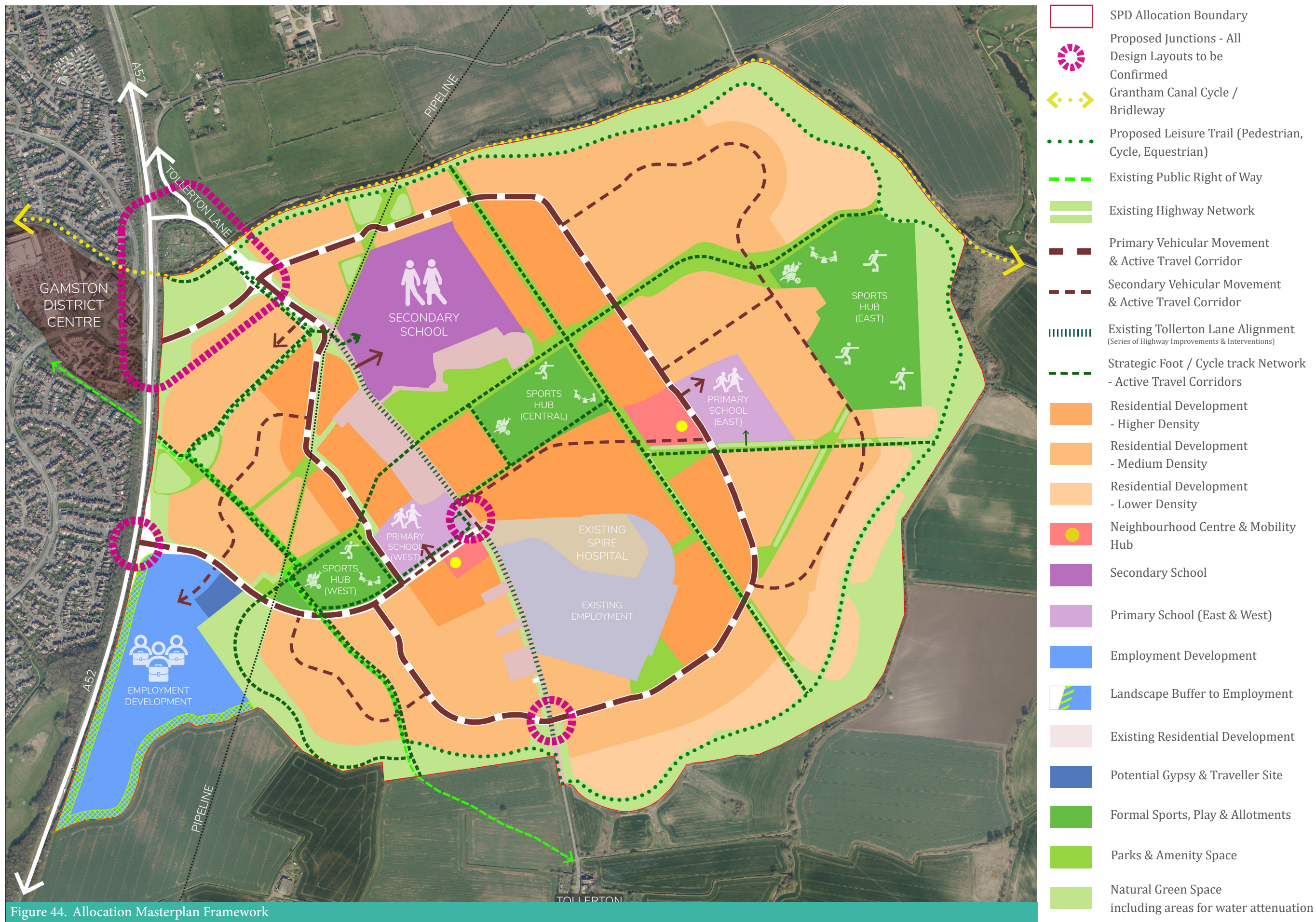


Figure 44. Allocation Masterplan Framework

Stewardship Strategy – expectations for planning applications

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

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

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

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

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

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

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

Planning for long term stewardship within the draft stewardship strategy

4.108. The stewardship strategy is expected to include details as to the proposed stewardship body or bodies that will be set up to manage and develop the community assets in perpetuity. All opportunities for asset management by a stewardship body will need to be considered and a stewardship working group established. The role and constitutional structure of the stewardship body, together with anticipated income streams to fund the management and maintenance of assets it is responsible for will need to be developed to ensure good governance.

4.109. The stewardship strategy is expected to be provided by the consortium of land owners working together prior to the determination of the first planning application, and must cover details concerning:

- Master estate-managed serviced areas – these areas will be stewarded by a master estate stewardship organisation which will have a board of directors and voting structure including community participation and engagement and local authority involvement;
- Sub-developer managed and serviced areas; and
- Any third-party provider estate management serviced areas (including specialist SUDS, BNG, energy, open space etc.)

4.110. The stewardship strategy is expected to include a staged approach to evolve stewardship requirements as the community develops as the development is built out. This will be reviewed at key stages to make the most of new opportunities whilst ensuring that any review is not used as an opportunity to reduce commitments made at the application stage.

4.111. A long term commitment to management and maintenance is expected,

with a stewardship delivery programme setting out when the more detailed proposals for the stewardship of the phases of the development will come forward.

Paying for long term stewardship

4.112. The stewardship body is expected to be a viable business model and capable of generating a sustainable income and revenue streams from community assets that can be reinvested for the benefit of the community to ensure successful stewardship. Stewardship bodies should be entrepreneurial with money saved through good design and developed as the community grows. Energy-efficient buildings are cheaper to run. Community buildings should be designed to be flexible in terms of their usage and be built to a high quality.

4.113. The stewardship strategy is expected to set out funding arrangements for income generating assets, including those which may only generate an income in the longer term, including commercial floorspace, potentially any surplus biodiversity net gain units, and profit share from an on-site renewable energy micro-grid. Any service and estate charges should be levied at and maintained at a reasonable level that is commensurate with the level of cost that is incurred in maintaining or servicing the relevant assets. Charges must clearly identify the purposes and services for which they are levied to ensure clarity in relation to other charges that occupiers may be responsible for.

4.114. The cost of management and maintenance of the wider development’s places, services, assets, facilities and amenities will need to be covered by a combination of the service and estate management charges that may be levied and other sources of income that may include a range of sources such as community facilities revenues including community hub buildings and space hire revenue, community café income, events income from sports and community facilities and other potential sources.