

Site Features

3.18. The following pages assess the Site itself and its unique features, providing a technical baseline to inform future proposals. The response to those features is intended help to determine how well integrated into their context the proposals are.

Topography

3.19. The land is gently undulating, with ground levels at a high point of approximately 40 metres AOD around Tollerton Road, falling gradually to approximately 25 metres AOD in the east. The topography is highest in the central part of the site, falling outwards to the site extents (as shown on Fig.10).

3.20. The airport area slopes towards the south-east and has open views out towards the surrounding countryside. The area to the south of the airport slopes down gently in a broadly southern direction with clear views of the airport buildings from the public footpath to the south. The land north of the airport boundary slopes down towards Grantham Canal. The land to the west of Tollerton Lane has a more gradual slope northwards, towards the canal, and westwards up to Lings Bar Road (A52(T)), whilst to the south the land rises towards Homestead Farm (the farm on Little Lane), Tollerton.

Ground Conditions

3.21. The site comprises previously developed land and undeveloped land, some of which is in agricultural use. The local bedrock is identified on the British Geological Survey web viewer as Mudstone (Fullers Earth formation) with no superficial deposits.

Pipeline

3.22. There is an underground pipeline running on a broadly north-south axis through the site, predominantly to the west of Tollerton Lane which has a 3 metres easement either side, all development must be located outside of the easement.

Contamination

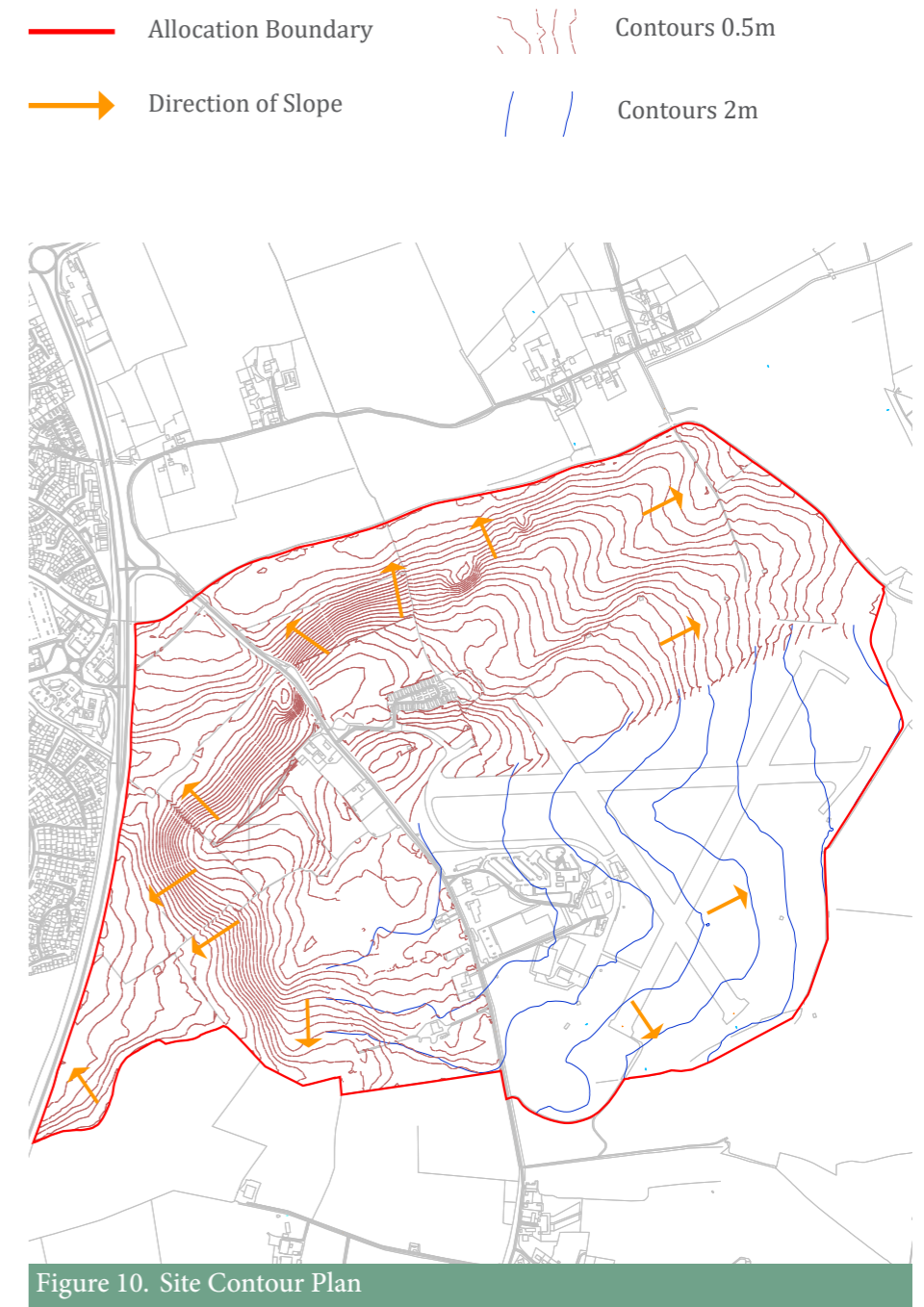
3.23. Due to the current and historic uses of the site there is the potential for land contamination to be present across the whole site. Any potential risks to human health and / or the environment must be robustly assessed as part of the planning application process, with any suitable mitigation proposed where necessary.

3.24. For all relevant planning applications on the site, there is a requirement to include an initial land contamination assessment. It is likely that if planning permission is granted, a pre-commencement planning condition will be imposed to require further investigation and assessment of potential land contamination matters, including potential radioactive contamination, so as to ensure the land is suitable for the proposed uses.

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

3.26. The landowners must obtain any necessary licences or permits (outside of the planning process) before any excavations, or pre-surveys, that would disturb or break the surface of the land are undertaken.

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



Hydrology

3.28. The River Trent flows in a north-easterly direction 2km north of the site. The Grantham Canal flows along (but outside of) the site's northern boundary. There are several small drains mapped within the site's boundary to the west and a small 'ordinary' watercourse, the Polser Brook, flows along the site's eastern boundary in a northerly direction.

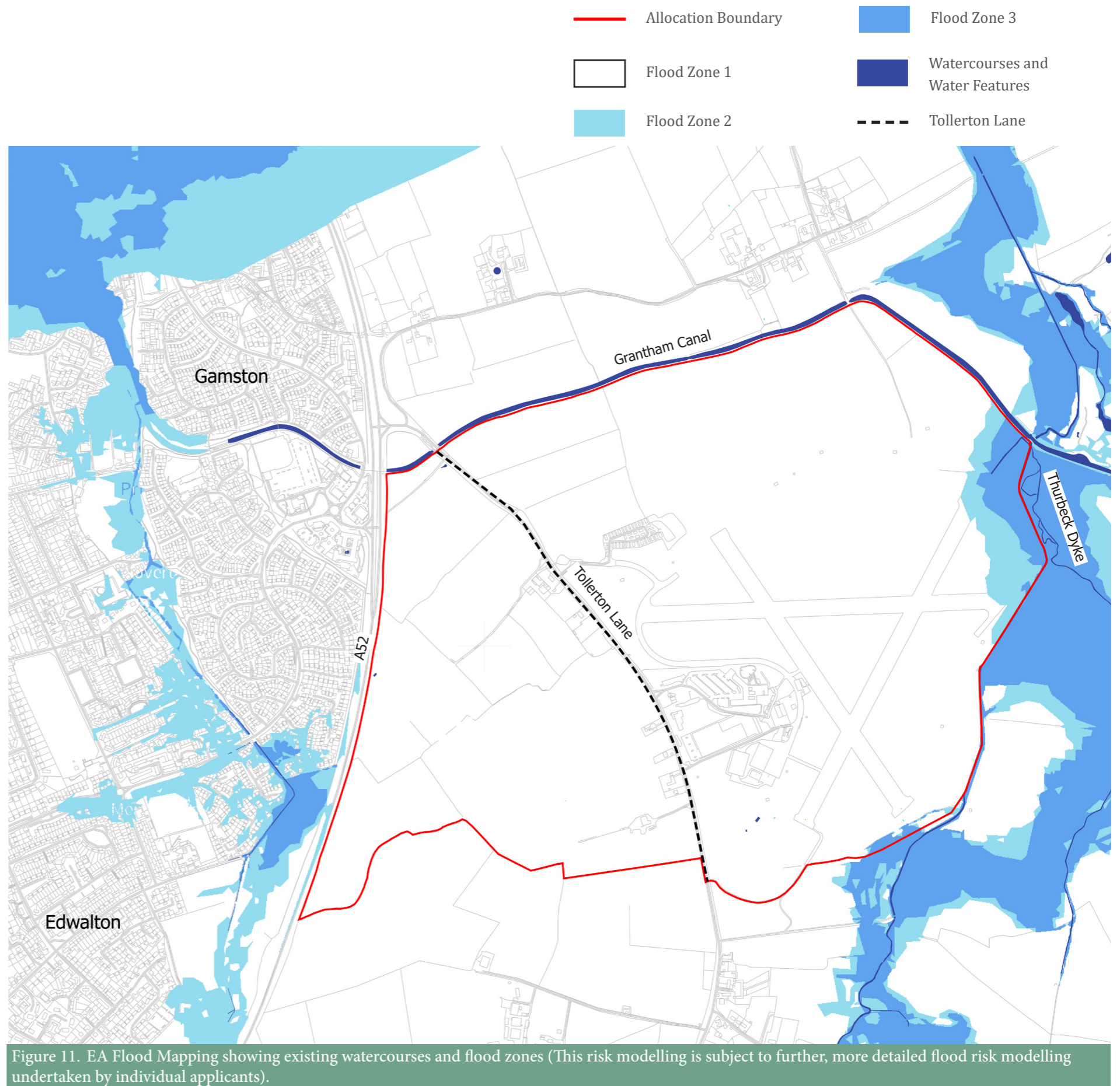
3.29. The source of the Polser Brook is just upstream of Normanton-on-the-Wolds, to the south of (and outside of) the site. Further to the east (and outside) of the site's boundary there are several land drains, including the Thurlbeck Dyke. There are also a small number of additional drains to the north of the Site which are culverted under the Grantham Canal.

3.30. The site's topography generally falls away to the west and north-east, forming a ridge line at Tollerton Lane, effectively creating two separate catchments within the site as illustrated in Figure 10.

3.31. The eastern catchment currently drains to the Polser Brook, conveying run-off from the upstream catchment and the site and flowing through a culvert under the Grantham Canal to the sites north. The confluence of the Polser Brook and River Trent is some 2km downstream. This drainage catchment is hydraulically connected to the wider land drainage network, conveying run-off from the land.

3.32. According to the Flood Map for Planning, most of the site is located within Flood Zone 1 (Figure 11), suggesting that the risk of flooding from fluvial and tidal sources is low. Areas located within Flood Zone 1 have less than a 0.1% chance of flooding in any given year.

3.33. A small area in the north-eastern part of the site lies within Flood Zone 3. Areas within Flood Zone 3 have a predicted flood risk probability of greater than 1% in any given year.



Highways Network

3.34. The site lies adjacent to the A52 (T) (Gamston Lings Bar Road) and is bisected by Tollerton Lane, which provides access to several dwellings, the Spire Nottingham Hospital and Nottingham City Airport/Airfield and several existing businesses (Figure 12). The Gamston Lings Bar Road in this location is currently a single lane carriageway towards the southern extent of the site and a dual carriageway to the north, subject to a varying speed limit along its length. Tollerton Lane is a single lane two-way carriageway, approximately 6 metres wide. It runs broadly in a north-south alignment and continues southwards through Tollerton village, where it is subject to speed limits dropping from 50mph, to 40mph through the site (as you leave the A52 (T)) and a 30mph speed restriction at the entrance to, and through Tollerton Village. It forms a three-arm signalised junction with the A606.

3.35. The A52(T) Radcliffe Road is located to the north of the site and runs broadly in an east-westerly alignment. The Radcliffe Road provides a connection west towards Nottingham City Centre, and east out towards the A46 and beyond to the A1. The A52(T) Radcliffe Road, in the vicinity of the junction with the A52(T) Gamston Lings Bar Road, is subject to a 40mph speed restriction. Ambleside (a primary residential street in the Gamston development to the immediate west of Lings Bar Road) forms a priority junction with the A52(T) Gamston Lings Bar Road, incorporating an on and off filter to the major carriageway, and with a gap in the central reservation for right turners. Ambleside is subject to a 30mph speed limit and provides access to Gamston Local Centre via a roundabout as well as the surrounding residential area.

3.36. Bassingfield Lane (located to the north-western corner of the allocation) forms a priority junction with Tollerton Lane, approximately 80m east of the junction with the A52(T) Gamston Lings Bar Road. Bassingfield Lane is a country lane, subject to the national speed limit and delivers access to a handful of properties before connecting to the A52(T) Radcliffe Road to the north-east.

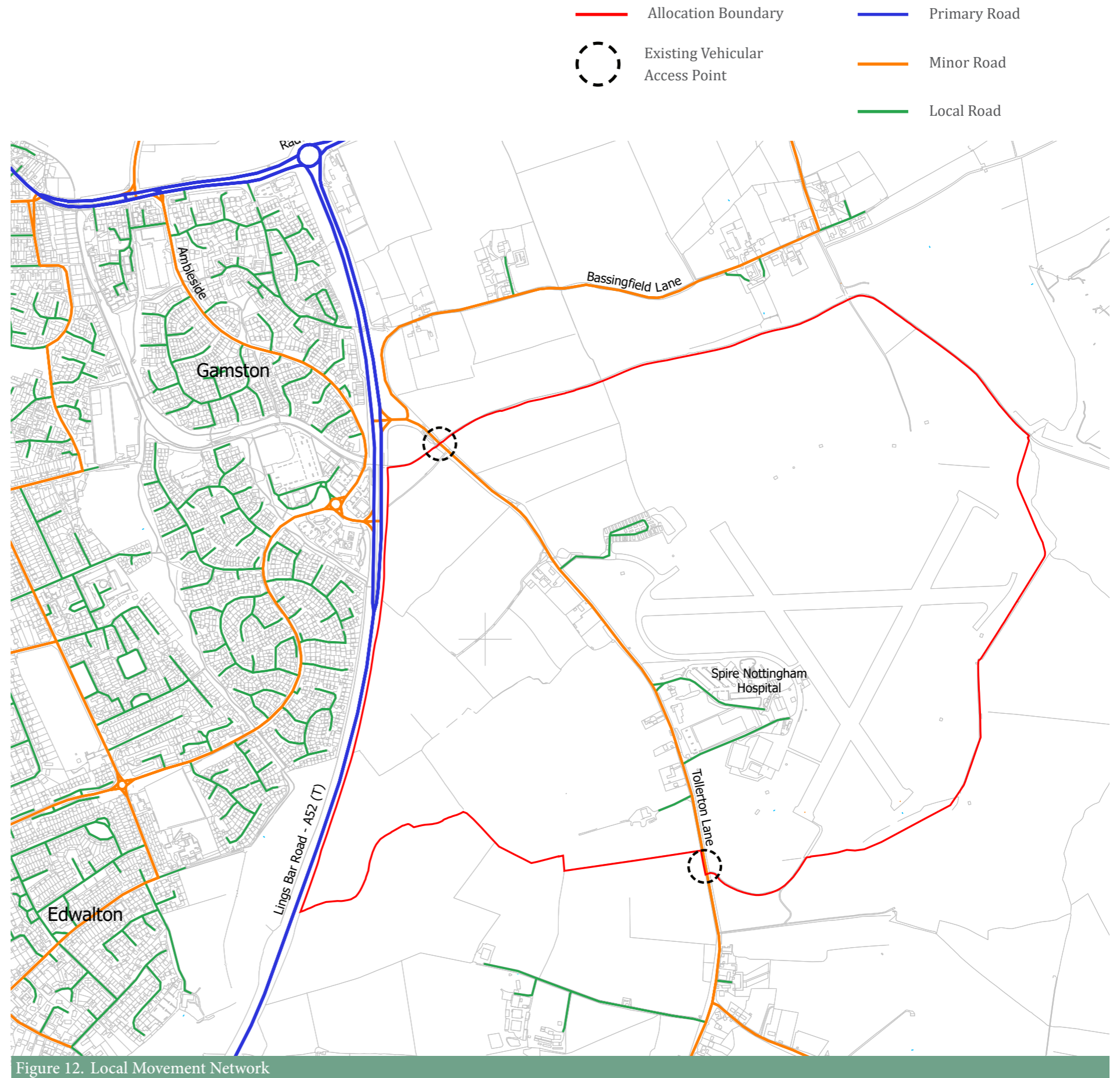


Figure 12. Local Movement Network

Walking and Cycling

3.37. There are several shared footway/cycle track routes, and roads recommended for cycling, in the vicinity of the site. The network provides access to local shops, schools, services and employment in West Bridgford. It also links to planned cycling improvements being delivered by Nottingham City Council in the form of a new bridge over the River Trent, providing cycling connectivity to the City Centre. Public footpath T FP6 crosses the south of the site on its route from Gamston to Tollerton Lane. More widely there are several public rights of way and established routes, including:

- The towpath along Grantham Canal adjacent to the northern boundary of the Site
- Public footpath G FP7 crosses the land between A52(T) Gamston Lings Bar Road and A52(T) Radcliffe Road north of the site;
- Public footpaths HP FP4, HP FP16, ROT FP1 connects Bassingfield village to Stragglethorpe Road to the northeast of the site;
- Public footpaths T FP1, CL FP6 and CL FP1 all lie south of the site, connecting Tollerton Lane and the northern edge of Cotgrave to Clipston village; and
- Public bridleway T BW5 and footpath T FP4 lead from A52(T) Gamston Lings Bar Road to Tollerton Lane past Homestead Farm south of the site.

3.38. National Cycle Network (NCN) Route 15 can be accessed via Ambleside and Regatta Way (both recommended roads for cycling) to the west and north-west of the site. NCN Route 15 connects to Route 6 in Belton and Route 1 near Coningsby. A plan of the public rights of way and routes is shown in Figure 13.

3.39. Nottinghamshire County Council, with partner local authorities, published the D2N2 Local Cycling and Walking Infrastructure Plan in April 2021, with the publication more recently of updates to its delivery programme. The Plan is a long-term approach to developing comprehensive local cycling and walking networks. It identifies potential improvements to cycling and walking infrastructure for investment in the short, medium and long term, up to 15 years. It will be of relevance in informing the Active Travel infrastructure that needs to support development.

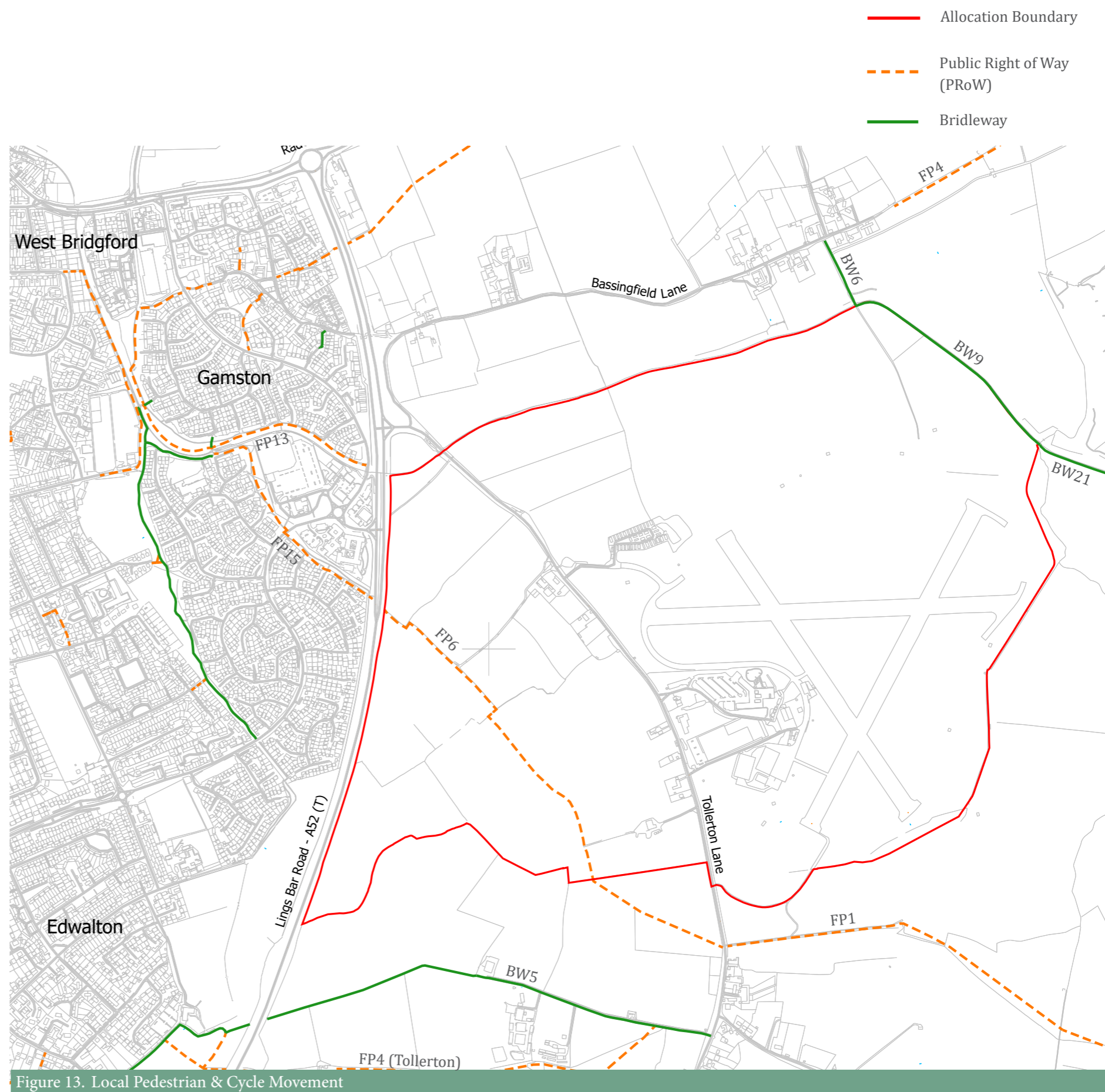


Figure 13. Local Pedestrian & Cycle Movement

Public Transport

3.40. There are several existing bus services which operate close to the proposed site, including services on Tollerton Lane (within the Site).

3.41. Bus stops are located to the north of Tollerton Lane, adjacent to the existing Tollerton Park homes, and benefit from a shelter and printed timetable information on the northbound side of the carriageway. Additional stops are located adjacent to the Spire Nottingham Hospital, and the southern parcel of land, which have been upgraded to provide a shelter and printed timetable information. The pedestrian and cycle accessibility has also been improved with a 3m wide shared footway, albeit only for a short length adjacent to the hospital. There is therefore a requirement to extend this pedestrian and cycle route, along Tollerton Lane, through the site and beyond to connect into neighbouring networks.

3.42. Additional bus services can be accessed on the western side of the A52 (T), adjacent to the Morrisons supermarket car park.

3.43. A plan of the bus routes within the surrounding area are shown opposite in Figure 14 but improvements to the existing facilities, and the provision of new facilities through the development will be required to accommodate the level of population growth and the drive to use public and sustainable modes of travel.

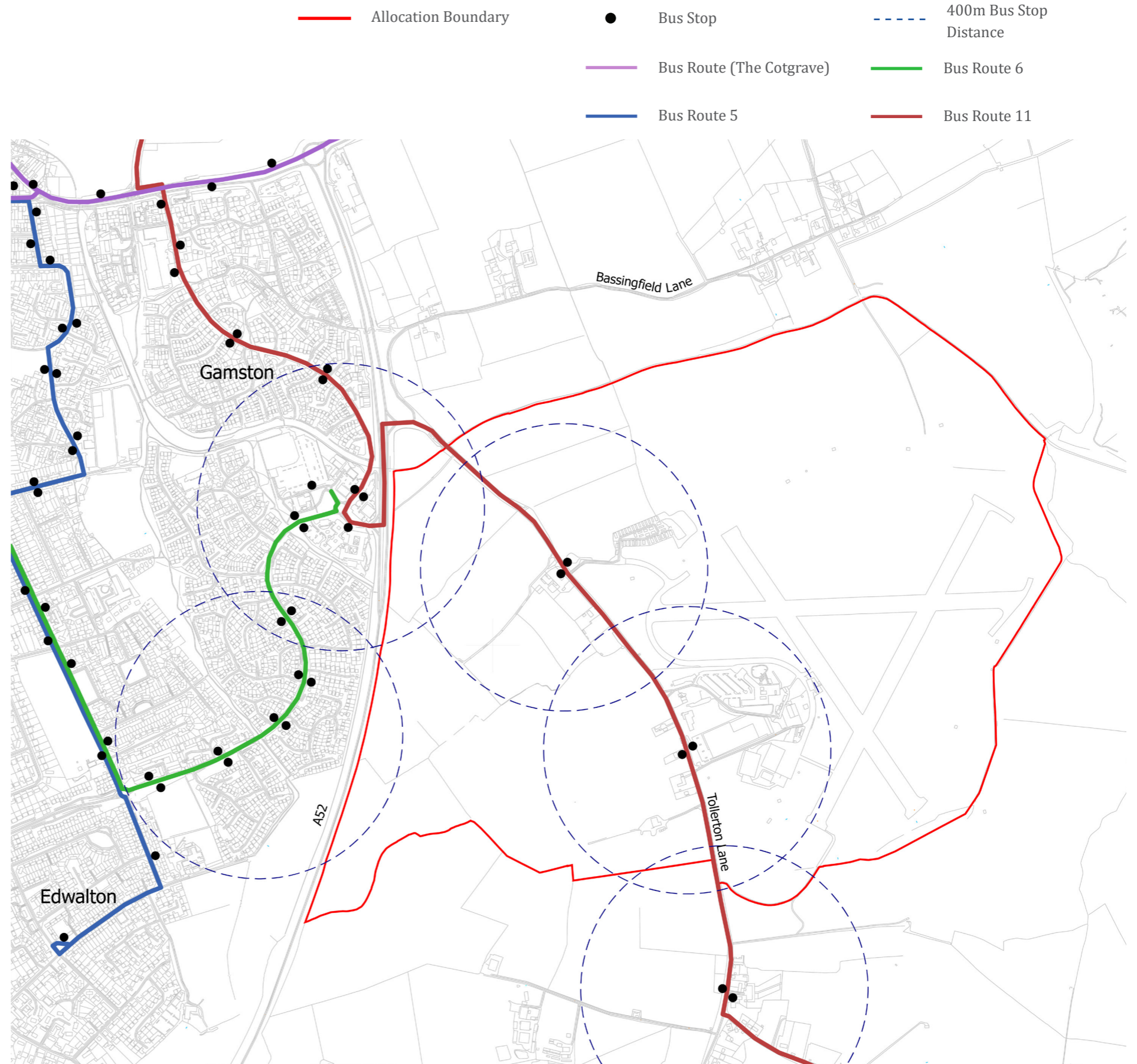


Figure 14. Existing Public Transport routes

Facilities

3.44. Gamston has a range of services and facilities, the majority of which are located to the west (but outside) of the site, on the other side of the A52(T) (Figure 15). These include Morrisons' supermarket, shops, pubs, cafes, takeaways, surgeries, pharmacies, dentists, and other facilities. Gamston also has a diverse range of social and community activities, including numerous sports and recreational facilities and clubs.

3.45. In terms of education, there are primary schools in the south-eastern suburbs of Nottingham and within the centre of Cotgrave. The nearest secondary school is Rushcliffe School, approximately 2.5km west of the centre of the site. Recreation facilities include Rushcliffe Arena, several gyms, outdoor sports grounds as well as leisure centres in Nottingham, two golf clubs immediately north-east and south-west of the site plus Holme Pierrepont and Cotgrave County Parks.

3.46. There is an extensive range of services and facilities within or close to Nottingham city centre, including secondary retail, offices, leisure, education (including two universities) and other cultural uses. There are also employment areas, including business parks and industrial estates, located alongside the River Trent that dissects the city. Figure 15 provides a summary of some of the key services and facilities in the immediate area.

3.47. West Bridgford (which has an extensive range of services and facilities) is located approximately 4.5 km northwest of the Site and can be accessed via bus services as well as via the public rights of way networks.

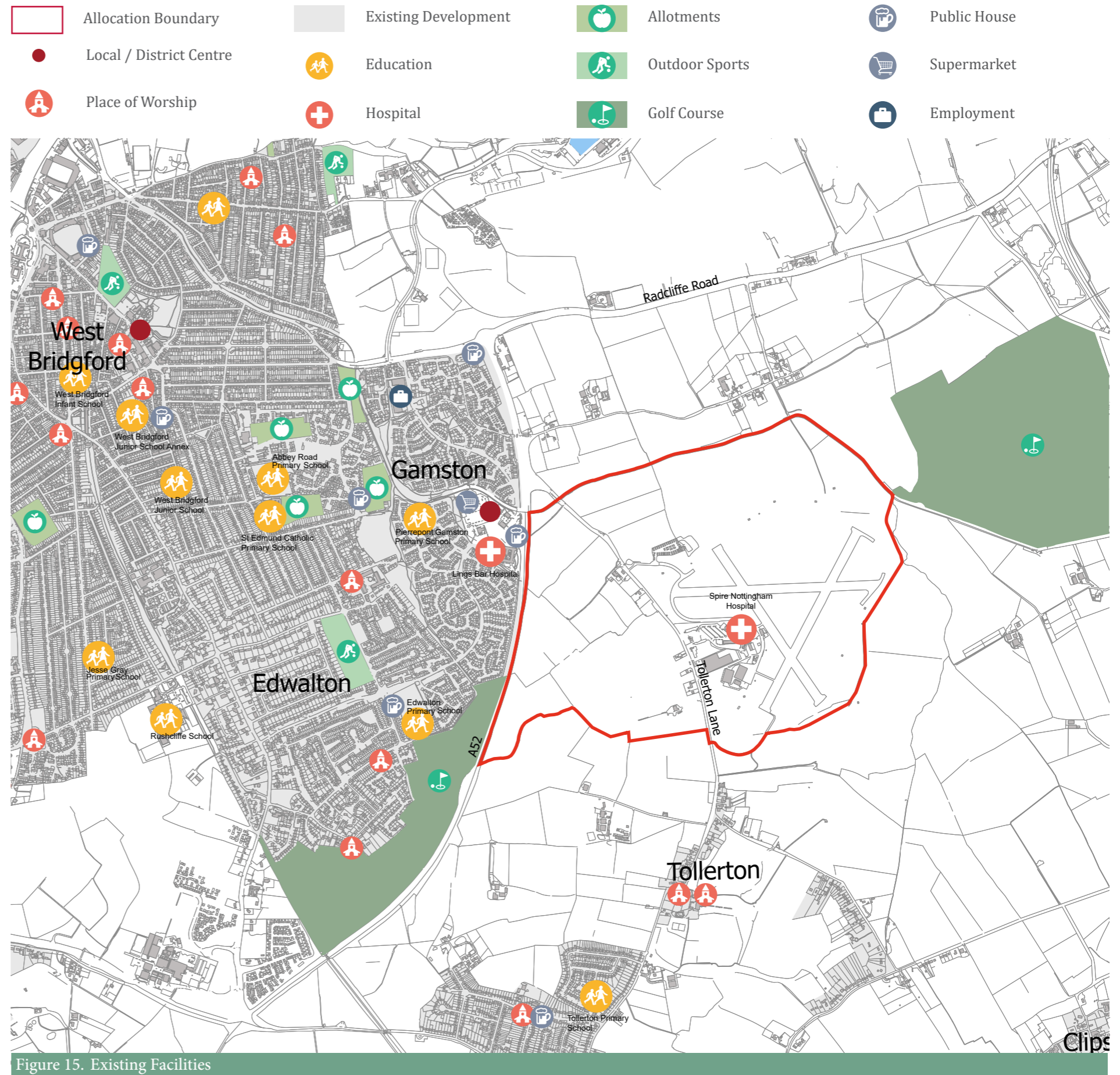


Figure 15. Existing Facilities

Heritage

3.48. To address the built heritage sensitivities of the site, all planning applications for the development of the site must be accompanied by full Built Heritage Statement(s), identifying all heritage features (including but not limited to listed buildings, conservation areas, non-designated heritage assets, Scheduled Ancient Monuments (SAMS) along with any potential for buried archaeology. The Heritage Assessment(s) will also provide a detailed assessment of the significance of the heritage asset(s), including the contribution made by their setting, along with a clear detailed assessment of how this understanding has been used to inform the design of any planning proposal and the mitigation and on-going maintenance and management responsibilities for the heritage asset(s) within the site of the individual planning applications.

3.49. A full understanding of the broad landform context of the site is paramount to inform the heritage assessment. The development proposals must also adhere to Rushcliffe Local Plan Policy 10 and respond to the 'setting of heritage assets'.

3.50. The assessment will also outline how the development will provide for the protection and/or enhancement of heritage assets. It will include a mitigation strategy demonstrating how impacts have been addressed, as well as highlighting any heritage and public benefits that could be delivered by the scheme.

3.51. The site itself is characterised by the undulating nature of the broad valley slopes of the River Trent. The more immediate context of the site is gently undulating with localised areas of higher ground forming visually prominent ridges to the south-east around Cotgrave and Clipston at approximately 95 metres AOD, Sharp Hill to the west at approximately 80 metres AOD and Radcliffe on Trent to the north-east at approximately 75 metres AOD.

3.52. There are seventeen Grade II Listed pillboxes located within the allocated site. Policy 25 of the Local Plan Part 1 acknowledges that the development of the Tollerton airfield will likely have some potential harm to the pillboxes either directly and/or through changes within their settings is unavoidable (but must be mitigated as part of the planning proposal).

3.53. The development of the allocated site however does have the potential to enhance opportunities for public engagement and understanding of the pillboxes and the wider military history of RAF Tollerton. The significance and place-making value of the pillboxes and runways must also be utilised to create a distinct identity for the scheme, that integrates and celebrates the wider sites military heritage. This will also allow for the future life of the development to be underpinned and shaped by its community's understanding, recognition and celebration of its heritage.

3.54. Based on a full understanding of the individual and collective significance of the pillboxes, the delivery of the allocation will therefore be designed to minimise harmful impacts on the pillboxes as well as strengthen the understanding of their history to deliver both extensive heritage and public benefits.

3.55. The framework below establishes the main principles that will guide the approach to the site masterplanning to ensure the heritage significance of the pillboxes and runways are protected and addressed whilst securing the opportunities to both enhance public engagement and to create a strong sense of place.

Heritage Strategy - Outline Stage

- The requirement to retain, maintain and preserve the seventeen pillboxes, and the location and alignment of the runways within the development.
- A publicly accessible route connecting the retained pillboxes will form the basis of a heritage trail allowing for different aspects of the pillboxes heritage to be understood. This route will work with the sites natural typography and must ensure that it will be accessible for all to enjoy.
- The relationship between the pillboxes as well as with the wider airfield space should be sustained in the design approach to the development.

Reserved Matters Stage

- A full condition survey of each pillbox, and any other heritage asset identified will be undertaken in consultation with the Local Planning Authority and other relevant heritage consultees to inform the extent of repairs required and identify viable re-use options.
- A strategy for the maintenance and upkeep of the pillboxes will form part of a wider management plan for the development to be secured via S106 agreement.
- The implementation of a coherent heritage interpretation scheme which complements the overall masterplanning approach in respect of the pillboxes, the alignment of the runways and any other heritage assets identified; this must enhance the understanding of the historic operation of the pillboxes and other heritage assets and their relationship (s) to the wider airfield for future residents and visitors to the site to understand.



Grade II Listed Pillboxes

Archaeology

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

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

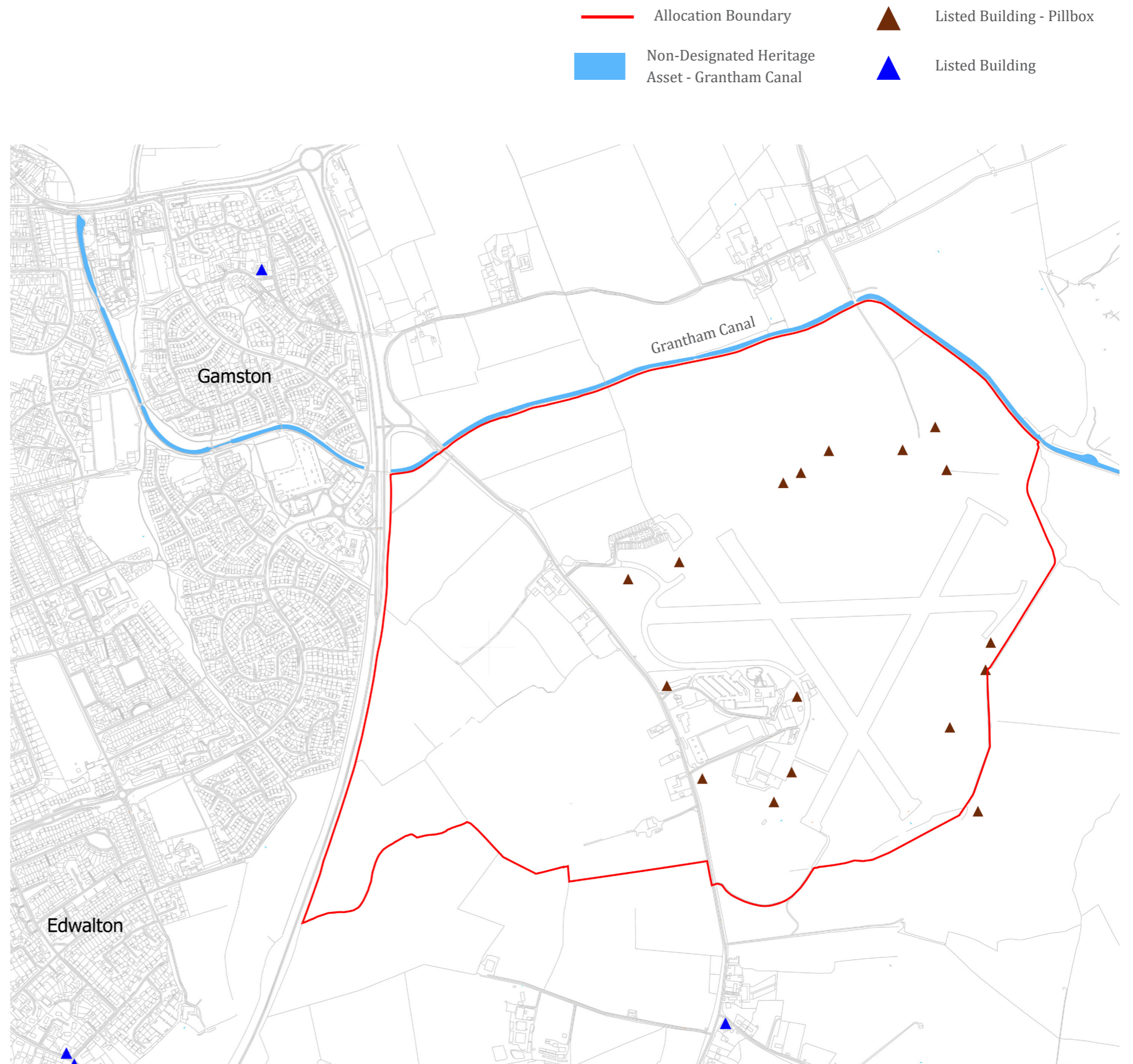








Figure 16. Heritage Plan

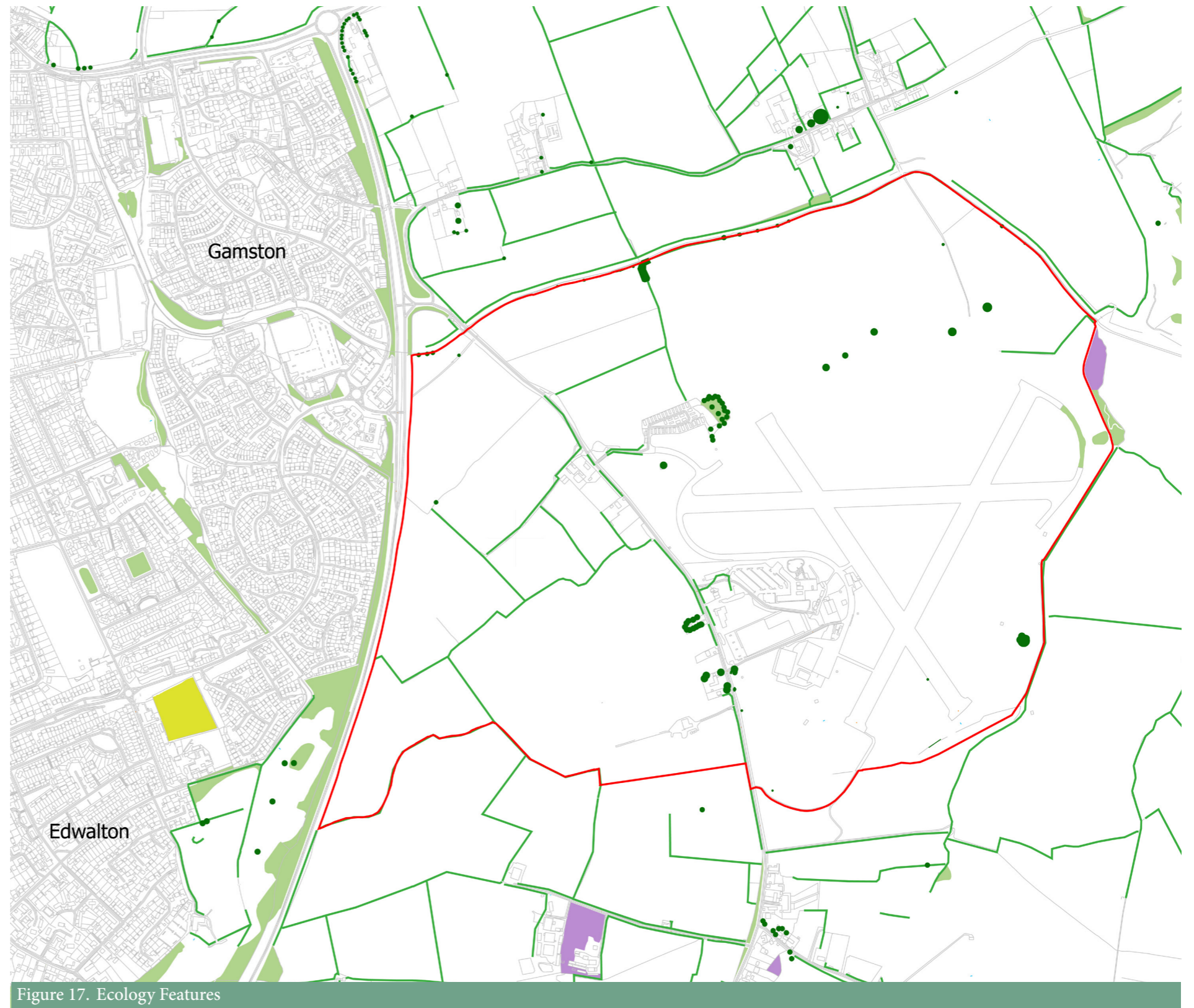
Ecology

3.57. The site comprises a mix of arable land, small areas of dense and scattered scrub, ephemeral and ruderal vegetation. It also includes hedgerows with scattered trees forming field and site boundaries, wet and dry ditches also at field boundaries and poor semi-improved grassland, predominantly associated with Nottingham City Airport as illustrated in Figure 17.

3.58. There are no national or international level statutory designations within or within proximity of the site. One statutory designated Local Nature Reserve is located to the south-west beyond the A52(T) i.e. outside of the site. Three non-statutory designations at a local level exist within 1km of (but again outside) the site. Designated sites within proximity (but outside) of the site include:

- Meadow Covert Local Nature Reserve;
- Grantham Canal (Cotgrave to River Trent) Local Wildlife Site; Grantham Canal, Cotgrave Local Wildlife Site;
- Gamston Pits Local Wildlife Site;
- Shady Lane Pits Local Wildlife Site.

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



Noise and Air

3.59. The main sources of noise in the location of the site are road traffic noise and aircraft noise associated with Nottingham Airport and the neighbouring businesses. The airport is within the area of land allocated for development. The flying of fixed wing planes has now finished and all flying from the allocated site will eventually cease. This is subject to confirmation and will likely be required prior to first occupation of any homes certain parts of the allocated site, where residential amenity would otherwise be unacceptably affected. The neighbouring employment uses alongside the airfield, including the existing helicopter business are also a potential source of noise and the impacts of these existing uses will need to be assessed and suitably mitigated as part of the assessment of planning applications affected by those businesses and their uses/operation.

3.60. The site is not within or adjacent to an Air Quality Management Area (AQMA).



Figure 18. Nottingham City Airport



Figure 19. Nottingham City Airport Infrastructures

Site Considerations & Opportunities

3.61. Following the assessment of the site and surrounding area, the key opportunities and challenges identified in this section have been summarised in the Site Opportunities Plan (Figure 20). The assessment has identified the following relevant considerations:

Surrounding Area

3.62. The development is located in close proximity to the existing Gamston District Centre (GDC). New community, retail and leisure facilities that are to be provided within the development area must consider both the location and economics of the existing businesses within GDC.

Edges

3.63. There is an opportunity to enhance the site's perimeter with 'green edges' that will seamlessly integrate site proposals into the surrounding landscape, including the non-designated heritage asset, the Grantham Canal, north of the site. The masterplan for the site must incorporate such green edges.

3.64. These green edges should follow the site's natural topography, where the terrain typically lowers around the outer boundaries. This allows for the incorporation of drainage solutions and the promotion of biodiversity. Landscaping should be strategically implemented along the northern, eastern, southern, and western edges of development.

Existing Features

3.65. The site will deliver a step-change in ecological habitats, widening biodiversity in the area. The existing framework of trees and hedges will be retained (and enhanced) whilst new wildlife corridors will be created along the Grantham Canal, as envisaged in the Local Plan Part 1 Policy 25, and also created along the eastern edges, by the existing brook a buffer to the Grantham Canal. As such future proposals should ensure:

- Protection and enhancement of the existing pillboxes, the runways and the wider military history of RAF Tollerton to create a distinct identity for the scheme.
- Identification of existing properties (residential dwellings on Tollerton Lane, the Park Homes site) and Hospital building (amongst others) to remain and be protected.
- Opportunity to improve the character of Tollerton Lane.

Green Infrastructure

3.66. The site represents a significant opportunity for provision of new green infrastructure and will include parks, meadows, sports pitches and habitats. New green links will be provided within the site, connecting with the surrounding area. There is a significant opportunity to create a new community park, between the row of listed pillboxes, themselves to be repaired and protected. There is also the opportunity for information boards to be added to the pillboxes. Both will be provided.

3.67. Pedestrian and Cycling Connections through and into the existing networks beyond the site's boundaries will also be provided.

3.68. Provision will be made at several locations to incorporate pedestrian and cycling infrastructure at the new highway junctions over the perceived barrier of the A52(T), to enhance pedestrian and cycle connectivity with Gamston District Centre, Gamston and Tollerton.

3.69. There is need to extend and widen walking and cycling opportunities within and through the site connecting into existing movement corridors. This includes the provision of, and connections to public footpaths/cycle routes along Grantham Canal. Additional routes will also be added, along the routes of the former runways, and along the space needed for the gas pipeline easement. There is also an opportunity for connecting into the proposed link between Grantham Canal and River Trent, as proposed in Policy 32 of the Rushcliffe Local Plan Part 2.

Highways

3.70. The impact of additional traffic through the village of Tollerton and Bassingfield will be carefully considered and suitable mitigation measures adopted and implemented to ensure that traffic levels are maintained to an acceptable minimum level, such as (but not limited to) additional traffic calming, limiting Tollerton Lane (between the site and Tollerton village) to bus priority only and re-directing traffic through the new development. The detail of the final measures will be subject to discussions with the Highway Authorities and implemented through the planning applications.

Uses

3.71. The site's size provides an opportunity to deliver a mix of uses incorporating housing, education, leisure, retail and recreation. This will create a more attractive and sustainable place to live.

Employment

3.72. A new business park will be created, alongside the A52(T) on the western edge of the site. Here, it would have direct access onto the strategic network and is less sensitive to noise and operational hours. This will provide jobs for the new residents and those of Nottingham and the surrounding area.

3.73. The existing employment site, within the centre of the site, is also likely to evolve as some of those businesses are related to the operation of the airfield. Once the airfield fully ceases operating and the Civil Aviation Authority (CAA) Licence is surrendered then some of those existing business units may be replaced, sub-divided or be subject to change of use proposals. Careful consideration of any new uses and businesses, along with the relationships to the neighbouring land uses will be required.

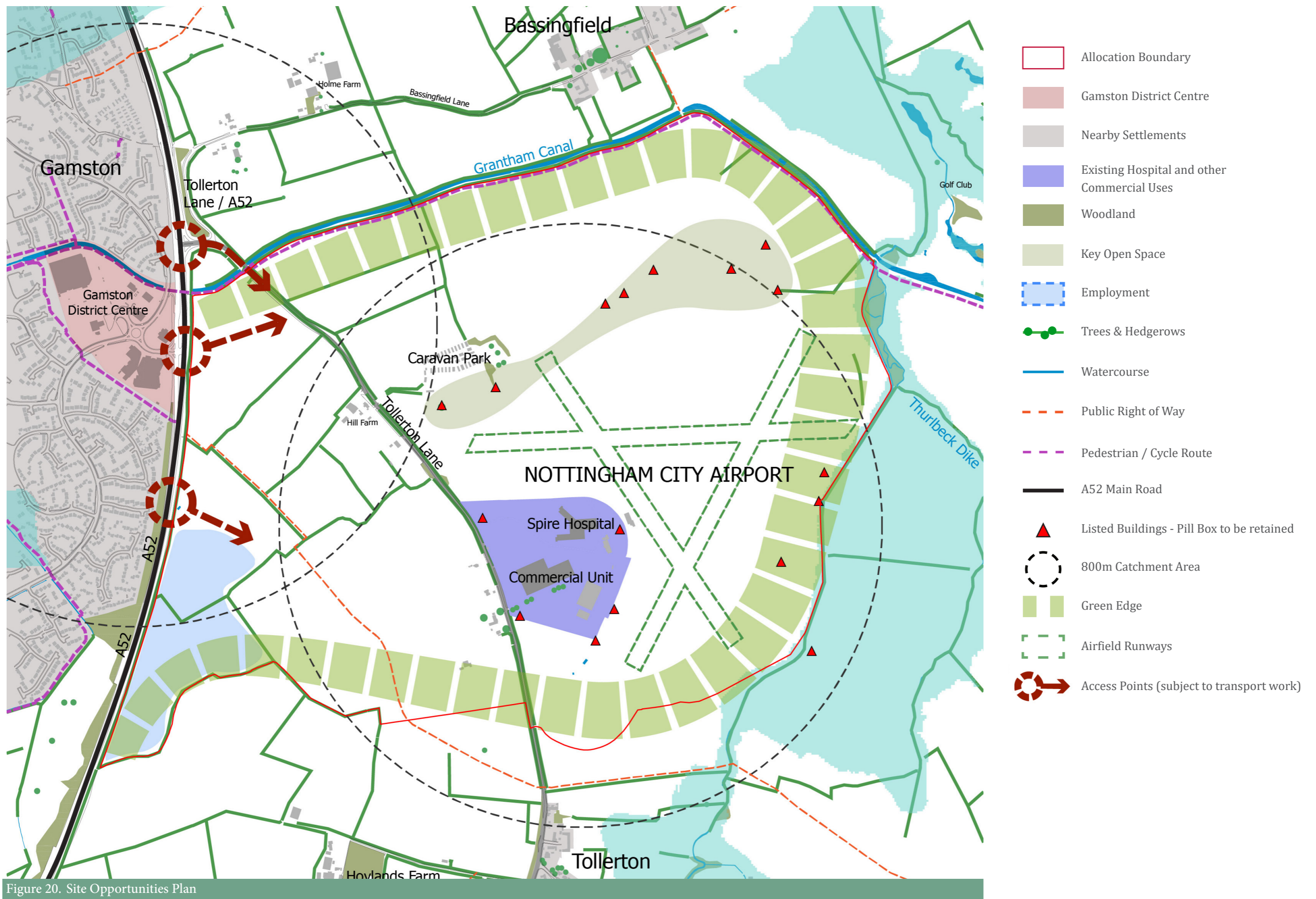


Figure 20. Site Opportunities Plan