

# 6. APPENDICES

**Site Wide Design Code**

# CONTENTS

1.0 INTRODUCTION		5.0 LAND USE AND BUILT FORM	
1.1 Introduction .....	92	5.1 Introduction .....	104
1.2 Purpose & Structure of this Site Wide Design Code ..	93	5.2 Residential Areas .....	106
2.0 SITE WIDE DESIGN CODE INSTRUCTIONS		5.3 Mixed Use Areas.....	109
2.1 Site Wide Design Code Instructions.....	94	5.4 Local Centres.....	109
2.2 Site Wide Coding Plan .....	94	5.5 Primary and Secondary Education .....	110
3.0 NATURE AND OPEN SPACE		5.6 Primary Schools.....	110
3.1 Introduction.....	96	5.7 Secondary School.....	110
3.2 Open Space Character Areas.....	98	6.0 AREA DESIGN INSTRUCTIONS	
4.0 MOBILITY STRATEGY		6.1 Key Character Areas and Distinctive Edge Frontage	111
4.1 Introduction .....	100	6.2 Woodland View .....	113
4.2 Access and Movement .....	102	6.3 Gamston Fields .....	115
4.3 Strategic Cycle Ways .....	102	6.4 Gamston Meadows.....	117
4.4 Footways/Cycle Ways .....	102	7.0 Design and Planning Matters	
4.5 Public Transport Routes.....	102	Coverage Checklist	
4.6 Primary Street .....	103	7.1 Introduction .....	119

**This Site Wide Design Code for the East of Gamston/North of Tollerton Sustainable Urban Extension (SUE) has been prepared in collaboration with main landowners and developers of the Site.**

## 1.1 Introduction

This Site Wide Design Code has been produced to inform the development of land east of Gamston and north of Tollerton, which is allocated as a sustainable urban extension in the Rushcliffe Local Plan Part 1, adopted 2014.

The purpose of the Site Wide Design Code to implement a staged approach to design control, which will provide Rushcliffe Borough Council with a holistic framework to the coordination of high quality design and continuity of the treatment of the public realm throughout the development in accordance with the relevant policies. The Site Wide Design Code forms part of the SPD.

## 1.2 Purpose & Structure of this Site Wide Design Code

This Site Wide Design Code will provide a set of 'high-level' design instructions that will be used to guide Area Design Codes and the delivery of the Site through further planning applications. It will be used by each of the developers to provide consistency and quality across the Site.

It provides a responsive mechanism for controlling the character, quality and appearance of the development as it evolves over time and will set broad guidelines for the Site which will form the key components and preconditions to achieve the overall vision. It can be adapted and adjusted as each phase is built and as new technologies and building regulations evolve without compromising quality.

It aims to fulfil the objectives of the NPPF in helping to deliver high quality inclusive design without unnecessary prescription or detail. The document will therefore focus on high-level instructing principles and strategies that are of relevance to the entire application site.

The Site Wide Design Code has been structured to reflect the way in which designers are likely to approach the design of individual parcels. As such, the code is split into two main sections under a 2-tier document structure as indicated in the adjacent Figure 47.

### Tier 1 - Site Wide Design Instructions

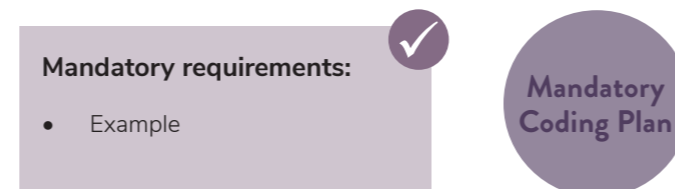
- These present a set of instructions that are relevant to the Site as a whole such as Street Typologies, Block Principles, Parking Provision, Landscape Structure, Building Form, Sustainability, and Services and Security. These instructions aim to encapsulate a wide range of design components that are essential in creating high-quality development. In the absence of specific, detailed instructions the Site Wide Design Code should apply.

### Tier 2 - Area Design Instructions

- In addition to the Site Wide Design Instructions, another layer of area-specific design instructions will apply to three character areas. Residential areas reflect the proposed character areas of the masterplan and help to establish a number of coding instructions relating to layout, urban form, built form and public realm.

### Status of Coding Instructions

In addition to this tiered approach to the document structure, mandatory design code requirements will be set out within the document to provide the essential key components and preconditions to achieve the vision for the Site. Mandatory items will be highlighted with a tick, as illustrated below.



### Area Design Codes

- It is expected that Area Design Codes are prepared and agreed for all parts of the Site, unless an exception is justified. The stage at which Area Design Codes are expected in the planning process is set out below in Section 7.0. Area Design Codes should be informed by the high-level instructions and requirements of the Site Wide Design Code. In addition, Area Design Codes should incorporate relevant design codes and guidance included within the Rushcliffe Design Code Supplementary Planning Document (adopted September 2025), unless an alternative approach is demonstrated to be justified.



Figure 47: Document Structure

# 2.0 SITE WIDE DESIGN CODE INSTRUCTIONS

## 2.1 Site Wide Design Code Instructions

Prior to the approval of any Full or Hybrid Planning Application, or Reserved Matters Application, this Site Wide Design Code will inform each planning application, assisting them in demonstrating how the proposed development shall accord with the approved Site Wide Design Code.

## 2.2 Site Wide Coding Plan

The Site Wide Design Coding Plan provides a spatial framework for the future development of the whole site and each individual Character Area, as well as the design of strategic infrastructure to be delivered on site in advance of development; this is to ensure consistency of approach and design quality across the Site.

It develops the vision, design concept, principles and frameworks that were described in the SPD and identifies the location and distribution of the different elements that are defined in the Site Wide Design Code.

Each element will be described in detail in the following sections, identifying the site wide design code instructions that apply to the whole site, and the ones to be defined at the character area level.

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

Residential - Includes Ancillary Infrastructure, Secondary & Tertiary Streets and Open Space.



Figure 48: Site Wide Design Coding Plan

## NATURE AND OPEN SPACE

### 3.1 Introduction

A generous landscape and open space framework is an integral part of the proposals for Land East of Gamston and North of Tollerton. The framework is structured around key landscape features and has been designed to ensure convenient accessibility for existing and future residents. The following mandatory requirements will help to protect and enhance the natural environment.

The extensive strategy has been developed in response to the wider context and the overall connectivity of the Site. It will encompass over 65 hectares of green space, meeting the government's latest aspirations for multi-functional open space set out in Appendix D (Green Infrastructure) of Local Plan Part 2 which links specifically to Policy 35 of this plan and identifies the strategic corridors and the connecting local corridors and ecological networks within the Borough.

A large proportion of the site is set aside for multi-functional green infrastructure. The intention is that a safe and enduring landscape is established that will provide a rich and diverse setting for buildings; encourage activity animation and play; provide identity within the built form; maximise biodiversity and encourage sustainability benefits such as Sustainable Drainage (SuDS).

A Green Infrastructure and Character Area Coding Plan has been produced identifying the strategic open space components character and their spatial distribution.

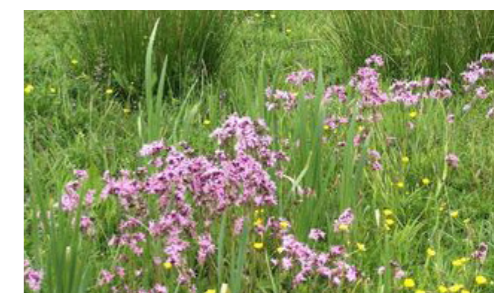
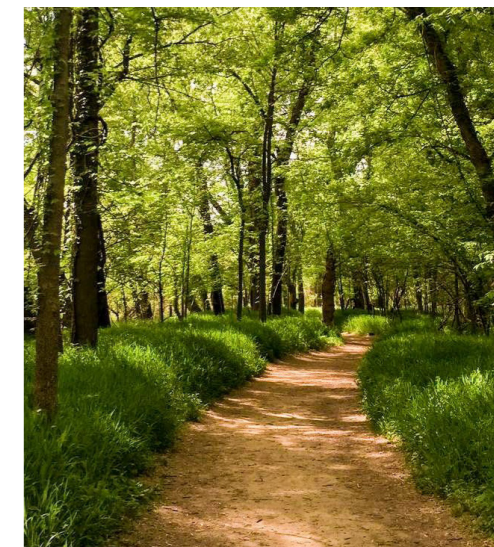
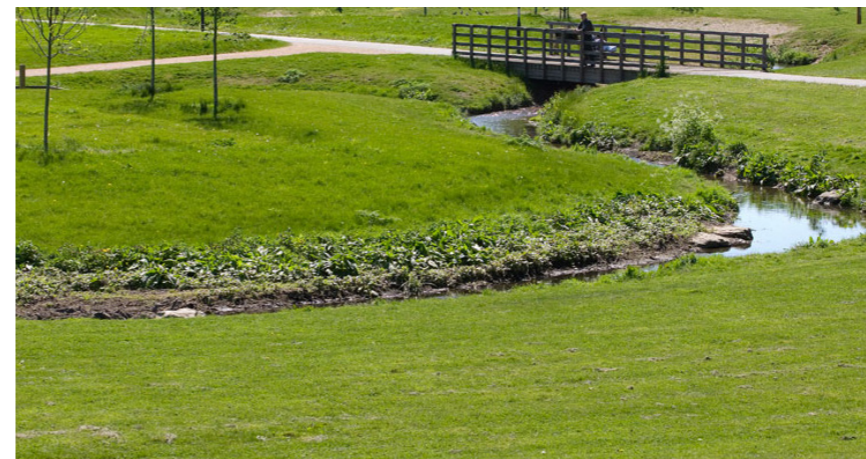


Figure 49: Precedent images of open space typologies



### Mandatory requirements:

- 1 Retain, protect, and enhance existing landscape features such as existing woodland, trees, shrub planting vegetation along Grantham Canal and field boundaries to create a native network of biodiverse wildlife corridors within the site boundary, save for where new connections to existing movement corridors are formed;
- 2 Creation or conservation of landscape biodiversity corridors, creating a series of green links. These green links may vary in their character and design. Development parcels must be orientated to directly address the public spaces;
- 3 Blocks of woodland must be created in accordance with areas outlined in Figure 50 and be enhanced by thicket, tree, and hedgerow planting, along the southern edge of the site to screen and filter wider views into the development from the south;
- 4 Wildlife areas must, as a minimum, include areas of species-rich grassland, woodland copses, scrub, wet grassland, new ponds, dry ditches and native species hedgerows;
- 5 The new Amenity Green Space, Natural, and Semi-Natural Green Space areas to be formed (as shown on Figure 53) must include areas of species-rich grassland, woodland copse, scrub, wet grassland, new ponds, dry ditches, and native species hedgerows;
- 6 Links to the open countryside and areas of community woodland should be established and reinforced, where consistent with the overall design;
- 7 Areas of accessible green space for sport, natural play, walking and cycling, equipped play areas and trim trails must be provided throughout the development and must comply with Sports England's 10 principles of active design and the Borough Council's Play Strategy (or any document(s) that supersede them);
- 8 Areas of natural play, equipped play areas and trim trails must be overlooked by active frontages;
- 9 Pedestrian and cycle connectivity for new and existing residents through delivery of streets, green corridors, and connecting links into the adjoining open countryside networks will be delivered as shown in Figure 51;
- 10 Pedestrian and cycle connectivity through secondary and tertiary streets will also be delivered to allow unimpeded movement through the site. Details must be included in either Full or Reserved Matters submissions for the 'layout' of the site/phase(s);
- 11 A continuous green buffer along the A52(T) Gamston Lings Bar Road and along the Grantham Canal (where these features adjoin the SUE) must be provided in accordance with Figure 50 and must make provision for pedestrian and cycle links through it, in accordance with Figure 51;
- 12 A green buffer along the southern edge of the allocation site, making provision for pedestrian and cycle links through it in accordance with Figure 51 must be provided;
- 13 The existing landscape features and heritage assets within the SUE must be retained and enhanced including the alignment of the runways, the former taxiways, and the incorporation of pillboxes into green corridors within the design evolution of these open space character areas;
- 14 A network of drainage attenuation basins will be designed and installed to provide drainage solutions that address the landscape within which they sit in accordance with Figure 53;
- 15 The new drainage attenuation basins must be designed to support habitats to increase Biodiversity Net Gain.

## 3.2 Open Space Character Areas

The proposed green infrastructure has been organised into eight areas of distinct character, highlighted below. This variety in landscape character will help to promote health and wellbeing amongst residents.

A strategic 'walking trail' will create opportunities and encourage people to experience all of the landscape character areas within the Site, which are varied and unique.

### 1 THE GAMSTON LINK

The key arrival space to the site from the north. It will be closely associated with the A52 junction and is formal in nature. Additional footways/cycle ways will connect this area to various parts of the development as well as the wider countryside.

### 2 GRANTHAM CANAL

Involves landscape treatment along the southern edge of the canal. The area will tie in with and enhance the existing setting and features of the canal and be of naturalistic value. A series of attenuation basins with associated vegetation is proposed as part of this.

### 3 THE RUNWAYS

A linear park that follows the alignment of the former runway, acting as a key pedestrian and cycle corridor within the Site. It will be formal in style with avenue planting.

### 4 PILLBOX PARK

A linear park that includes the historically listed pillboxes. This area consists of a series of informal green spaces with planting and meandering paths.

### 5 THE GREEN HUB

Focuses on play and sports facilities. This space is closely connected with The Runway and will include tree planting and fencing to create a formal parkland.

### 6 WATER MEADOWS

Borders the Polser Brook and will be focussed upon several detention basins and ponds comprising a combination of permanently and seasonally wet features, and wildlife ponds.

### 7 WOODLAND













Creates a robust edge to the development to the south and incorporates the existing Public Right of Way. This area will feature attenuation basins and native woodland planting to create an informal and naturalistic space.

### 8 THE GREENWAYS

A series of linear avenues that meet at a central point. This area will feature structured tree planting alongside footways/cycle ways that will knit into the neighbouring development.

#### Mandatory requirements:

- 1 Where appropriate, the heritage and former use of the Site should be considered in the design evolution of these open space character areas; and
- 2 Existing landscape features should be retained and enhanced, where possible.

-  Allocation Boundary
-  The Gamston Link
-  Grantham Canal
-  The Runways
-  Pill Box Park
-  The Green Hub
-  Water Meadows
-  Woodland
-  The Greenways
-  LEAPS Local Equipped Areas of Play
-  400m Isocrone from Areas of Play
-  Walking Trail

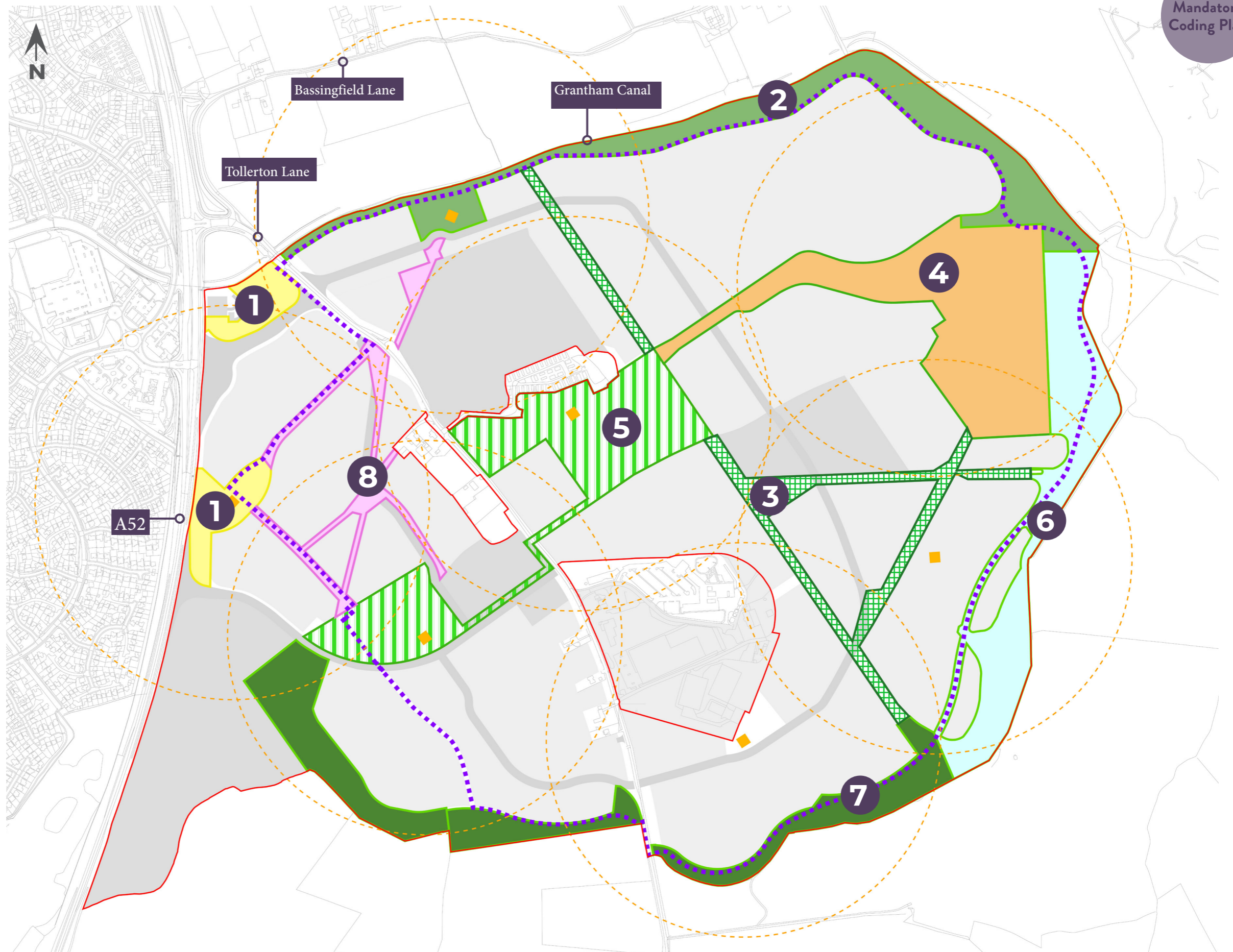


Figure 50: Green Infrastructure, Character Area and Play Coding Plan

## MOBILITY STRATEGY

### 4.1 Introduction

The mobility strategy for the site aims to create a permeable, legible and well connected network of routes linking the new development to existing development.

The strategy will create attractive routes to promote walking, wheeling and cycling as the main modes of travel within the site and connect to its surroundings, maximising opportunities for sustainable mobility. Strategic cycle and pedestrian links will be established alongside first occupations, to influence early-on travel habits.

The role of the Site Wide Design Code is to inform the location and design principles for all the strategic movement infrastructure to enable the development of connected individual parcels, to be delivered when required by the phasing strategy for the Site.

The Access and Movement Strategy Plan will define coding principles for:

- Strategic cycle ways and pedestrian links;
- Footways/cycle ways;
- Other recreational routes and Public Rights of Way (PRoW);
- Public transport routes;
- Primary Streets; and
- Secondary Streets.

- Allocation Boundary
- Junction Node
- Existing A52
- Existing Tollerton Lane
- Existing PRoW
- Primary Route
- Secondary Route
- Bus Gate
- Walking Trail
- Proposed Footway/Cycleway
- Mobility Hub

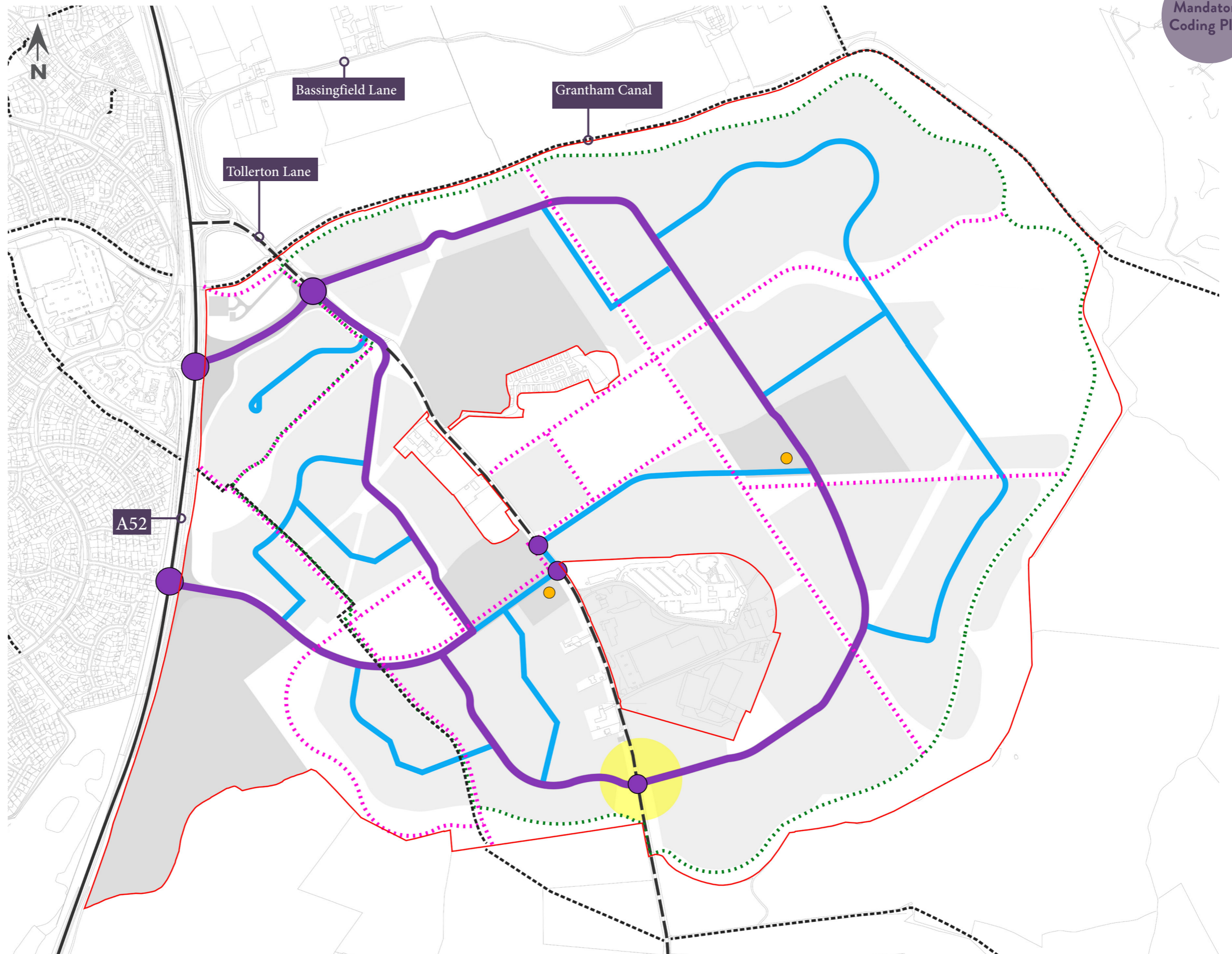


Figure 51: Mobility Strategy Plan

## 4.2 Access and Movement

### 4.3 Strategic Cycle Ways

Strategic cycle ways will provide safe, attractive and convenient connections between development parcels and key destinations within and around the Site. These cycle ways will be designed in accordance with LTN 1/20.

### 4.4 Footways/Cycle Ways

Pedestrian routes will promote people's active movement and will link to existing recreational routes and destinations in and around the Site. Existing Public Rights of Way (PRoW) will be retained. Desire lines between key residential areas and destinations will underpin where routes are.

### 4.5 Public Transport Routes

Bus routes through the site will provide access to key destinations within and around the site, including local centres and education.

- A carriageway width of 6.2 metres, increasing to 6.5 metres passing schools, shops and other areas of increased activity, allows for buses to travel next to each other in both directions;
- Occasional narrowing of the carriageway to 6.2 metres can be considered on short sections (10-15 metres) subject to Swept Path to encourage slower speeds and facilitate safe crossings;
- Bus stops to be conveniently located adjacent to key destinations along the Primary Street, and to be within a 400 metres catchment from most homes.
- Exact location of bus stops and alignment of route will be agreed at the Reserved Matters stage, as part of detailed design.

#### Mandatory requirements:

- 1 All primary streets (streets where vehicle volumes exceed 2,000 movements per day or where speeds are greater than 20mph) must be tree lined with a tree planted every 20m in a grass verge of a minimum width of 1.5m in accordance with the County Council's Highway Design Guide (or any document(s) that supersede it);
- 2 All primary streets (where vehicle volumes exceed 2,000 movements per day and where speeds are greater than 20mph) must have a 3 metres wide dedicated cycle way and 2 metres wide dedicated footway (5 metres wide when combined, and minimum 6.5 metres when incorporating the verge) separating them from the vehicular carriageway in accordance with the County Council's Highway Design Guide (or any document(s) that supersede it);
- 3 There must be a minimum 3.0m wide shared cycle way and footpath along all leisure routes within the open space areas;
- 4 Paved in tarmac or equivalent smooth surfaces;
- 5 Appropriate lighting in respect to route location, lighting will either be absent or be designed to limit light spill i.e. avoiding light pollution when crossing ecologically sensitive areas and adequate provision along key footways/cycle ways, such as from schools to residential areas. This will be determined by a Lighting Assessment;
- 6 Safe crossing points must be provided at key junctions between roads and footways/cycle ways (as identified by, but not limited to, the purple dots labelled "junction nodes" on Figure 51) and must consider the requirement for priority to be given to non-motorised traffic in accordance with LTN 1/20 (or any document(s) that supersede it);
- 7 Lit, secured, and covered bicycle and scooter parking facilities alongside seating and bins must be provided within local/neighbourhood centres, at community facilities, within open space areas and outside of schools; and
- 8 Signage to be included to facilitate wayfinding and legibility.
- 9 Secondary footways/cycle ways within the open space must be formed from a bound material, edged with solid edging kerbs that are consistent in terms of their materials, design, width and finish across all phases of the development (as a whole); and
- 10 New tertiary, and any existing, footways/cycle ways through the site must be greater in width than 1.5 metres .

## 4.6 Primary Street

The primary street will form the main movement route into and around the Site for all transport modes, including buses. The street will provide a dedicated cycle way and pedestrian footways which will be separated from the carriageway by tree planting. Provision will be made for bus stops along the route of the street and the street will be designed to accommodate bus routes, in accordance to specifications defined within Manual for Streets. Junctions will be designed in such a way that priority will be given to cyclists and pedestrians, not cars. To enclose the space around this primary route at human scale buildings will predominantly be 2 storeys, with the exception of some 2.5- 3 storeys in key locations, with private drives set back from the pavement edge.

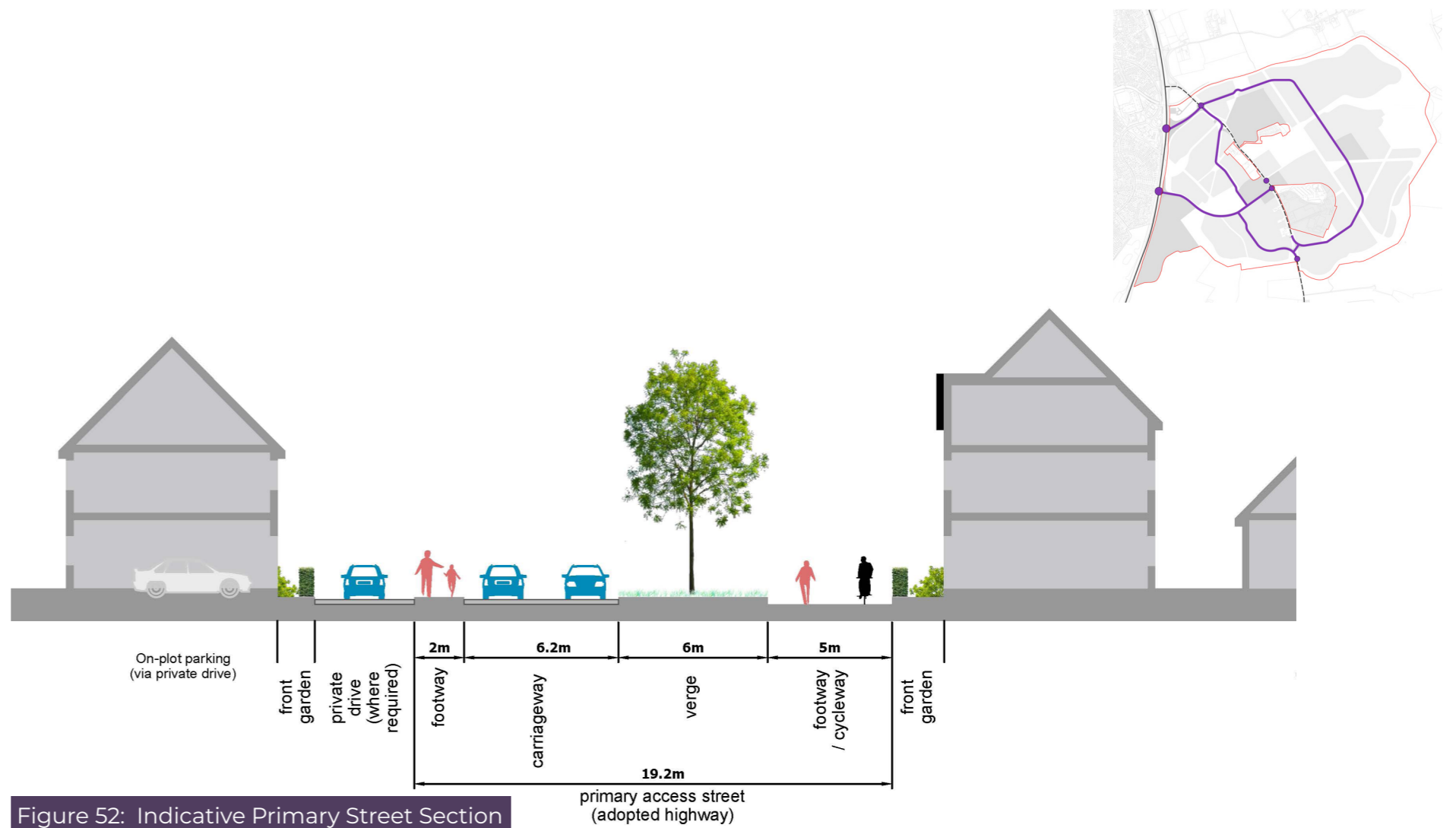


Figure 52: Indicative Primary Street Section



### Mandatory requirements:

- 1 Tree lined street with grass verge and planting;
- 2 Vehicular carriageway widths shall not exceed 6.2 metres to encourage slower speeds and facilitate safe crossings;
- 3 Where demonstrated through Swept Path Analysis (and any other necessary evidence) vehicular carriageway widths of no more than 6.8m will only be considered with appropriate justification and should be the exception, not the norm;
- 4 Vehicular carriageway widths outside of schools, shops and other demonstrated areas of increased activity will not exceed 6.5 metres ;
- 5 In accordance with the NCC Highway Design Guide, the carriageway width of 6.5 metres will be encouraged where it passes schools, shops and other areas of increased activity.
- 6 Continuous cycle route with minimised access to driveways to avoid crossovers;
- 7 Buildings setback distance must be consistent along road and plot frontages;
- 8 Vehicular access must be provided so that crossovers are avoided to allow for a continuous cycle route

## LAND USE AND BUILT FORM

### 5.1 Introduction

The Land Use and Built Form Strategy for the Site aims to create a vibrant neighbourhood, where different uses are conveniently located and at walking and cycling distance from most homes.

Role of the Site Wide Design Code is to inform the location and overarching coding principles for the different uses, the detailed design of which will be further informed within the relevant Character Area Code.

The Indicative Land Use and Building Heights Plan will define coding principles for:

- Residential areas;
- Mixed use areas;
- Local centre; and
- Education (primary and secondary schools).

### Building Heights

There will be a wide variety of building heights set out across the Site ranging from 2 storeys to 4 storeys in key locations.

### Density

A range of densities will feature across the site. These will respond to the proposed locations of key facilities and will relate to the site-wide movement strategy. Primary streets will have a higher density than the outer edges of the Site. This principle will also ensure a sensitive response to the site's surrounding landscape.

















-  Allocation Boundary
-  Residential
-  Secondary School
-  Primary School
-  Employment
-  Local Centre
-  Infrastructure
-  Proposed Sub-Station
-  Neighbourhood Parks
-  Amenity Green Space
-  Natural / Semi Natural Green Space
-  Allotments
-  Formal Sports & MUGA
-  Children's Play
-  Proposed Surface Water Attenuation
-  Potential location for Gypsy & Traveller Pitches if required



Figure 53: Indicative Land Use Plan

## 5.2 Residential Areas

This section sets out the design coding principles, illustrated in Figure 54, relating to the overall layout, and built form across the Site. The development will have a distinct urban form and structure strongly influenced by the site's existing features and best design practice.

- **Gateway Creation** - To provide a sense of arrival a new gateway will be created at the development entrance. The buildings enclosing this space are to display a distinct architectural style and will be up to 3 storey in height and ideally taller than the adjacent buildings to create a focal point entrance.
- **Key Spaces** - A sequence of spaces along the main route and throughout the development will provide a variation in character and development treatment, aiding legibility for pedestrians and cyclists and offering traffic calming.
- **Key Buildings** - Buildings will be used to emphasise site access, key spaces, and the hierarchy of routes throughout the Site, aiding legibility. They can be achieved through scale, massing, use, architectural style and/or detailing. They will need to fulfil at least one of the following functions: i) terminating and/or completing vistas and key views; ii) creating a gateway and pinch points; iii) creating landmark buildings to support wayfinding; and/or iv) creating a sense of scale at key spaces.
- **Development Set Back and Front Boundaries** - Development setbacks and front boundary treatment will follow the street coding principles set out in Section 4.2.
- **Building Formality** - Building formality across the site will vary depending on the character area it is within, for example Woodland View and Gamston Fields will feature more formal street frontage and formal response to green space than that of Gamston Meadows.
- **Block Structure** - Perimeter blocks will be the most common typology across the Site, with blocks located along the Primary Street generally access from the back or via small parking courts.



### Mandatory requirements:

- 1 All apartment and mixed-use blocks must have a clear distinction between public and private space (both internally and externally);
- 2 All dwellings must have front doors and windows to habitable rooms addressing active frontages to provide natural surveillance to the public realm;
- 3 The location, form and design of parking must be a key consideration in the character of the public realm;
- 4 A selection of quality surface materials, street trees and furniture is essential in creating a pleasant environment for residents and visitors;
- 5 A mixture of on-plot and on-street parking solutions that benefit from natural surveillance from habitable rooms within dwellings must be designed as an integrated part of the design response;
- 6 Quality surfacing materials, street trees street furniture and landscaping must be provided within residential areas to create a pleasant environment for residents and visitors;
- 7 On-street parking must be limited to a maximum of 6 perpendicular or 4 parallel spaces without interruption;
- 8 Courtyard parking must accommodate no more than 6 car parking spaces and must be overlooked by habitable rooms in the properties that the parking serves and must incorporate green infrastructure in the form of trees, planting areas and green space(s);
- 9 Apartments and mixed-use blocks parking areas must be overlooked by occupied rooms within the properties they serve and must incorporate green infrastructure in the form of trees, planting areas and green space(s);
- 10 Minimum privacy distances of 21 metres must be maintained between the rear elevations of properties backing onto one another to achieve acceptable privacy levels for properties;
- 11 Minimum privacy distances of 12 metres must be maintained between the rear elevations and side elevations of any neighbouring properties to achieve acceptable privacy levels for properties;
- 12 Buildings should face the public realm with front doors and/or windows to habitable rooms to provide natural surveillance to streets;
- 13 Space for the storage of minimum of 3x 180 litre wheeled bins (for refuse and recycling) to the rear of each dwelling, as well as accessibility to them, must be provided for each dwelling. Where bins are to be stored to the rear of the property, gated access must be provided to rear gardens;
- 14 On private drives and unadopted highways, bin collection points must be provided ensuring that the distance householders are required to carry refuse does not exceed 30m. Surfaces that bins need to be moved over must be of a smooth continuous finish and free from steps or other obstacles, this includes traffic calming measures;
- 15 For apartments and multi-use blocks the provision of storage areas for the appropriate number of bins to serve that block must be provided. The number of 1,100 litre bins needed is based on the number of properties, multiplied by 240L, divided by 1,100L i.e.  $15 \times 240 = 3600 / 1,100 = 3.2$  containers. The Council will round up where appropriate;
- 16 Storage areas for 1,100 litre bins must allow a clear space of at least 150mm between and around each waste container and must be a minimum of 2m high. The storage area must also be permanently ventilated and should have a paved impervious floor;
- 17 Each property must have space for secure, enclosed, storage for at least one cycle for apartments and secure, enclosed, storage for at least two cycles for houses. Cycle parking provision must, in all instances, be secure, easily accessible, and convenient to use;
- 18 Each dwelling house with a rear/side gate in their garden, shall have the rear/side garden gate(s) fitted with two-way locks to enable them to be opened and locked from either side;
- 19 All streets must be designed to give priority to the disabled, pedestrians, and cyclists. All surfacing materials must be agreed with the Local Planning Authority in advance of their usage;
- 20 All streets must incorporate street lighting, level footways across driveway access points, and the alignment of pedestrian crossovers located across side street junctions must maintain the trajectory of the footpath (i.e. the desire line);
- 21 Corner elevations must have windows serving habitable rooms and avoid long sections of blank walls (either in the property or gardens);
- 22 The front entrance must face onto an active street and there must be no blank elevations (i.e. they cannot be devoid of any openings serving habitable rooms) onto the public realm; and
- 23 All buildings that front onto primary streets (streets where vehicle volumes exceed 2,000 movements per day or where speeds are greater than 20mph) and all public/community buildings shall be built/erected using sustainable construction methods and from natural materials i.e. no concrete roof tiles, or artificial slates shall be used.












-  Allocation Boundary
  -  Existing Road
  -  Key Frontage
  -  Key Frontage - Mixed Use
  -  Landmark (Height)
  -  Key View (Indicative)
  -  Long Distance View
  -  Gateway
  -  Key Spaces
  -  Areas of Design Interest
  -  Indicative School Frontage
- Residential - Includes Ancillary Infrastructure, Secondary & Tertiary Streets and Open Space.



Figure 54: Urban Form Plan

## 5.3 Mixed Use Areas

Non-residential uses will be co-located to maximise opportunities for social interaction and increase footfall, creating a vibrant hub for the new community and enhancing sense of place. The mixed use areas will have direct access to the strategic cycle ways and pedestrian links, and will be connected to the overall open space network.

## 5.4 Local Centres

The site makes provision for a mixed-use local centres located at the heart of the development, as seen in Figure 55. The local centres will provide a vibrant focus with a mix of retail, community, and residential uses. The design and uses provided within the local centres will be subject to detailed Planning Applications.

Visual dominance of parking within the public realm is to be limited by design;

- Including trees and planting to filter views;
- Locating large parking areas at convenient locations but away from key public spaces; and/or
- Maximise opportunities to share parking with different uses to reduce overall requirement.



Parking on shared surfaces and screened with tree planting.



Street furniture to encourage social gathering and interaction.



Public realm to have structured planting with soft and hard landscaping.



Potential for pop-up events and temporary exhibitions.



Retail on ground floor of mixed use blocks, with extension of seating into public realm.



Figure 55: Mixed Use Areas Plan

## 5.5 Primary and Secondary Education

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

### 5.6 Primary Schools

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

### 5.7 Secondary School

The development is likely to require the provision of a circa 640 secondary places and 120 sixth form places using the 16/100 pupils to dwellings and 3/100 pupils to dwellings yields adopted by Nottinghamshire County Council. The secondary school will require the following:

- Core facilities;
- Classrooms;
- Sports hall;
- Drop off / pick up point;
- Staff car parking;
- Sports pitches; and
- MUGA

The secondary school access, shown in Figure 57, will be located on the east side of Tollerton Lane to the north of the existing Tollerton Park caravan park and within close walking distance of all new residents. The secondary school is also located close to the main primary movement corridors and accessible by public transport. It is linked to a series of pedestrian and cycle routes which are well connected to open space and residential neighbourhoods. A grounds maintenance access has also been included to the east of the school site to more easily access the playing pitches.

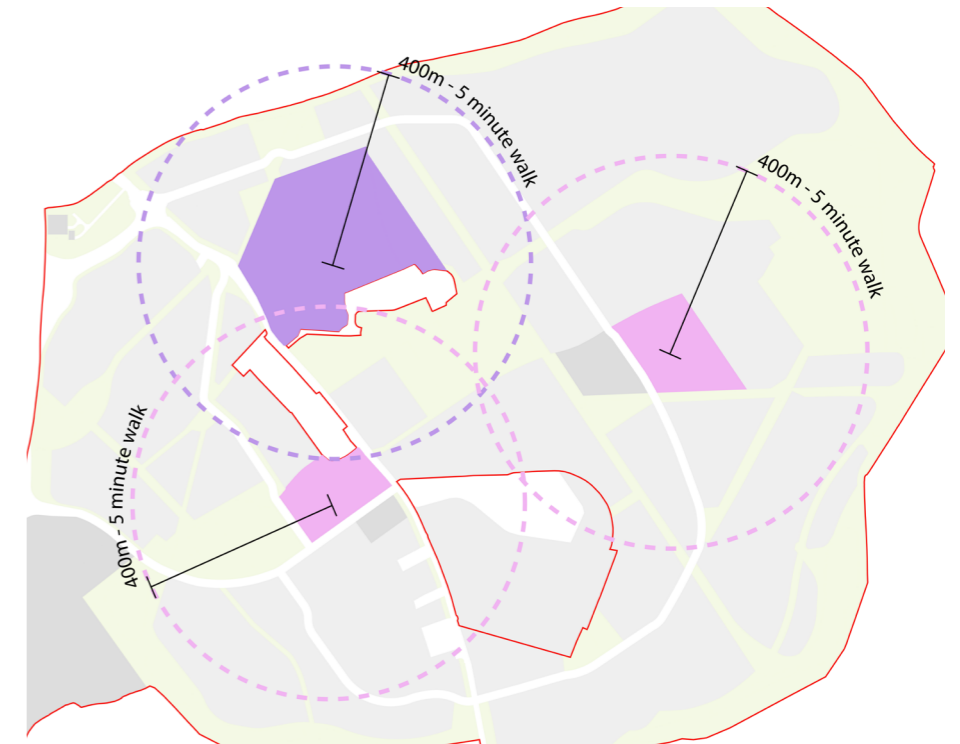


Figure 56: Proposed school locations



Figure 57: Secondary school access



## AREA DESIGN INSTRUCTIONS

### 6.1 Key Character Areas and Distinctive Edge Frontage

A strong character within a development is an important placemaking principle as it helps residents feel a sense of belonging, identity and pride in where they live. This can be achieved through layout, massing, landscaping and building appearance, all which add further layer of richness to the place.

Three character areas have been identified for consideration in the more detailed design stage. These respond to the wider influences of the Site which include land form, topography, landscape framework, and the relationship to the existing urban edge of Nottingham. Edge frontages have also been identified to ensure that the built form provides a suitable transition to the wider landscape and responds positively to the heritage sensitivities of the Grade II listed pillboxes and the airfield.

Names used in this document to identify character areas and other new places to be created are illustrative and may change in the future, subject to branding exercises in liaison with the local community. The design components of suggested character areas are described and illustrated in the following pages. The appropriate design responses will be reviewed, developed and refined in subsequent design stages.

The character areas comprise:

**Woodland View** - this neighbourhood includes the western and southern parts of the Site. These areas are enclosed by existing and proposed woodlands, with two distinctive edges of Primary Street Corridor and Wooded Edge.

**Gamston Fields** - the central and internal part of the development within proximity of schools and part of the main Primary Street length. With two distinctive edges of Primary Street Corridor and Canal Side.

**Gamston Meadows** - areas located to the east, within proximity of water attenuation features within a landscape setting. With a distinctive edge of the Water Meadows.

The following pages provide a better understanding of the character areas to inform future stages of the planning application. Detailed design instructions in this Site Wide Design Code have been created to ensure a distinctive, high quality design development that responds to and integrates with its context. For each area, a set of design coding instructions have been produced to guide future proposals.

#### Primary Street Frontage

The primary street, seen in Figure 52, spans both the Woodland View and Gamston Fields character areas. As such, the scale and massing of built form will vary accordingly and will be generally formal with the use of symmetry and vertical elements to emphasise height. Modern and traditional interpretations of the principles are appropriate.

- Allocation Boundary
- Meadows Area
- Fields Area
- Woodland View
- Local Centre
- School
- Employment
- Spine Corridor Frontage
- Edge Frontage: Canal Side
- Edge Frontage: Water Meadows
- Edge Frontage: Woodland Edge

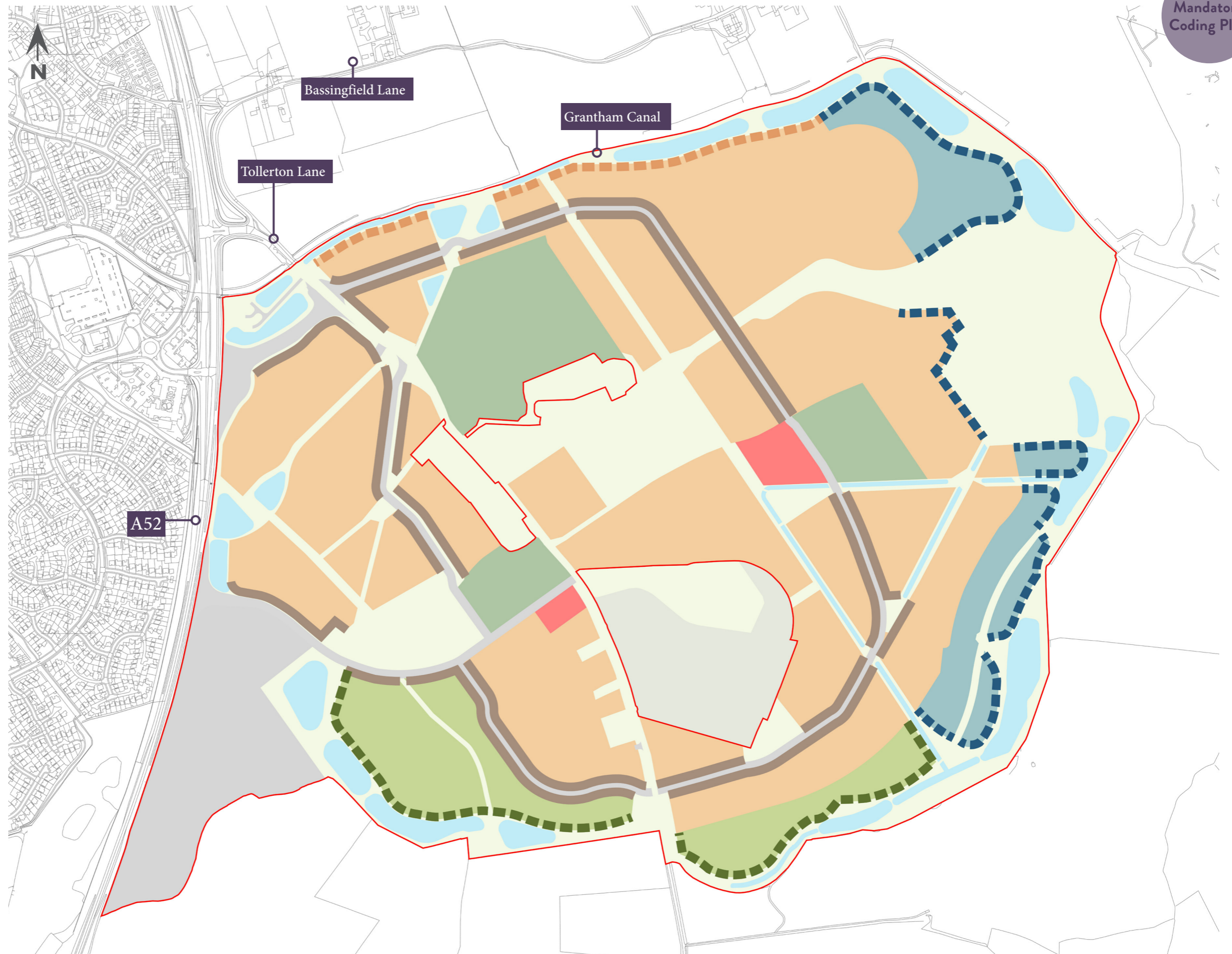


Figure 58: Proposed Character Areas and Development Edges Plan

## 6.2 Woodland View

### Overview

**A residential neighbourhood heavily influenced by the creation of a new woodland edge. Building styles to be inspired by the local vernacular.**

### Character

This neighbourhood will have a more suburban feel with a semi-formal character inspired by the Garden City design principles found in parts of Edwalton.

It will have a verdant character with trees within verges and/or front gardens where appropriate, and hedgerows and climbing plants on façades. Houses are to be set out around pockets of soft landscaped areas where appropriate.

### Density

Density will range from 15 dph up to 45 dph (low to high).

### Distinct Frontages

This area has two distinct frontages, the Woodland Edge and Primary Street, which are described opposite.

### Built Form

Street scenes will have a variation of roof lines and ridge heights with mainly 2 and some 3 storeys and a mix of small terraces, semi-detached and detached dwellings.

### Landscape

The wooded landscape character to the south, beyond the Site, will give the edge here a strong character whilst formal spaces throughout the development parcels will allow for opportunities for play and green infrastructure benefits.

The table adjacent (figure 59) details further design coding for the character of Woodland View.

### Layout

Architectural Style	Mainly a traditional approach to architectural style and detailing inspired by the Arts and Crafts movement.
Block Structure	Predominantly back-to-back blocks with some courtyard blocks along the Primary Street to accommodate parking.
Setback	Generally consistent within same building grouping.
Front Boundary	Trimmed hedgerows as a common feature
Frontage / Corners	A more fragmented frontage with irregular spacing between buildings.
Parking	On plot parking, visitor parking allowed along the street, with the exception of the primary street corridor.

### Building Form

Building Types	Small terraces, semis and detached.
Building height	A variation of 2 and 2.5 storeys, with 3 storey in key locations. Building heights to have a larger proportion of 2 and 2.5 storey units.

### Details and materials

Roof	Varied roof profile
Dormers	Could be an occasional feature.
Openings	Windows and doors can have a vertical or horizontal emphasis. Bay windows can be a unifying feature.
Chimneys	Chimneys/Ventilation Stacks to be more prominent in this location.
Walls	Wall materials to have more variation. Red/orange brick and white render to be the most common materials.

Figure 59: Woodland View Coding Summary

## Woodland Edge Frontage Treatments

Further to the overall characteristics of the Primary Street Corridor which are common to the entire neighbourhood (and set out in section 4.1 and 6.1) additional design instructions for Wooded Heights Frontage and the Primary Streets Frontage within the character area are set out below.

## Woodland Edge Frontage

The development edge to the south is where building frontage face open space and areas of woodland. Building frontage should respond to its edge context. This frontage will have a degree of formality with architecture influences of the arts and craft movement. Red/orange brick, and white render to be the primary walling materials. Detached and semi-detached units are the dominant typologies within this area. The images and diagram below provide an indication of suitable design response to this edge.

## Primary Street Frontage

A number of incidental spaces should feature along the Primary Streets that are within the Character Area; here frontage should provide enclosure to these spaces. The use of symmetry along to the frontage should be a common feature.

Building frontage to be mostly continuous (less so than along Gamston Fields) with regular gaps between buildings and consistent building line/setbacks. A variation of 2 and 2.5 storeys, with 3 storey in key locations.



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



Formal street scene with consistent architectural features.



Figure 60: Woodland View Key Plan



Building frontage to follow widening of streets and incidental spaces.



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



Variation in roof scape and building materials within same street scene

## 6.3 Gamston Fields

### Overview

**A residential neighbourhood with regular development blocks distributed to allow for long view corridors. Contemporary design and a formal streetscape will be promoted.**

### Character

This area will be predominantly formal with orthogonal shaped blocks set in a framework grid of mostly north-south and east-west streets. This area will favour a more contemporary approach to architecture, however, traditional designs are also appropriate providing they deliver high quality and modern technologies.

### Density

Density will range from 35 dph up to 45 dph (medium to high).

### Distinct Canalside and Primary Route Frontages

This area has two distinct frontages which are described opposite. The Canal Side Frontage will feature along the most northern extents of development and will create a positive interface with Grantham Canal.

### Built Form

Buildings are predominantly terraced and semi-detached with occasional detached units. Building heights will vary from 2, 2.5 and 3 storeys.

### Landscape

Landscape within Gamston Fields will typically be formal and structured where development area meets open space, leaving the more naturalistic landscape to the outer edges of the Site.

The table adjacent (Figure 61) details further design coding for the character of Gamston Fields.

### Layout

Architectural Style	Both contemporary or traditional architecture interpretations are appropriate. Linear development along the Canalside and more formal frontage on the Primary Street Corridor.
Block Structure	Predominantly perimeter blocks with on-street parking and on-plot. Occasional courtyard blocks are also appropriate.
Set back	Subtle variation of setback, but regular.
Front Boundary	Consistent boundary treatment on both sides of the street. Railings and low walls for the Primary Street and Canal Frontages. Informal planting and hedges also possible in other areas.
Frontage and corners	Continuous frontage, parallel to the street with regular intervals between properties. Active windows and doors on both facades. For internal parcels, frontage can be more fragmented.
Parking	On plot parking, visitor parking allowed along the street, with the exception of the Primary Street Corridor.

### Building Form

Building types	Predominantly terraced and semi-detached properties.
Building height	A variation of 2 and 2.5 storeys, with 3 storey in key locations

### Details and materials

Roof	Variation on roof heights along central areas to reflect high street typologies. Elsewhere minimum variation on roof profiles.
Dormers	Can be a feature. To be used at key locations to increase building height vertically.
Openings	Windows and doors to have a vertical emphasis.
Chimneys	Chimneys and ventilation stacks to be of simple style as part of the building fabric to emphasise verticality.
Walls	Wall materials to be predominantly red brick. A limited palette of materials which responds to the local character assessment, will emphasise the formality of this area.

Figure 61: Gamston Fields Coding Summary

## Gamston Fields Edge Frontage Treatments

Further to the overall characteristics of Primary Street Corridor which are common to the entire neighbourhood (and set out in section 4.1 and 6.1) additional design instructions for the Primary Street Corridor and Canal Side Frontage are set out below.

### Canal Side Frontage

Canal Side will have a special edge frontage onto Grantham Canal. Buildings will maximise canal views and be influenced by 'Wharf' architectural style predominantly in orange/red brick and with timber detailing. A modern interpretation of the 'wharf' typology is encouraged where possible and large glazed windows could feature on the front elevation. Red/orange brick, indigenous to the area and white render and horizontal timber boarding should constitute the primary elevation materials.

### Primary Street Frontage

The Primary Street moves through both Gamston Fields and Gamston Gardens character areas and, as such, the scale and massing of the built form will vary accordingly. The Primary Street character will be generally formal with the use of symmetry and vertical elements to emphasise height. Continuous frontage with regular gaps between buildings and consistent building line/setbacks. Dwellings are to be accessed via Streets from the back, via side streets or via access lanes located in front of the dwellings. Building height should be emphasised to respond to the road wide corridor. Building heights should also reflect the character area which the Primary Street is within. Both modern and tradition interpretations of the principles are appropriate.



Prominent corner building with windows on both front and side elevations.



Formal street scene with consistent dormer windows and chimneys.



Figure 62: Gamston Fields Key Plan



Occasional change of roof profile and materials. Common elevation features repeated throughout same street scene.



Consistent street scene with 2 storey dwellings overlooking water feature.



Formal street scene with consistent architectural features and subtle variation of materials.



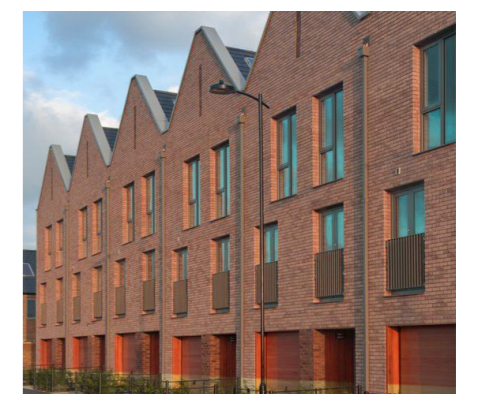
Gable ends with windows overlooking the streets.



Building form and massing with symmetrical rhythm to create a formal and urban character.



Dwelling typology repeated throughout same street scene with variation of material.



Consistent street scene with 3 storey dwellings with integral parking within ground floor.

## 6.4 Gamston Meadows

### Overview

**A residential neighbourhood with an organic and informal development form heavily influenced by its natural landscape context.**

### Character

This area will have an informal character with variation in building line which will help the residential development here feel more organic. Verdant character with trees within plots, hedgerows and climbing plants on façades.

### Density

Density will range from 15 dph up to 30 dph (low to medium).

### Distinct Frontages

Water Meadows is a distinct frontage within this area. Frontages will respond to its edge context and will have a strong landscape feel.

### Built Form

Buildings are predominantly 2 -2.5 storeys, with some range of roof lines and subtle variation on ridge heights. For single sided minor routes, streets will generally adopt a more organic pattern.

### Landscape

This area will tie in with the Grantham Canal landscape treatment and extend around the majority of the Site's eastern edges. It is a landscape led neighbourhood which generally fronts open space.

The table adjacent (Figure 63) details further design coding for the character of Gamston Meadows.

#### Layout

Architectural Style	Both contemporary or traditional architecture interpretations are appropriate.
Block Structure	Predominantly perimeter blocks with on-street parking and on-plot. Occasional courtyard blocks are also appropriate. An organic block structure with variable building line and building orientation.
Set back	Subtle variation of setback.
Front Boundary	Consistent boundary treatment on both sides of the street. Estate railings, low walls or hedges; all of which will give variation and informality to the area.
Frontage and corners	Continuous frontage, parallel to the street with regular intervals between properties. Active windows and doors on both façades.
Parking	On plot parking, visitor parking allowed along the street.

#### Building Form

Building types	Larger proportion of semi-detached and detached properties with front gardens.
Building height	2 and 2.5 storeys.

#### Details and materials

Roof	Variation on roof heights to reflect informal character.
Dormers	Can be a feature.
Openings	Windows and doors to have a horizontal emphasis and a varied range of frame colours.
Chimneys	Chimneys to be a common feature.
Walls	Wall materials to have more variety than the Gamston Fields area, It should include brick, timber and light render colours.

Figure 63: Gamston Meadows Coding Summary

## Gamston Meadows Edge Frontage

Additional design instructions for the Water Meadows special frontage are illustrated on the following pages and will be further developed in the later stages of the planning application.

## Water Meadows Frontage

Continuous frontage with regular gaps between buildings and stepped building line/setbacks. Dwellings are to be accessed via Tertiary Streets and Lanes/ Shared Drives will be the main street coding in the Meadows character area. A more varied roof line between 1.5 to 2.5 storey. Both modern and tradition interpretations of the principles are appropriate.



Development frontage overlooking parkland. Consistent boundary treatment and planting.



Figure 64: Gamston Meadows Key Plan



Low density development with detached dwellings overlooking play area.



Homes overlooking trim trail and play area.



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



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

# 7.0 Design and Planning Matters Coverage Checklist

## DESIGN AND PLANNING MATTERS COVERAGE CHECKLIST

### 7.1 Introduction

The checklist on the following page identifies at which point in the planning process for the Site key design and other planning considerations will be addressed.

The submission to and agreement by the Council of Area Design Codes will usually follow after the outline application stage and ahead of applications for detailed planning consent; with Area Design Codes being required as a condition of outline planning consents. However, in those cases where detailed matters (appearance, means of access, landscaping, layout or scale) are not reserved at the outline planning application stage, then an Area Design Code would need to be submitted as part of the planning application. This would also apply to any full or hybrid planning applications where a relevant Area Design Code is not already in place.

Area Design Codes will be required for every part of the Site, unless an exception is justified. It is expected that they will generally correspond to those areas with outline planning permission, although, in certain cases, a separate Area Design Code for a smaller sub-area will be appropriate; for example, for a Local Centre area. In some cases, an Area Design Code may be needed for an area that straddles two or more outline planning permission areas. It is anticipated that this may be the case for the Sports Hub areas.

	Development Framework SPD	Site Wide Design Code	Outline Applications	Area Design Codes	Reserved Matters/ Full Applications
<b>Context</b>					
Character Types	■			■	
Site Context	■		■		
Site Assessment	■				
Historic Assessment	■		■	■	■
Heritage Assets	■		■		■
<b>Movement</b>					
Street Network	■	■	■	■	■
Public Transport	■	■	■	■	■
Street Hierarchy	■	■	■	■	■
Walking +Cycling	■	■	■	■	■
Junction + Crossings	■	■		■	■
Inclusive Streets	■	■		■	■
Car Parking & Cycle Parking		■	■	■	■
Services & Utilities	■	■	■	■	■
<b>Nature</b>					
Network of Spaces	■	■		■	■
Design		■	■	■	■
Working with Water	■	■		■	■
SUDS	■	■	■	■	■
Flood Risk	■		■		■
Net Gain	■				■
Biodiversity	■	■	■	■	■
Street Trees				■	■
<b>Built Form</b>					
Density	■	■	■	■	■
Party Wall					■
Types and Forms	■	■		■	■
Blocks		■	■	■	■
Building Line		■		■	■
Height	■	■	■	■	■
<b>Identity</b>					
Local Character	■	■	■	■	
Legibility		■	■	■	■
Masterplanning	■	■	■	■	
Design of buildings				■	■

	Development Framework SPD	Site Wide Design Code	Outline Applications	Area Design Codes	Reserved Matters/ Full Applications
<b>Public Space</b>					
Primary		■		■	■
Local & Secondary		■		■	■
Tertiary				■	■
Meeting Places		■		■	■
Multi-functional		■		■	■
Home Zones			■	■	■
Secured by Design				■	■
<b>Uses</b>					
Efficient Land Use	■		■	■	■
Mix, Housing for All & Type	■		■	■	■
Active Frontage		■	■	■	■
Schools	■	■	■	■	■
Community Facilities	■	■	■	■	■
Local Services	■	■	■	■	■
<b>Homes and Buildings</b>					
Space Standards					■
Accessibility					■
Light, Aspect, Privacy & Security				■	■
Gardens & Balconies				■	■
<b>Resources</b>					
Energy Hierarchy	■				■
Energy Efficiency	■				■
Neighbourhood Energy & Embodied Energy					■
Construction/Modern Methods of Construction					■
Water	■				■
<b>Lifespan</b>					
Management Plan	■		■		■
Participation/Community	■		■		■

