

# 4. DEVELOPMENT FRAMEWORK

**Introduction**

**Design Objectives**

**Land Uses**

**Green and Blue Infrastructure**

**Movement Framework**

**Character**

**Sustainability**

**Allocation Masterplan Framework**

**Stewardship**

## Introduction

4.1. The Allocation Framework Masterplan (Figure 44) sets out key structuring principles for the development that will help to inform and guide subsequent stages, such as a Site Wide Design Code, Infrastructure table and planning applications.

4.2. The land allocated for development in the Local Plan is owned by several parties, so this document builds up a holistic framework and seeks to ensure a comprehensive form of development. All current and future parcels within the allocation boundary should, unless otherwise agreed by the Local Authority through the consideration of revisions to any legal agreements or planning permissions, be based on the Land Use Plan and Framework Masterplan (Figures 21 and 44) to ensure individual developments come forward and are delivered as part of a coherent vision.

4.3. The themes of the Allocation Framework are:

- Land Uses;
- Green and Blue Infrastructure;
- Movement Framework;
- Character; and
- Sustainability.

4.4. Each thematic element of the Development Framework builds on the policy requirements set out in Section 01 of this SPD, which in turn build on the requirements of Policy 25 of the Rushcliffe Local Plan Part 1: Rushcliffe Core Strategy (Core Strategy) and the Policies (including Policy 3) in the emerging Greater Nottingham Strategic Plan (and any plans that supersede them). These themes focus primarily on the provision of guidance that will inform subsequent planning applications.

## Design Objectives

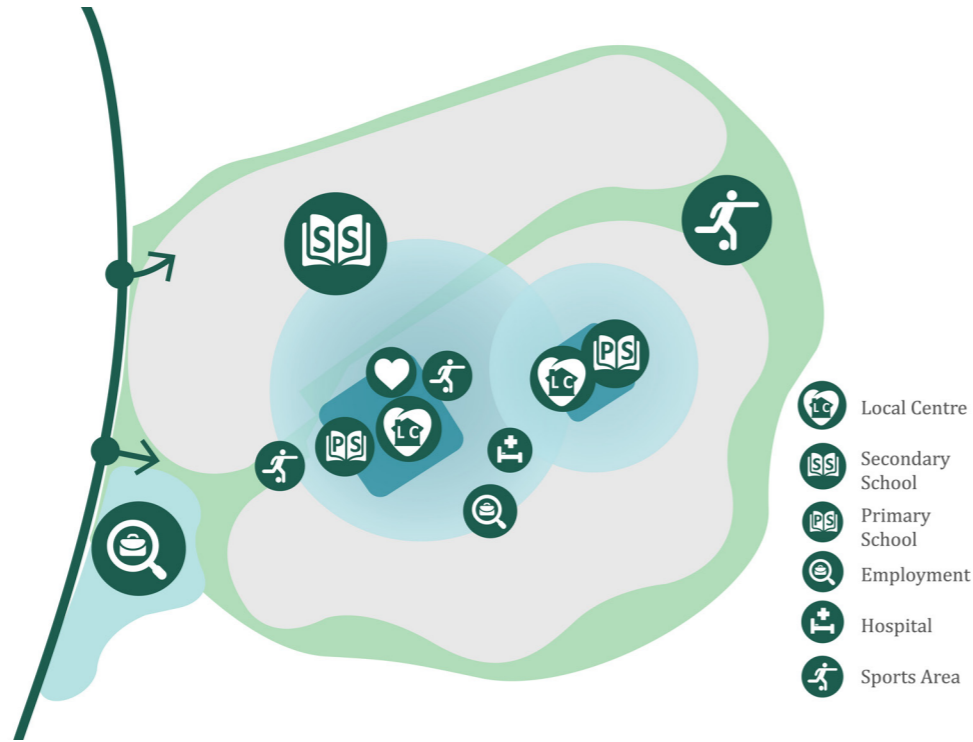
4.5. The design objectives are listed below. They are based upon best practice and planning policy.

- To create an attractive new neighbourhood with a distinct character and identity.
- To promote high quality architecture and place making.
- To integrate the new neighbourhood with the built-up part of Nottingham/Gamston whilst also sensitively considering the surrounding villages, particularly (but not exclusively) Tollerton.
- To deliver a sustainable and environmentally responsible development.
- To develop and enhance the site's natural assets, such as Grantham Canal, whilst delivering ecological enhancements.
- To protect and incorporate the Grade II listed pillboxes and have regard to the historic alignment of the airport runways.
- To respect the surrounding landscape and provide new green infrastructure, including achieving policy objectives.
- To create a development which allows for appropriate phasing of homes, employment and supporting infrastructure.
- Deliver health and well-being benefits for the proposed and nearby residents.
- To create a new community where active and sustainable travel are a natural choice for local journeys and offer a genuine choice of modes for journeys beyond the site boundary.

**Design Objectives - The following diagrams explain the key design principles and objectives to inform the Allocation Framework Masterplan. These reflect the specific spatial considerations of the Site, and the feedback received from the engagement process.**

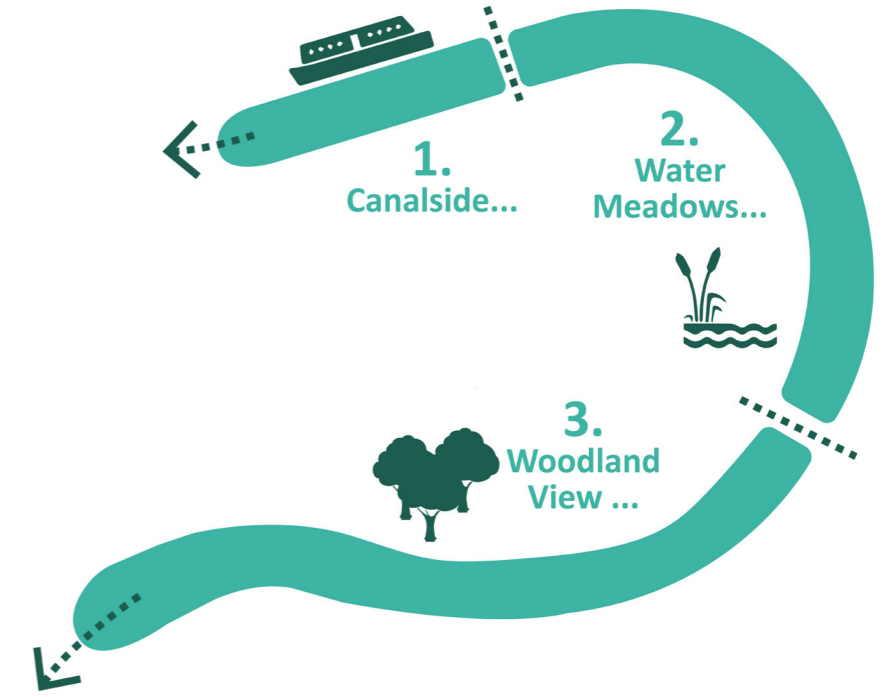
**Community 'Hearts'**

Create two beating 'Hearts' at the centre of the development which contains the key social, community, sports and educational facilities required to deliver on the sustainability agenda. The Neighbourhood Centres will contain retail, healthcare and community uses, possibly linked to the existing Spire Nottingham Hospital and existing Employment uses (depending on how they change as a result of the airfield ceasing to operate). The proposed education on site are located in close proximity to the two 'hearts' of the development.



**The 'Edges'**

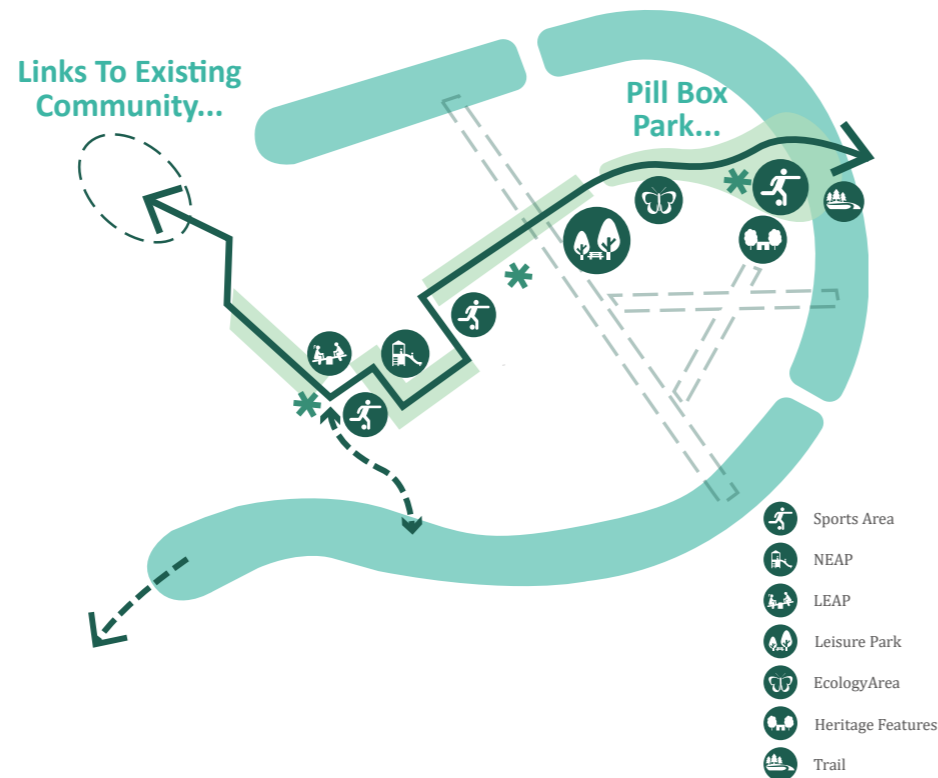
The outer edges will be defined through different landscape typologies and setting the development positively within the existing context. Water Meadows (east) which borders the Polser Brook will contain much of the required drainage attenuation features and deliver a more naturalistic informal 'water based' landscape character for habitat creation and biodiversity gain. The Woodland View (south) will deliver a series of new woodland blocks and connecting hedgerow elements to enclose the proposed development and create visual separation to Tollerton village.



**East-West 'Greenway'**

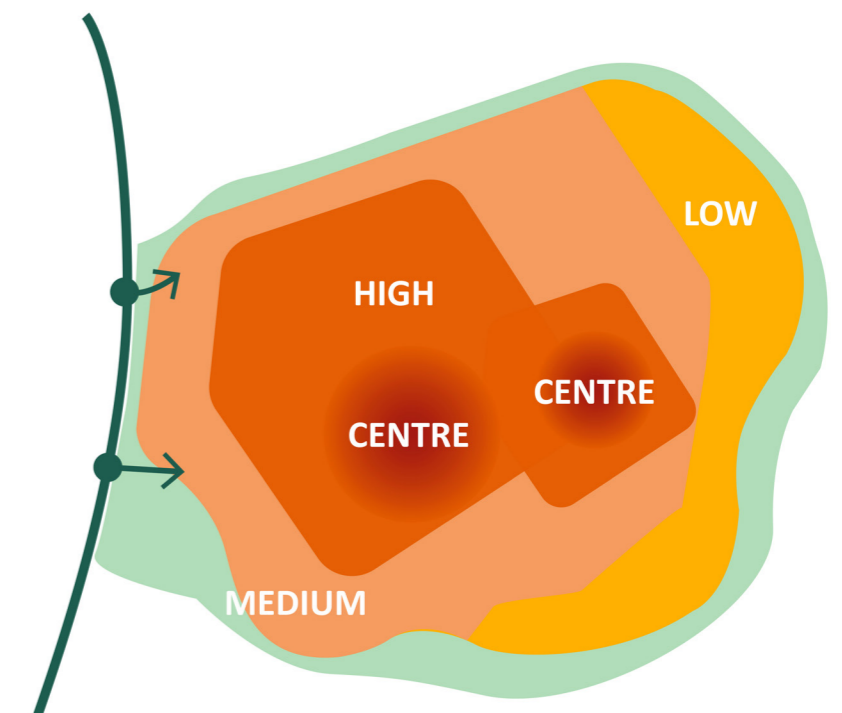
The creation of an East-West 'green' connection will be achieved by linking the existing community of Gamston to the west of the A52(T) with the existing Public Right of Way (PRoW) and then eastwards through the three Sports parks and, in the western edge of the development into the Pillbox Park. Connections into existing movement networks on the edge of the development site will be utilised as well.

This park will be a large public space incorporating the heritage assets of the retained WWII pillboxes, which importantly needs to be viewed together as one entity.



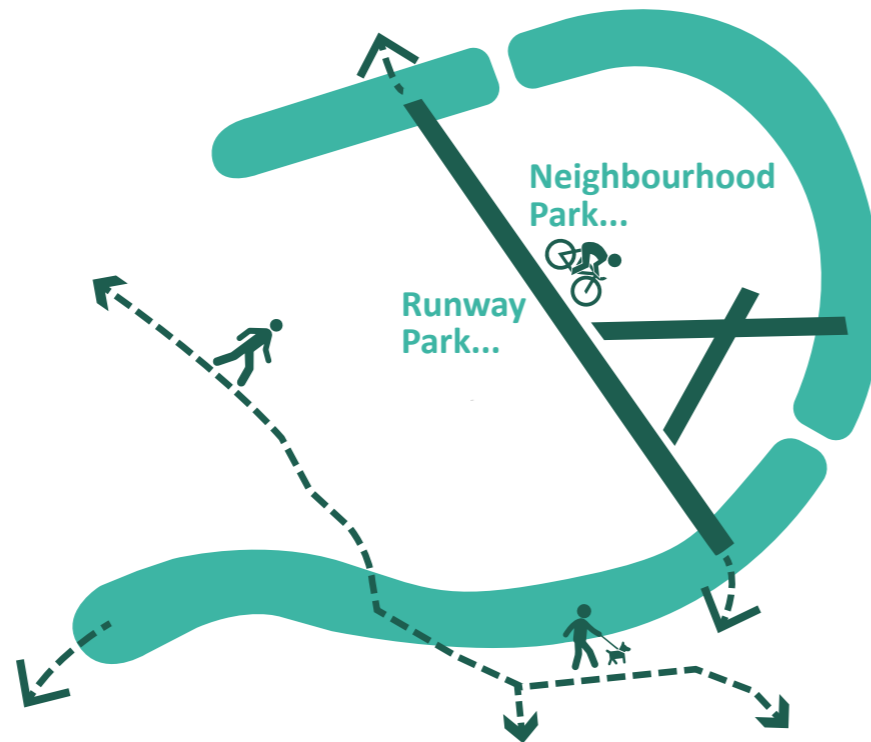
**Density**

A density strategy that concentrates high density living around the urban core of the Neighbourhood Centre and spreads outwards in all directions to deliver the lowest densities adjacent to the most sensitive environmental areas at the eastern edges of the development area.



## Linear Parks

The creation of a north-south 'green' connection will be achieved through utilising and enhancing the existing heritage assets on site, i.e. the runway alignments. Creating a 'runway park', a linear park stretching from the northern boundary to the southern boundary of the site. This is in addition to the retention of the existing public right of way from Gamston through to Tollerton will create new public routes, into, though, and out of the site.



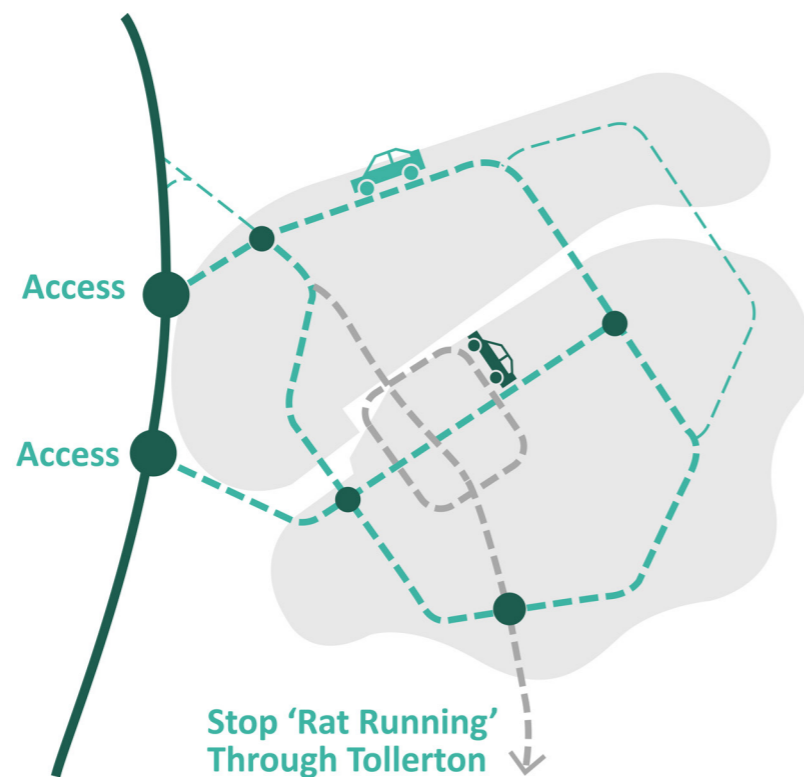
## Health & Wellbeing

The creation of a dedicated footpath and cycle track network in the form of a circular fitness trail, together with formal sports provision will help deliver the health & wellbeing objectives which are core to the allocation objectives. Opportunities to connect into existing movement corridors outside of the site will be made at all possible locations. The Central Sports Park is to be the most intensely used, supported by two further sports parks to the east and west. The sports facilities within the proposed Secondary School may also be delivered as a shared community resource, although they cannot be relied upon to deliver the required facilities for the residents of the community.



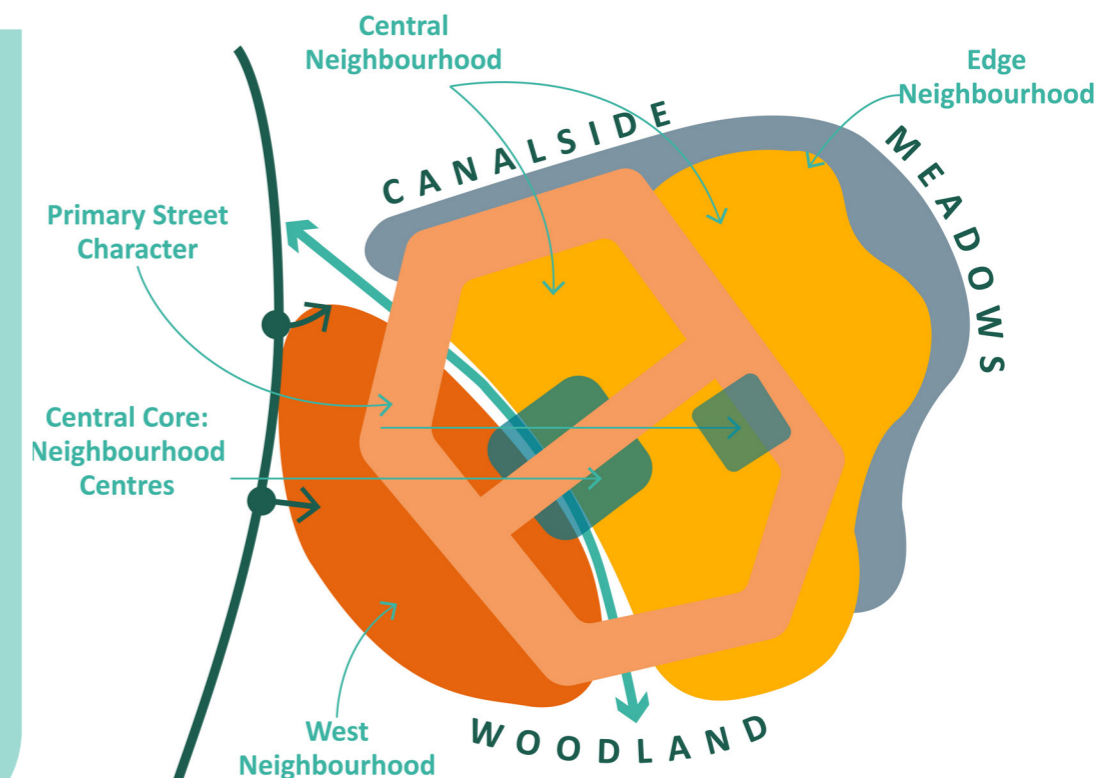
## Movement & Circulation

The movement, connectivity and circulation strategy for the development will be based upon the delivery of two new access points from the A52(T). These junctions then link together with a 'figure of eight' shaped Primary Street which will provide access to all parts of the development. Importantly Tollerton Lane itself will be downgraded south of the Spire Nottingham Hospital. This will discourage 'rat running' through Tollerton village by design.



## Neighbourhood Areas

The density strategy and the primary street framework provides the basis for defining the 'structural character elements' of the development. These are required in order to deliver a degree of variety and character within the development areas and they help to define the three separate neighbourhoods. The three neighbourhoods give it an organised, navigable and recognisable development structure.



## Land Uses

4.6. The development allocation is expected to deliver around 4,000 homes, 20 ha of employment in total (of which 13.15 hectares is new employment in addition to the existing employment site within the centre of the site) schools, neighbourhood centres, all encapsulated by, a comprehensive green and blue infrastructure to contain natural features and amenities. The existing employment facilities currently associated with the airport may evolve and / or be redeveloped once the airfield fully ceases to operate and any changes to the employment activities on this existing part of the allocation would also be expected to contribute (proportionally) to the delivery of the appropriate wider infrastructure associated with those new employment activities (i.e. not education).

## Residential

4.7. To maintain a mixed and balanced community, the development needs to provide a wide variety of new homes, including different types, tenures and sizes. These will range from 1 to 5-bedroom properties, including apartments, terraced units, semi-detached, detached houses and bungalows.

4.8. The development shall provide affordable homes with a mixture of tenures informed by the appropriate evidence base and relevant policies. The proportion of affordable homes will be in accordance with prevailing policy requirements, need and evenly distributed in an appropriate phased manner across the allocation.

4.9. In accordance with Local Plan requirement this site is expected to provide 30% affordable housing. The Greater Nottingham and Ashfield Housing Needs Update (March 2024) provides the latest evidence on affordable housing need, including the need for various tenures. In line with the Housing Needs Update, the following tenure mix will be required:

- 25% Affordable Home Ownership
- 75% Rented (37.5% Social Rent, 37.5% Affordable Rent).

However, this will be reviewed and assessed as part of the planning application

process and secured as part of the S106 agreement(s), in line with the requirements at the time.

4.10. The target levels will be expected to be provided on each individual site within the allocation unless the local planning authority is satisfied by robust financial viability evidence that development would not be financially viable at the relevant target level. The Section of this SPD titled “Viability” provides further details as to the viability evidence that the local planning authority will expect to be provided if a request is made to reduce the overall affordable housing requirements from that set out here.

4.11. The specific provision and mix of a site will be informed by evidence available at the time of application.

4.12. In accordance with Local Plan Part 2 Policy 12, there is a requirement for 1% of dwellings on schemes of 100 dwellings or more to be M4[3][A] [wheelchair adaptable] compliant. On a scheme of 4,000 dwellings this equates to 40 dwellings.

4.13. In all cases where new housing is delivered within the allocated site, including on equine paddocks and/or through the redevelopment of existing residential properties, these developments would be expected to make proportionate contributions towards the whole of the allocated site’s strategic infrastructure requirements (roads, drainage, education, libraries, green and blue infrastructure, biodiversity net gain, etc.). This would be necessary in order to facilitate the individual site being brought forward as part of the wider development.

## Neighbourhood Centres and Community Hub

4.14. To create a sustainable development, two neighbourhood centres shall be created to provide a range of facilities. The centres shall include retail opportunities, such as a small supermarket and other smaller units, alongside community uses. These uses will meet the day-to-day needs of the residents and can also be used by existing residents and those within the wider area, including visitors and staff of Spire Hospital and adjoining commercial uses. The new neighbourhood centres should be integrated within the development and accessible to all.

4.15. The new neighbourhood centres should form the ‘Heart’ of the new community integrated within the development. They should be an active and prominent part of the development with their locations carefully considered such that they benefit from passing trade/visibility from Tollerton Lane and other routes through the development.

4.16. The ground floors of the Neighbourhood Centres are expected to consist of a variety of uses to serve the development with apartments / residential uses and office uses also acceptable in upper floors to increase vibrancy and provide continuous natural surveillance. The Neighbourhood Centres should be accessible, and active hubs.

## Education

4.17. The allocation site will provide two primary schools, both 2FE (two-form-entry) with appropriately sized nurseries and one sixth form secondary school identified in Figure 21.

4.18. The secondary school is to be provided as further described in the next pages of this document under Secondary School.

## Gypsy & Traveller Pitches

4.19. To provide homes for all, the site is required to provide a site for gypsy and traveller pitches to help meet identified needs. Provision should be a site of the provision of 8 serviced pitches with any appropriate facilities (such as but not limited to wash houses) also provided on site, and it should be delivered within the site in the location as illustrated on the framework masterplan. The exact location and size of the site will be established as part of the details for the planning application(s) relating to that land parcel.

## Specialist Housing

4.20. An appropriate range of specialist housing, including options for senior living should be included within development proposals, informed by evidence of need.

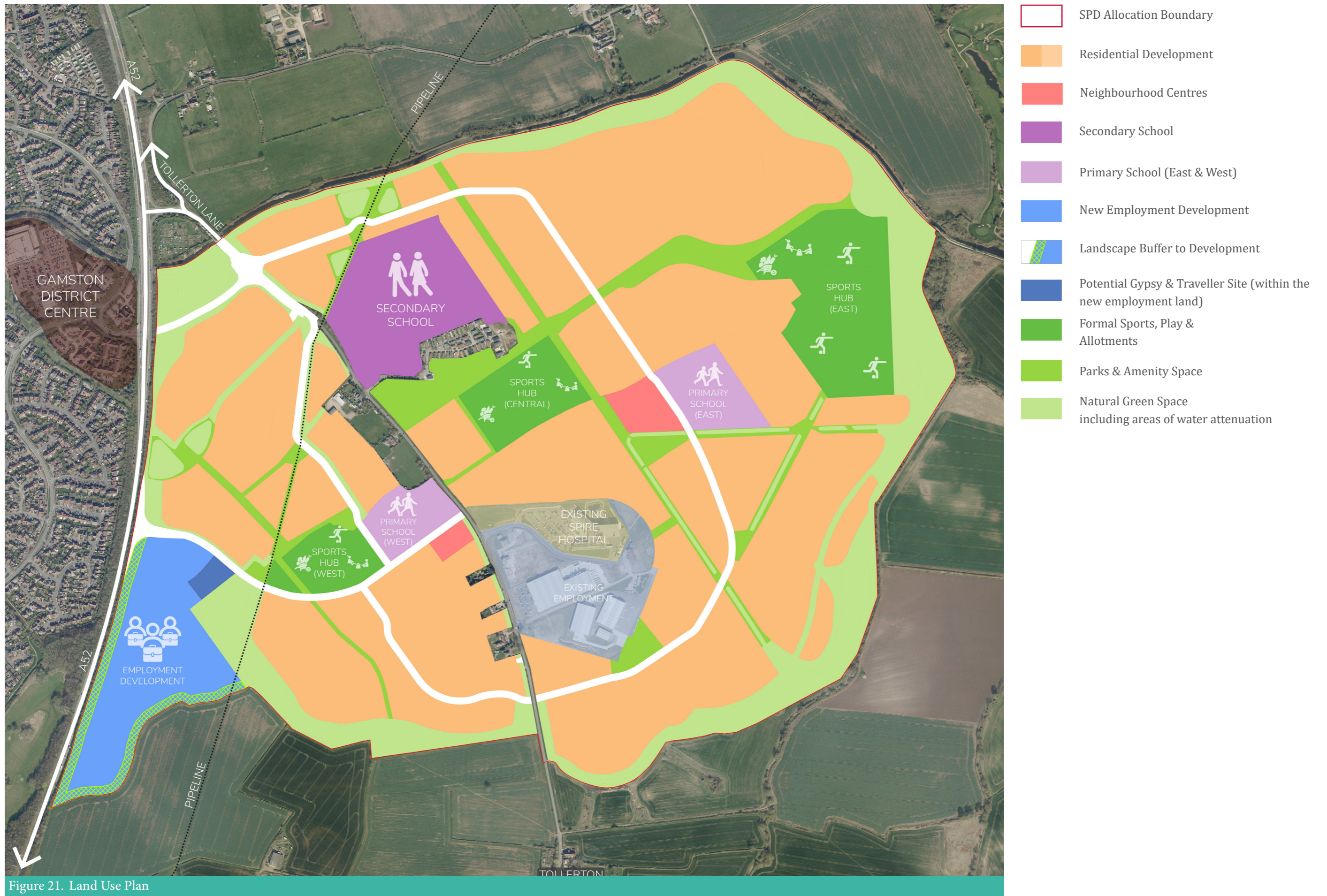


Figure 21. Land Use Plan

## Employment

4.21. An area to the south-west within the allocation has been identified as new employment land and should include a variety of business and employment uses at all scales.

4.22. The location of a new business park will be created, alongside the A52(T). Here, it will have swift access onto the strategic road network whilst having less impact on residential areas. It will be accessed directly from the sites proposed Primary Street, directly adjoining the A52(T). Its location also means that it will be less susceptible to noise from the A52(T).

4.23. The Employment Areas will provide jobs for the new residents and existing residents of Nottingham and the surrounding area.

4.24. A robust landscape strategy must be in place, to ensure a buffer to the A52, minimise visual impact and create a welcoming and naturalistic environment. The existing employment site may also be redeveloped if the units with businesses currently associated with the airport change occupiers or uses. Any redevelopment or changes of use of this “existing employment” would also be expected to contribute on a proportionate basis towards the appropriate strategic infrastructure (i.e., not education) to facilitate the delivery of the wider site.



Figure 22. Illustrative Employment Area Layout

## Secondary School

4.25. The site allocation provides land for a new 4FE+ (4 form entry plus) secondary school and sixth form located to the west of Tollerton Lane and within walking distance of most of the new residents. The school will be located close to the main primary movement corridors and accessible by sustainable modes of transport as well as private and public transport. It is linked to a series of pedestrian and cycle routes which are well connected to the proposed open space and residential neighbourhoods. An access for grounds maintenance would also be included to the east of the school site (subject to detailed design).



Figure 23. Illustrative Secondary School Layout

4.26. The school will require several components in discussion with the Education Authority, but these are likely to include the following as a minimum:

- Core facilities;
- Classrooms;
- Sports hall;
- Assembly hall
- Kitchens and Dining facilities
- Drop off / pick up point;
- Staff car parking;
- Sports pitches;
- Multi-Use Games Area (MUGA);
- Surface water attenuation area;
- Transport Assessment of its own to assess traffic impact and parking demand requirements; and
- Any easement required for the pipeline.

4.27. **The key elements to consider in the design and delivery of the secondary school site are:**

- Work with the existing topography of the site. However, the site is likely to need re-grading, and a platform approach could address that issue to accommodate uses such as the school building and pitches. These platforms could then be re-graded back to the existing levels to create a more naturalistic landscape setting. The delivery of a levelled and plateaued (as necessary) serviced site for the delivery of the secondary school will be provided (to the specifications provided by the education authority) as part of the infrastructure delivery for the wider site.
- The effective use of planting on site to help with levels and land use separation, prioritising on site safety is also expected as part of the detailed design.
- The relationship with surrounding uses including Tollerton Park.
- Appropriate provision of land and suitable separation from the pipeline as per the legislative requirements, whilst ensuring suitable, usable areas of land are provided for educational needs.

## Primary Schools

4.28. The site allocation also provides land for two new 2FE (two form-entry) primary schools with appropriately sized nursery, one located on the western side of Tollerton Lane, broadly opposite the Spire Hospital site. The other Primary School site is located to the north of the runways within the airfield, towards the north-eastern edge of the site. The locations of the Primary Schools are such that they would be within walking distance of most of the new residents. The schools will be located close to the main primary movement corridors and accessible by sustainable modes of transport as well as private and public transport. Their locations are to be linked to a series of pedestrian and cycle routes which are well connected to the proposed open space and residential neighbourhoods. Access for grounds maintenance would also be included to both the Primary School sites (subject to detailed design).

4.29. The Primary schools will require several components on each of the two sites in discussion with the Education Authority, but these are likely to include the following as a minimum:

- Core facilities;
- Classrooms;
- Sports / Assembly Hall;
- Dining Facilities and kitchens
- Drop off / pick up point;
- Staff car parking;
- Sports pitches;
- MUGA / outdoor Play facilities;
- Surface water attenuation area;
- Transport Assessment of their own (for each Primary School) to assess traffic impact and parking demand requirements; and
- For the Primary School to the west of Tollerton Lane, possibly an easement required for the pipeline.

**4.30. As with the Secondary School, both the primary schools will require delivery of a levelled and plateaued (as necessary) serviced site for the delivery of the primary schools (to the specifications provided by the education authority) as part of the infrastructure delivery for the wider site if the education authority is expected to deliver the primary school(s).**

## Green and Blue Infrastructure

4.31. The Open Space Strategy plan (Figure 24) has been developed in response to the wider context and the overall connectivity of the Site (also refer to Figure 35 for the access and movement strategy). The extensive Green Infrastructure shall encompass almost 65 hectares of green space, meeting the requirement for multi-functional open space set out in Appendix D (Green Infrastructure) of Local Plan Part 2 which links specifically to Local Plan Policy 35 and identifies the strategic corridors and the connecting local corridors and ecological networks within the Borough. Key elements should include:

- Retention of existing vegetation along the Grantham Canal and site boundaries save for where new connections between the site and neighbouring movement corridors are to be formed.
- A continuous green buffer along the A52(T) Gamston Lings Bar Road, Grantham Canal and along the southern boundary of the site allocation save for where new connections between the site and neighbouring movement corridors are to be formed.
- Providing good pedestrian and cycle connectivity for new and existing residents through delivery of green corridors which connect the existing urban edge to nearby Gamston as well as to the surrounding countryside.
- A wide range of recreation facilities, including a network of footpaths and cycle tracks with suitable surfacing and lighting (where appropriate), sports provision, play areas and trim trails.
- Reference to the site's past, reflecting the alignment of the runways, and incorporating pillboxes and any air raid shelter(s) into green corridors.
- New tree planting along the southern edge of the site to filter views into the development from the south.
- A network of drainage attenuation basins, generally located around the edge of the site will be designed to address any flooding matters and also to address the Biodiversity Net Gain requirements by providing a variety of landscape led design solutions including the use of both permanent water and dry basins; increasing the variety of habitat typologies.

4.32. Based on this, the following focus areas have been identified:

- Blue Infrastructure - this relates to existing and proposed water-based infrastructure within and adjacent to the site;
- Woodlands and Contours - this includes the potential for multifunctional planting and woodland, as well as utilising the site's contours to inform development, however it should be noted that not all public accessible open areas may contribute towards the Biodiversity Net Gain requirement as some uses may conflict with one another;
- Green Corridors - this relates to the opportunity of creating a green network of open spaces to increase access to the landscape and providing connected habitats again noting that access to ecological areas by humans may impact the suitability of any habitat areas and its potential to count towards the Biodiversity Net Gain requirements;
- Connectivity - this includes the requirement to create an additional network of footpaths through the site to link and connect to the wider area, and attractive recreational routes and/or leisure routes to facilitate active travel within the site and beyond;
- Key Retained Features - this includes the requirement to enhance retained features, including the site's contours (save for any works required around the school sites) and existing vegetation, Grantham Canal, footpaths, and the alignment of the former runway and pillboxes;
- Green Hub - this relates to the requirement to create a formal sports park at the heart of the development, supported and linked to neighbouring green assets including the proposed Runway and Pillbox Parks;
- Sports & Play - this relates to the requirement to provide a variety of sports and play facilities that are accessible to all, suited to their location within the site, and accommodating a diverse range of needs; and
- The Edge Treatments - this relates to the creation of three key edges of distinct character, relating and responding to adjacent natural assets and the surrounding landscape;

4.33. The provision of green and blue infrastructure as part of development should be informed by reference to Natural England's Green Infrastructure Framework: Principles and Standards, particularly

- S1: Green Infrastructure Strategy Standard;
- S2: Accessible Greenspace Standard;
- S3: Urban Nature Recovery Standard;
- S4: Urban Greening Factor Standard; and
- S5: Urban Tree Canopy Cover Standard

4.34. Natural England's Green Infrastructure Planning and Design Guide also provides practical guidance alongside other national design codes and will assist as the detailed plans for the site develop further.

4.35. The following pages provide an overview of the key principles and opportunities required for these areas.

4.36. It should be noted that where areas identified for "Edge Treatment" on diagrams such as Figure 30 include land outside the allocated site's boundary (as shown on Figure 2), nothing related to the development will happen on any parcel of land without the full consent of the landowner. Similarly, where diagrams such as Figure 31 show stylised green corridors within the site, nothing on any parcel of land will happen without the full consent of the landowner.

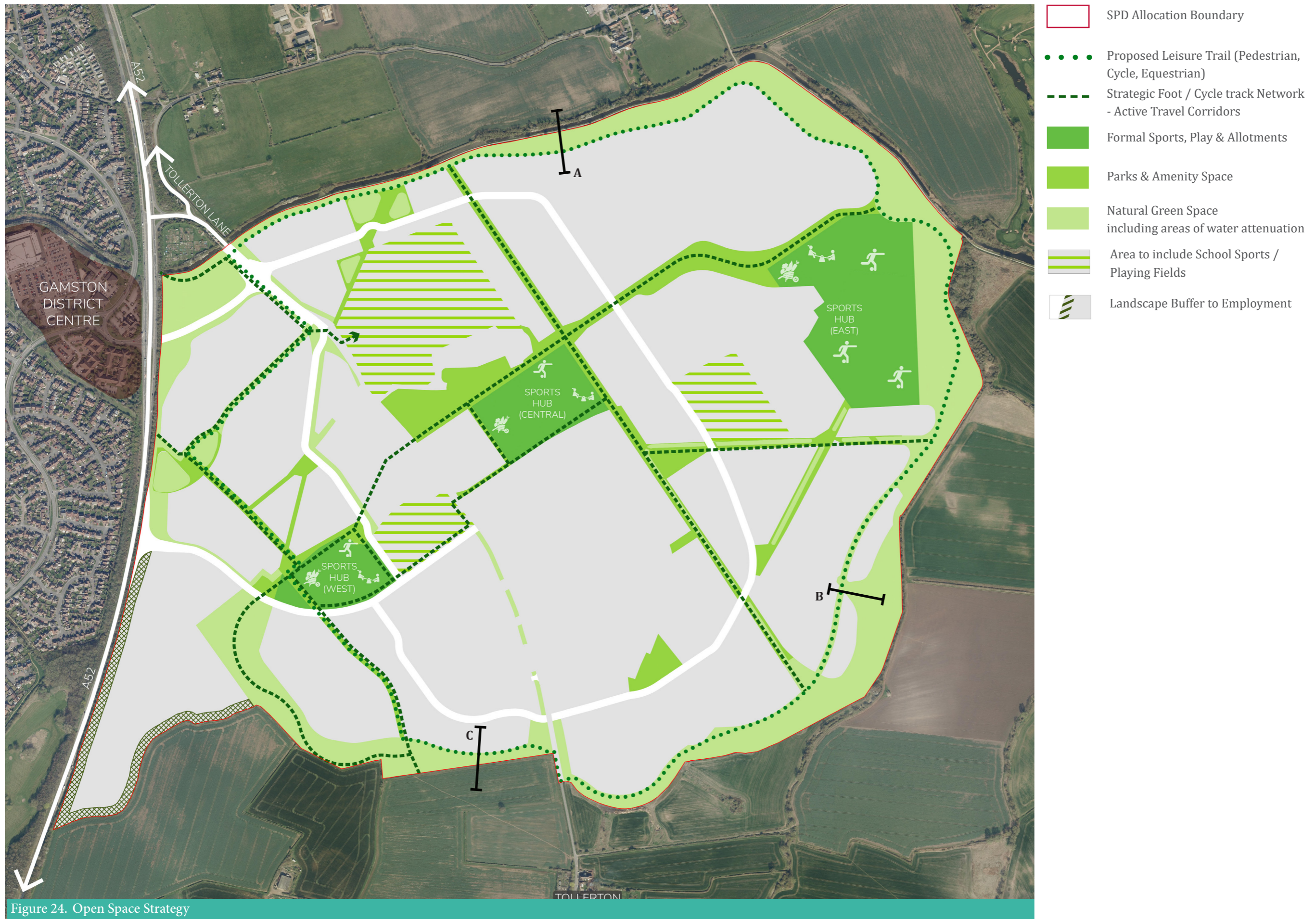


Figure 24. Open Space Strategy

Indicative Open Space Cross Sections (as shown on Figure 24)

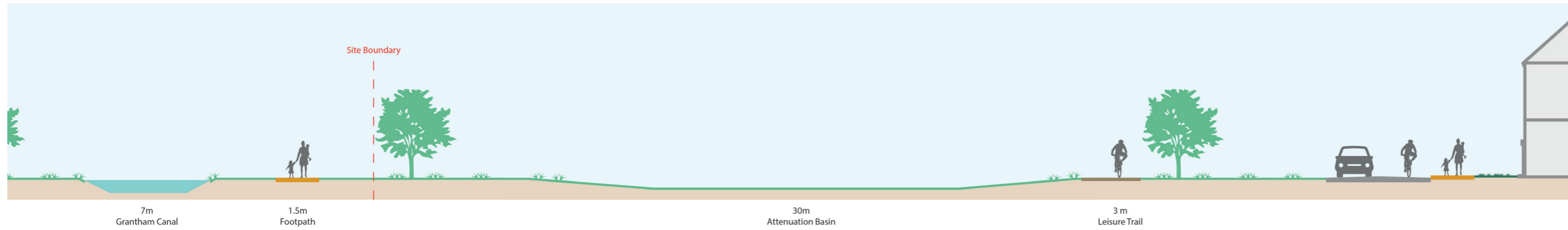


Figure 25. Section A

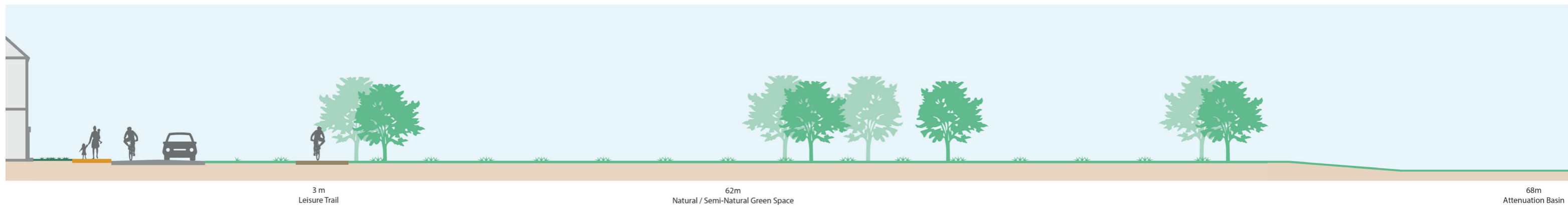


Figure 26. Section B

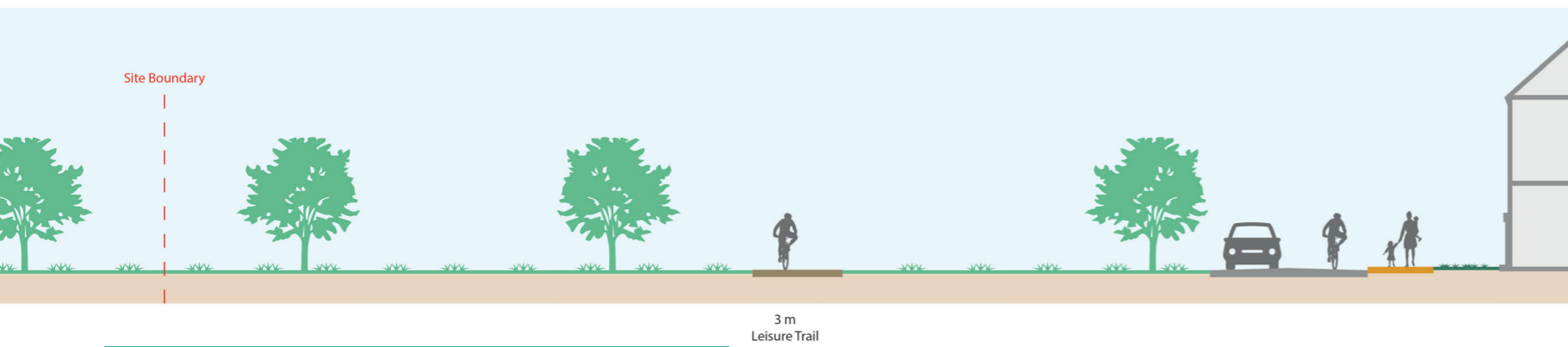


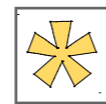
Figure 27. Section C

## Heart of Development / Central Hub

- Creation of a formal sports park within the centre of the site.
- New destination play areas/formal recreation and central sports facilities.
- The centre of the site is a location where a number of green assets will converge including “The Runway” and “Pillbox Park”.



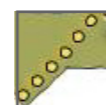
Figure 28. Central Hub Location



Neighbourhood Equipped Area of Play (NEAP)



Sports Pitches



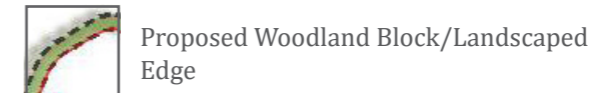
Indicative Proposed Leisure Trail (Pedestrian, Cycle, Equestrian)

## Green Infrastructure

- Incorporating (and supplementing where necessary) existing vegetation along the canal and A52(T) boundaries helps to soften views into the site.
- Create new blocks of woodland and other planting to help soften the impacts of development on views towards the site from Tollerton.
- New and existing vegetation forming a boundary around the site.
- Blocks of woodland help to create an additional green infrastructure and establish tree cover where this is currently lacking.
- Retain existing hedgerow planting, save for new access/connection points to existing movement corridors, to enable the proposed green infrastructure to build upon the existing landscape.
- Green Infrastructure will create a network of new and existing footpaths and routes to connect through, and into the existing networks surrounding/adjoining, the site.



Figure 29. Green Infrastructure Location



## The Edge Treatment

- The edges of the built development will have distinct characters within the sites boundaries. High level details are set out below but will be covered in more detail in the Site-Specific Design Code Section of this document.
- 'Water Meadows' will create a natural and open character with wetland habitats.
- 'Woodland Edge' will introduce a vegetated character with native woodland and scrubland blocks within the site.
- Most of the drainage attenuation will be provided within these edge areas, and around the perimeter of the allocation site.



Figure 30. Edge Strategy Plan



Canal Side Edge Treatment



Water Meadows Edge Treatment



Woodland Edge, Edge Treatment

## Heritage

- The alignment of the former runways will be retained and enhanced, creating a linear 'Runway Park' through the centre of the site.
- The retained pillboxes will be set within a green corridor to be known as 'Pillbox Park'. The Grade II listed pillboxes will be retained across the site and set within green corridors, that will connect these features, enabling their use and location to be understood through the provision of information boards. Established trees around these pillboxes will also be incorporated into the green space where they don't conflict with the need to retain the pillboxes
- New pocket parks/green spaces will be created at key locations within the development



Figure 31. Green Corridor Strategy

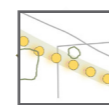


## Connectivity

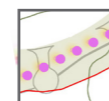
- Provide an additional network of footpaths within the site to link into the existing wider network.
- Provide connections onto the Grantham Canal towpath and existing Gamston - Cotgrave footpath.
- Recreational leisure routes provide opportunities for walking, cycling, and horse riding.



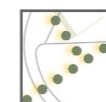
Figure 32. Connectivity Plan



Existing Footpath



Proposed Leisure Trails (Pedestrian, Cycle, Equestrian)



Strategic Foot / Cycleway Network - Active Travel Corridors

## Play

- A number of play and sports facilities will be created across the site, all in accordance with the Borough Council's Play Strategy (or any documents that may supersede it).
- Formal and informal play areas will be positioned to allow most residents to travel on foot within 5 minutes to the nearest play space(s).
- Style of play facility will vary across the site depending on location, all in accordance with the Borough Council's Play Strategy (and any documents that may supersede it).
- Play features located around the site's boundary should be natural and informal, becoming more structured and formal as you move towards the centre of the site



Figure 33. Play Strategy Plan

