

GREATER NOTTINGHAM STRATEGIC PLAN PREFERRED APPROACH CONSULTATION RESPONSE REPRESENTATIONS ON BEHALF OF TRINITY COLLEGE CAMBRIDGE



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1.0 Introduction

- 1.1 This representation has been prepared by Bidwells on behalf of Trinity College, Cambridge who are the landowner of “Land at New Farm, Redhill”. We are instructed to submit representations to the Greater Nottingham Strategic Plan Publication Draft Consultation (Regulation 19).
- 1.2 The College considers that the draft plan in its current form is unsound as per the provisions of Paragraph 36 of the National Planning Policy Framework (“NPPF”) (December 2024) and therefore should not proceed to examination.
- 1.3 Concerns relate to the policies in the emerging Strategic Plan itself, including:
- Policy 1 ‘Climate Change, Sustainable Design, Construction, Energy and Managing Flood Risk’
 - Policy 2 ‘Housing Target’
 - Policy 3 ‘Housing Target’
 - Policy 4 ‘The Green Belt’
 - Policy 14 ‘Managing Travel Demand’
 - Policy 23 ‘Strategic Allocation Top Winhay Farm (Gedling)’
- 1.4 This representation also raises issues in relation to the Sustainability Appraisal (September 2024) and Site Selection Report (September 2024), as well as more broadly on the Infrastructure Delivery Plan (September 2024).
- 1.5 In relation to the above policies and documents, this representation sets out a number of key reasons why our client considers the plan to be unsound. These include:
- The housing requirement not being sufficient to meet housing need;
 - The distribution of housing delivery dropping off towards the end of the plan period due to over reliance of existing allocations which have failed to deliver to date;
 - The plan period being too short reducing the effectiveness of the plan;
 - The level of conformity of proposed site allocations to the proposed spatial strategy;
 - The approach taken to allocating sites in Gedling, particularly in terms of how the Green Belt has been considered; &
 - The evidence base, particularly the Sustainability Appraisal and the Site Selection Report, failing to justify site allocations.
- 1.6 Many of the above issues are inter-related and are therefore not captured by a single policy. This representation is therefore structured by topic so as to comprehensively address issues (as opposed to by consecutive policy number).
- 1.7 Our client considers that their site ‘Land at New Farm, Redhill’ should be allocated as a location for strategic, mixed use, residential-led growth in the emerging Strategic Plan (Section 3). The site is located within the boundaries of Gedling Borough Council.

- 1.8 Previous representations have been submitted in support of the site, including most recently to the Regulation 19 Preferred Approach Consultation in February 2023. A summary of the supporting documentation provided in relation to the site, including highways modelling work, illustrative masterplan and Vision Document are listed in **Appendix 1**. The illustrative masterplan and a Vision Document are also submitted as part of this representation (**Appendices 2 and 3**).

2.0 Response to Greater Nottingham Strategic Plan

Policy 3 - Housing Need and Requirement

- 2.1 Policy 3 of the emerging Strategic Plan sets an overall housing target of 54,670 over the plan period 2023 to 2041, with requirements allocated to the individual authorities as follows Broxtowe (8,250), Gedling (8,370), Nottingham City Council (26,690) and Rushcliffe (11,360).
- 2.2 Whilst the use of the current Local Housing Need Standard Method (LHNSM) results as a basis for establishing a housing need figure is welcomed, and it is noted that the Partnership has increased housing delivery rates since the previous consultation, there remains a failure of the authorities to properly plan for meeting objectively assessed housing needs across the authorities and the emerging plan is therefore unsound as it has not been properly prepared (NPPF Paragraph 36).
- 2.3 When reading the justification set out in the emerging plan in relation to the housing requirement, it cannot be ignored that the majority of authorities have only increased housing numbers since the previous consultation in order to qualify for the transitional arrangements set out in the draft NPPF (transitional arrangements that do not now exist in the same form following the publication of the NPPF December 2024), as opposed to being pro-active in meeting housing needs. Indeed, the text at 3.3.4 makes it clear that the both Broxtowe and Rushcliffe are making use of existing supply as opposed to pro-actively planning for additional growth. This paragraph also acknowledges that the emerging Strategic Plan does not identify sufficient allocations to meet its housing target.
- 2.4 It is also noted that the Partnership appear to have been selective of when to apply the transitional arrangements and when not to. For example, whilst the Partnership are planning for the transitional housing figures (based on assumed figures which are now inaccurate based on the newly published NPPF December 2024), they have chosen to discount the 35% urban uplift required under the December 2023 NPPF. Failure to include this element within the calculation of the baseline for the housing requirement means the Partnership is picking and choosing which bits of the NPPF it deems to be relevant. This is not how the NPPF should be utilised and means that the emerging Strategic Plan is unsound on the basis that it does not comply with national policy and is not positively prepared.
- 2.5 Further, we remain concerned that the evidence base does not properly assess whether there are other factors that may result in the objectively assessed need for housing (the measure against which the soundness of the plan will be tested) being higher.
- 2.6 We note that the Greater Nottingham and Ashfield Housing Needs Assessment 2020 has been updated, with a new 2024 Update having been published as part of the emerging plan's evidence base. Whilst it is acknowledged that the 2024 Update has sought to address gaps in the previous evidence base that had been omitted, there remain issues with the assessment work and the Partnership have failed to properly address relevant findings of the HNA in the emerging Plan.
- 2.7 The HNA does not give enough consideration to the effect of employment growth in the area which may lead to higher housing need. In particular, greater weight should be given to whether

the current level of net in-commuting is sustainable (see **Table 1**) and whether future economic growth would exacerbate this. **Table 1** is indicative of the level of net commuting in Greater Nottingham with an estimated ratio of 1.28 in 2021 suggesting a notable level of net in-commuting, which has increased since 2011.

Table 1: Estimated job to employee ratio in 2011 and 2021

	2011			2021		
	Jobs	Employed	Ratio	Jobs	Employed	Ratio
Broxtowe	42,000	51,329	0.82	44,000	50,471	0.87
Gedling	33,000	53,867	0.61	36,000	55,102	0.65
Nottingham	212,000	112,861	1.88	228,000	119,330	1.91
Rushcliffe	45,000	53,133	0.85	51,000	55,484	0.92
Total	332,000	271,190	1.22	359,000	280,387	1.28

Sources: ONS 2011 & 2021 censuses and job density estimates

- 2.8 The HNA identifies a significant level of affordable housing need. It is stressed that the 2024 HNA Update sees a significant increase in the affordable housing need to those levels reported in the 2020 HNA (**table 2**), further impressing the importance of meeting objectively assessed affordable housing needs.

Table 2: Change in Affordable Housing Need between 2020 HNA and 2024 Update

AUTHORITY AREA	AFFORDABLE HOUSING NEED (HNA 2020)	AFFORDABLE HOUSING NEED (HNA UPDATE 2024)
Broxtowe	309dpa	458dpa
Gedling	392dpa	514dpa
Nottingham	1,112dpa	1,729dpa
Rushcliffe	294dpa	507dpa
TOTAL	2,107dpa	3,208dpa

- 2.9 There is no indication in the consultation document, or the evidence base, of how this affordable housing would be addressed given that it would require 97% of both the previous and NPPF 2024 LHNSM to be provided as affordable (**table 3**).

Table 3: Affordable Housing Need

AUTHORITY AREA	AFFORDABLE HOUSING NEED (2024)	PREVIOUS LHNSM	AFFORDABLE HOUSING NEED AS A % OF CURRENT LHNSM	LHNSM (NPPF 2024)	AFFORDABLE HOUSING NEED AS A % OF LHNSM (NPPF 2024)
Broxtowe	458dpa	384dpa	119%	621dpa	73%
Gedling	514dpa	460dpa	111%	609dpa	75%
Nottingham	1,729dpa	1,845dpa	93%	1,247dpa	138%
Rushcliffe	507dpa	609dpa	83%	830dpa	61%
TOTAL	3,208dpa	3,298dpa	97%	3,307dpa	97%

- 2.10 For context, the adopted Local Plan Part 1 (Aligned Core Strategy, September 2014) required the provision of affordable housing in the following amounts on development sites: 30% in Broxtowe, 20% in Nottingham City and between 10-30% in Gedling dependent on location.
- 2.11 In terms of the emerging position, Policy 8 of the draft Strategic Plan proposes 20% / 30% affordable housing provision on sites in Gedling and Broxtowe (dependent on location), 10% / 20% provision in Nottingham City (dependent on location) and 25% / 30% provision in Rushcliffe (dependent on location). Provision is also noted for where there may be viability considerations. It is further noted that social rented provision is expected to make up the majority of any affordable rent provision based on need.
- 2.12 A provision of 97% would represent a significant uplift on existing requirements and proposed policy provision, and raises the question on how the Partnership are planning to meet affordable housing need.
- 2.13 Whilst it is recognised that there will be scope to meet affordable housing need through means such as new market provision and the churn of existing stock, and that this is a complicated matter, the sheer level of affordable housing raises concern as to whether due consideration has been given to delivery of such provision (or evidenced as part of the Sustainability Assessment), particularly with substantial growth targeted at the urban area of Nottingham on brownfield sites where viability is a key consideration.
- 2.14 Both paragraph 11a and 11b of the National Planning Policy Framework (NPPF) (December 2024) are clear that plan-making should seek to ‘meet the development needs of their area’ and ‘should, as a minimum, provide for objectively assessed needs for housing and other uses.’ This is further added to by paragraph 20 which states that ‘strategic policies should... make sufficient provision for a) homes (including affordable housing)....’. The Partnership have failed to plan to meet affordable housing need as per the requirements set out in the NPPF.
- 2.15 It is noted that the emerging Strategic Plan identifies a housing need requirement for Nottingham City Council of 26,690 (572 dwellings in excess of the housing need identified). This is an uplift of 930 dwellings on the previous Regulation 19 consultation. It is noted that the Council were adamant this previous lower figure would be a challenge to meet and was based on housing supply only and as a result with no buffer applied. The Partnership have failed to properly justify how the Council have arrived at this higher figure and found these higher delivery rates as part of their evidence base. The ability of these allocations to delivery affordable housing sufficient to

meet need is also a concern given the reliance on previously developed sites which often have viability issues.

Policy 3 and Appendix C – Housing Trajectories and Delivery Rates

2.16 We are concerned about the distribution of housing supply over the plan period. Each of the LPA trajectories show a significant decline in delivery (**Table 4**).

Table 4: Declining delivery rates

	2023/24	2031/32	2040/41
Broxtowe	576dpa	574dpa	413dpa
Gedling	858dpa	454dpa	170dpa
Nottingham	2,512dpa	1,250dpa	640dpa
Rushcliffe	971dpa	717dpa	429dpa
Greater Nottingham	4,917dpa	2,995dpa	1,652dpa

2.17 Consequently, delivery in 2040/41 is anticipated to be only a third of the delivery rate identified in 2023/24. This is clearly not sustainable.

2.18 We believe is symptomatic of the particularly short plan period being proposed (discussed in more detail below) that is heavily influenced by existing allocations that have not delivered to date.

2.19 Indeed, virtually no *new* strategic allocations have been identified as part of the proposed planning strategy, particularly in Gedling Borough, and that where new allocations have been made, these are extensions of existing allocations which will be delivered towards the beginning-middle of the plan period.

2.20 Constituent Councils have historically underdelivered against identified housing targets and only now is delivery starting to occur on some sites. For example, since 2012/13, Gedling Borough Council did not meet their annual housing target until 2022/23, averaging at a delivery rate of 71% of their housing target between 2012/13 to 2015/16. Whilst it is noted that sites are now anticipated to be coming through the system according to current land supply estimates (December 2024), this does not make-up for the chronic, historic under delivery of new dwellings.

2.21 The under-delivery to date in constituent authorities is symptomatic of a plan which has not given sufficient thought to consistent delivery across the identified plan period as discussed above.

2.22 It is our concern that the current Strategic Plan will make similar errors to the current plan in terms of planning for growth across the plan period. Without identifying strategic urban extensions now, sites which have long lead in times and will ensure the delivery of new homes at the end of the plan period, there will be a significant drop off in delivery.

- 2.23 The proposed allocations will not ensure the delivery of an appropriate strategy – the plan is not effective or justified in this regard.

Policy 3 - Plan Period

- 2.24 Given the time that it currently takes to adopt a plan, particularly a strategic plan as complex as this, it is probable that there will be less than 15 years remaining of the plan period (2023 to 2041) at the point of adoption. This would be inconsistent with the NPPF paragraphs 22 and 68, and many examining Inspectors have been raising concerns about the short length of plan periods and have had grapple with how best to proceed on this matter at examination (e.g Hambleton and Brentwood).
- 2.25 If the plan period were to be extended to 2043/44 (i.e. covering a 20-year period), it would provide the opportunity to consider the distribution of the next generation of urban extensions and the subsequent need for any further release of land from the Green Belt. It would allow for the appropriate lead-in times for these strategic sites, thus ensuring that delivery is sustained at a reasonable rate into the next plan period. It would also provide greater certainty to developers looking to invest in the area and local communities who can be resistant to change.
- 2.26 The alternative, if the plan period is not extended, is that the plan will have a very short shelf-life. This is because that next generation of urban extensions would need to be allocated in the late 2020s to have any chance of influencing the decline in delivery rates in the mid to late 2030s. Consequently, the plan will likely require a wholesale replacement at its first five-year review which would not be a cost-effective approach and could be avoided if the plan period is extended.
- 2.27 It is therefore considered that the Strategic Plan has failed to justify its approach to delivery and will not be effective for delivering sustainable growth over the plan period.

Policy 2 - Proposed Spatial Strategy

- 2.28 Policy 2 of the emerging Strategic Plan sets out the proposed 'Spatial Strategy'.
- 2.29 One of the key means of achieving sustainable development is identified in Policy 2 under bullet 1 limb b: "*promoting urban living through prioritising sites for development firstly within the main built up area of Nottingham, and to a lesser extent adjoining it.*"
- 2.30 Settlement hierarchy is further detailed at bullets 2 and 3 as follows:
"a) in the main built up area of Nottingham;
b) adjoining the main built up area of Nottingham;
c) adjoining to the Sub Regional Centre of Hucknall; and
d) in or adjoining Key Settlements.
At other settlements development will be smaller scale as defined through future plan preparation"
- 2.31 Explanatory text at 3.2.3 further notes that "*the focus on urban living through prioritising sites within (and to a lesser extent adjoining) the main built up area of Nottingham seeks to achieve sustainable growth by making the most of existing infrastructure and reducing the need to travel.*"

- 2.32 The text in the spatial strategy is therefore clear that growth should be directed in or adjacent to the main built-up area of Nottingham. Our client supports this approach and considers that the urban area of Nottingham is a highly sustainable location; Nottingham and land immediately adjacent to its boundaries should be the main area of focus for growth (where possible). This approach is consistent with national policy which seeks to ensure that growth is located in the most sustainable locations, particularly within existing urban areas.
- 2.33 Our client is though concerned that the proposed allocations in the Strategic Plan have failed to actually conform to this strategy, specifically, not enough weight has been given to this hierarchy in the site selection process in the authority areas adjoining Nottingham City. This is considered in more detail below.

Policies 3, 23 and 4 - Approach to Development and Green Belt in Gedling Authority

- 2.34 It is noted that the Strategic Plan proposes a single, new allocation in Gedling through Policies 3 and Policy 23. This proposed allocation consists of the consented site at Top Wighay Farm (805 dwellings) and allocates an additional 710 dwellings as part of an extension to this site on safe-guarded land.
- 2.35 Further, the supporting text of Policy 2 at 3.3.21 it reads that:
“The total anticipated housing supply in Gedling Borough is 7,326 up to 2041. This is below the housing target of 8,370. Suitable sites will be allocated through future plan preparation as informed by the SHLAA, in accordance with the settlement hierarchy ensuring the minimum housing target is achieved”
- 2.36 Our client considers that the above approach will not result in an effective strategy and renders the plan unsound.
- 2.37 The Partnership have not identified sufficient sites in Gedling to meet Gedling's full housing requirement in the Strategic Plan and are seeking to defer the identification of additional sites to a Part 2 Plan to achieve this. Based on anticipated supply levels up to 2041, the necessary number to be allocated is in the region of 1,044 dwellings. However, Gedling is significantly constrained by Green Belt and it is therefore likely that Green Belt will need to be released in order to meet this need.
- 2.38 It is noted that Gedling has a high amount of designated Green Belt and emerging Policy 4 sets out the Partnership's position on Green Belt. This policy makes limited amendments to Green Belt, except in limited instances to facilitate allocations and safe-guard land.
- 2.39 In line with the commitment to defer housing numbers to a Part 2 Plan, Policy 4 notes that *“Green Belt boundaries will be reviewed through future plan preparation to meet the other development land requirements of the Strategic Plan.”*
- 2.40 The Partnership should not defer the amendment of Green Belt boundaries in Gedling to a Part 2 plan as this is a strategic matter which should be dealt with in a Part 1 plan and the delay of this Green Belt review has the potential to undermine the delivery of strategic objectives of the plan.

- 2.41 Paragraph 145 of the NPPF is clear that only strategic policies '*should establish the need for any changes to Green Belt Boundaries*'. Given that the Strategic Plan is intended to facilitate a coordinated approach to growth across the Nottinghamshire authorities and that the emerging Strategic Plan is focused on the delivery of 'strategic sites', this plan should be treated as the key document for the provision of strategic policies and as a result this document should at least be identifying broad locations for growth to meet housing need and where Green Belt boundary amendments are required to enable this. Part 2 plans should then be used to make detailed amendments to boundaries where the need for changes has been established through strategic policies (NPPF paragraph 145). The current approach is inconsistent with the provisions of national policy.
- 2.42 Further, it is noted that assessment work has already been undertaken for strategic scale sites in Gedling and that, despite identifying sites which make limited contributions to the purposes of the Green Belt as set out in paragraph 143 of the NPPF, sites have not been removed which could enable the Council to help deliver future growth.
- 2.43 For example, our client's site at New Farm, Redhill scored only 5/20 in both the 2022 and September 2024 Green Belt Review and therefore did not make any significant contribution to the purposes of the Green Belt. This was the lowest scoring urban area assessed as part of the Green Belt Assessment for Gedling Borough.
- 2.44 This contrasts with the rolled over allocation at Top of Winhay Farm which the Partnership are seeking to extend in the Strategic Plan which scored 12/20 in the assessment.
- 2.45 The NPPF (December 2024) is clear in terms of the requirement of Councils to release land from the Green Belt as necessary to meet housing needs, particularly where sites make limited contributions to Green Belt purposes.
- 2.46 Indeed, the Government have introduced the concept of 'Grey Belt' which is defined as:
"land in the Green Belt comprising previously developed land and/or any other land that, in either case, does not strongly contribute to any of purposes (a), (b), or (d) in paragraph 143. 'Grey belt' excludes land where the application of the policies relating to the areas or assets in footnote 7 (other than Green Belt) would provide a strong reason for refusing or restricting development."
- 2.47 Given the limited contribution of New Farm, Redhill to the purposes of the Green Belt, as acknowledged in the Partnership's own evidence base, and its relationship to the edge of Nottingham, more weight should have been given to what were at the time emerging Government policy in the decision-making process.
- 2.48 The general spatial strategy as proposed in Gedling is unsound as it is unjustified how it will deliver the housing requirement identified for the Authority.

Sustainability Appraisal and Site Selection Report

- 2.49 Further to the above, our client considers that the site selection process, specifically in terms of the Sustainability Appraisal (September 2024) and Site Selection Report (September 2024), have failed to allocate sites that are in line with the Settlement Strategy, specifically New Farm, Redhill, and have failed to consider the potential benefits that a site can offer.

- 2.50 New Farm, Redhill is located within Gedling Borough and is immediately adjacent to the urban boundary of Nottingham, a key location for development to be focused in the emerging District Plan (Policy 2). Our client is of the view that New Farm, Redhill satisfies this policy requirement due to its location on the edge of Nottingham and that it represents a sustainable site which should be allocated as a strategic development site. No weight seems to have been given or discussion had as to this matter in the evidence base when it is the only site amongst the alternative options presented which falls into the second rung of the settlement hierarchy (as opposed to a lesser position). The site is entirely deliverable, and capable of making a significant contribution towards satisfying the Council's housing needs during the later plan period as discussed at 2.15 onwards.
- 2.51 Our client's site has been considered as part of the site selection process and was given the reference 'G05.1/G05.2PA'. Generally, the site was favourably received as part of the site assessment process, particularly as part of the Growth Options Study, and in the Strategic Housing Land Availability Assessment in which the site was noted as 'could be suitable'.
- 2.52 Our client has previously responded with concerns in relation to the assessment work undertaken in relation to their site as part of the Sustainability Appraisal. The Council's response to these considerations has been set out in the published Statement of Consultation and the responses are unsatisfactory in how they address matters raised.
- 2.53 Specifically, the Partnership are failing to recognise more than the existing position of sites in their assessment work and this is translating through to their conclusions reached in relation to sites.
- 2.54 When considering a *strategic-scale* site it is reasonable and pragmatic to assume that mitigation measures will be required to target the impacts of a proposed development on key constraints. The approach taken with the SA acknowledges that mitigation might be possible in a separate column, but does not factor this into the RAG rating. As a result, the RAG rating, which is carried through to the site selection report, is therefore deceptive in terms of outcomes of development as it does not give sufficient consideration as to the end position once mitigation is in place.
- 2.55 Further, no weight has been given to the potential benefits that can be provided as part of a strategic, sustainable urban extension. A site the scale of New Farm, Redhill can provide new public open space, new strategic blue and green infrastructure, education facilities, etc. beyond pure mitigation. Further, it can also help to unlock strategic objectives when looking at highways, i.e. the delivery of a new Park and Ride off Leapool roundabout and the creation of an A60 bus priority lane. These matters should have been given weight in the decision process for allocating sites.
- 2.56 It is also noted that reference is made to the agricultural land classification of sites and this has factored into negative scores for a number of sites. However, the source of this information is not clear. It is noted that if the Natural England data has been used, they notably state that their maps on ALC '*are not sufficiently accurate for use in assessment of individual fields or sites and any enlargement could be misleading*'.
- 2.57 Our client therefore considers that the Sustainability Appraisal Assessment work did not accurately consider all available information on the suitability of sites - no acknowledgement has been made of the extensive evidence that has been provided by our clients to address key

matters discussed (as set out in Appendix 1). Further, the key constraints that were identified in relation to site G05.1/G05.2PA have now been significantly addressed through the reduction of the site area that is being promoted as part of this representation, but this reduced site area is not reflect in the evidence base documents.

- 2.58 The Statement of Consultation sets out the Partnership's response to a number of points raised by our clients previously. This response noted concerns in relation to congestion on the A60 and a response from County Highways. However, it is noted that detailed Highways Modelling work has been undertaken by our clients using Systra, the company responsible for the Partnership's modelling work, which confirmed that subject to mitigation it would be possible to bring forward this site. It is further concerning that these conclusions asserted when the Strategic Transport Modelling Work underpinning the plan is not yet finalised or published (anticipated early 2025 according to the consultation website page). Additional comments are made in relation to landscape and heritage, which again my client has submitted evidence in relation to, and are not considered in a rounder manner taking into account all site considerations.
- 2.59 When all the matters above are considered, it is clear that there has been a failure by the Partnership to justify the decision making that has underpinned the site assessment and site selection process rendering the plan unsound.

Policy 1 - Climate Change, Sustainable Design, Construction, Energy and Managing Flood Risk

- 2.60 Policy 1 sets a number of commitments on sustainability and energy.
- 2.61 Whilst it is commendable that the Partnership is being ambitious in these key areas, the evidence base fails to justify that the implications of these commitments have been properly assessed or are viable, particularly where they are in excess of requirements e.g. Building Regs.
- 2.62 This policy is not justified and there is inconsistency with national policy.

Policy 14 - Managing Travel Demand

- 2.63 Policy 14 states that "*...In all cases it will be required that severe impacts on the highway network are avoided in order to not compromise its effective operation and its ability to provide sustainable transport solutions or support economic development...*"
- 2.64 Whilst the aspirations of Policy 14 are reasonable in that it seeks to avoid severe impacts on the highways network, questions have to be asked as to how the emerging Strategic Plan has factored this into its decision-making process given that Strategic Highways Modelling Work has not yet been published and will not be available until early 2025 according to the published Statement of Consultation.
- 2.65 This prompts concerns in relation to how site allocations have been justified.

Infrastructure

- 2.66 The emerging Strategic Plan's spatial objectives have been identified and seek to ensure the delivery of the vision for the area. Notably Spatial Objective 10 of the emerging Local Plan (2.4.1) reads as follows:
- 'Promoting sustainable transport systems and reducing the need to travel: to ensure access to jobs, leisure and services are improved in a sustainable and equitable way, addressing air and noise pollution, reducing the need to travel by private car, by encouraging convenient and reliable transport systems, particularly those focused on walking, cycling and public transport, by maximising opportunities for mixed use development. To support growth by expanded use of transport data systems aimed at reducing congestion and encouraging the electrification of vehicles and improving air quality'*
- 2.67 The Infrastructure Delivery Plan sets out how the Partnership intend to deliver on this Spatial Objective.
- 2.68 Key considerations for the bus network are noted at 4.38 of the Infrastructure Delivery Plan:
- *"Maximise opportunities to enhance and support bus and tram services, including increased services and route extensions, through new development.*
 - *Deliver highways improvements that reduce journey times to and from new developments*
 - *Integration with other modes of public transport and active travel routes."*
- 2.69 It is noted that New Farm, Redhill can help to deliver key elements of the Partnership's vision for the area, particularly in relation to improvements to the bus network.
- 2.70 For example, 4.34 of the Infrastructure Delivery Plan 2024 notes that development of a new bus-based park and ride facility in the vicinity of Leapool roundabout on the A60 with supporting bus priority measures has stalled as a result of a lack of funding. It is noted that there is still the ambition to bring forward a park and ride on the site and that land will once again be safeguarded. A60 corridor bus priority improvements are proposed which will create new sections of bus lane towards Nottingham.
- 2.71 Our client has the potential to help support the delivery of this key public transport requirement. A large portion of the land which is intended for this park and ride facility is within our client's ownership and through the allocation of our client's site land could be made available for this purpose. There is also scope for financial contributions resulting from the development to be put towards the delivery of the park and ride itself. Our client's support would significantly reduce the financial burden on the Partnership associated with the provision of the Park and Ride facility. This is a significant benefit that our client can offer and would support in the delivery of a key infrastructure project. It is also notes that the allocation of my client's site would also enable the creation of an A60 bus priority lane towards Nottingham as part of the proposed site design, further improving bus routes in line with infrastructure ambitions.
- 2.72 Allocation of our client's land would also deliver a new primary school which will help to meet need resultant from the development, as well as other development within the locality. There is also the potential for additional on-site infrastructure provision where a specific deficit is identified and the opportunity for the provision of financial contributions towards existing services.

3.0 New Farm, Redhill

- 3.1 New Farm, Redhill covers an area of approximately 107 hectares of land to the north of Nottingham that is currently used for agricultural purposes (reduced from 191 hectares when compared with land promoted as part of previous representations). The draft masterplan is included at **Appendix 2**.
- 3.2 The location of the site on the edge of Nottingham makes it a highly sustainable location for future growth. The site also has a strong physical relationship to the existing built form due to its edge of city location. The site is therefore in accordance with the proposed planning strategy set out at Policy 2 of the Strategic Plan which directs growth in and adjacent to the main built-up area of Nottingham.
- 3.3 This representation is promoting the site for the allocation of 1,300 dwellings. Due to its strategic scale, the site has the potential to deliver the required infrastructure to support new homes i.e. a primary school, green infrastructure, mixed use centre, employment land, etc.
- 3.4 Technical work has been undertaken and submitted to the Partnership to support the identification of this site as an allocation in the District Plan. Technical work to date has looked at a range of matters such as landscape, heritage, ecology, utilities, highways and flood risk and drainage. These reports demonstrate that the site is deliverable and achievable.
- 3.5 This representation is promoting a reduced site area at circa 107ha compared to previous representations (191ha). An updated illustrative masterplan has previously been submitted which shows the amended site area proposed. An updated Vision & Delivery document was also prepared which demonstrates the vision and deliverability of this site moving forward (**Appendix 3**).
- 3.6 This change to the masterplan has addressed the key concerns identified during the site selection process, particularly in relation to heritage and landscape, which prevented the site being brought forward as an allocation. The extent of built form has been reduced so that it does not extend further north than Leapool Roundabout; this has drawn development over 700m away from heritage assets located at Bestwood Pumping Station and has reduced the proposal's impact on the wider landscape. Key suitability constraints identified by the Partnership in relation to the site and barriers for allocation have been addressed.
- 3.7 The site is currently located within a designated Green Belt. However, the site no longer serves the purpose of land within the Green Belt. The site scored only 5/20 on the Green Belt Assessment 2022 and was not considered to make a significant contribution to the Green Belt on any of the criteria used. Therefore, the designation can be removed without undermining the purpose of the wider Green Belt.
- 3.8 Paragraph 148 of the NPPF notes that Green Belt boundaries should be reviewed to reflect the need to promote sustainable patterns of development. Where the release of Green Belt can facilitate more sustainable patterns of development, particularly if the land has been previously developed or failing this is Grey Belt Land (as the site is), there should be policy provision to allow for a consideration of this in order to determine Green Belt planning applications within the emerging Local Plan.

- 3.9 It is considered that the site represents the best possible opportunity for Gedling Borough to plan for its long-term housing needs in a sustainable location. The site also includes land which is the preferred location for a new park and ride facility which development of our client's site will help to unlock. This facility will provide a bus link from the north of Nottingham into the town centre benefitting the wider public and will significantly enhance the sustainability of New Farm, Redhill as a site. These reasons epitomise why the site should be considered an exception to the existing Green Belt protection as outlined in paragraph 139.
- 3.10 New Farm, Redhill represents an opportunity for the Partnership to meet its housing needs in a highly sustainable location that accords with the proposed planning strategy set out in the draft District Plan.

Suitability, Availability & Achievable (Proposed Housing Trajectory)

- 3.11 In accordance with the NPPF' definition of 'deliverable', the proposed allocation represents a suitable location for development now, is available immediately, is achievable with a realistic prospect of housing being delivered on the site and is viable. This is considered in further detail below.

Suitability

- 3.12 As noted in the previous section, technical work has been undertaken and submitted to the Partnership to support the identification of this site as an allocation in the District Plan. Technical work to date has looked at a range of matters such as landscape, heritage, ecology, utilities, highways and flood risk and drainage. Collectively these reports demonstrate that the site is suitable for development.
- 3.13 Our client would again emphasise that a reduction in the site area proposed as part of this representation has addressed the remaining suitability concerns raised in relation to the site previously on heritage and landscape.

Available

- 3.14 The site is owned, in its entirety, by Trinity College Cambridge. Our client fully supports the allocation of this site for development.
- 3.15 The whole site, and indeed further land to the north, is let by the College to a local farming family (the former owners of the respective holding). This family have a financial interest in the land coming forward for development and are actively engaged with the College in the site's promotion. The lease between the parties provides for termination in the event of a satisfactory planning consent.
- 3.16 It is the intention of our client to bring forward this site in parallel with the park and ride development off Leapool Roundabout. This is strategic objective which development of our site will help deliver.

Achievable

- 3.17 Our client, Trinity College, Cambridge, is a world-leading higher education institution that owns a wide portfolio of land and property investments to support its core educational activities.
- 3.18 Trinity College, Cambridge has a proven track record in bringing land forward for development at a variety of scales. Examples of strategic sites that our client has successfully promoted for development and have subsequently been built include: The Trimley Estate in Felixstowe (2,845 dwellings and key infrastructure), North East Bexhill (1,050 dwellings and employment), Cambridge Science Park (the first science park in the UK and one of the largest in Europe) and Eureka Park in Kent (employment development).
- 3.19 Significant sites in Fakenham (950 dwellings and employment) and at Dunsfold Aerodrome (1,800 dwellings and a business park) are also being brought forward by our client at present.

Proposed Housing Trajectory

- 3.20 New Farm Redhill represents an opportunity to plan for long-term growth in Gedling Borough. As set out earlier in this representation, the Partnership need to find a significant number of new homes/ allocations in order to meet both its overall housing need and affordable housing need, as well as to ensure that housing need is met throughout the plan period.
- 3.21 As this site is of a strategic scale and would form a sustainable urban extension to the edge of Nottingham, it is considered that there would be a longer lead in time than small-scale, immediate land opportunities. On this basis, a housing trajectory is anticipated along the following lines:

	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038
Units	0	0	0	0	0	0	0	0	50	100	150	200	200	200	200	150	50
Cumulative Total	0	0	0	0	0	0	0	0	50	150	300	500	700	900	1100	1250	1300

Viable

- 3.22 Our client is confident that the delivery of the site is viable having regard to the draft policy requirements of the emerging Greater Nottingham Strategic Plan. This statement is, however, made in the context of the draft status of the Plan and recognising that Part 2 plans will come forward with detailed policies on key matters such as affordable housing and community infrastructure. Once more detail is known it will be possible to confirm that the various policy objectives can be delivered on site without prejudicing the viability of the site.
- 3.23 Given the scale of our client's site, careful consideration would need to be given to the timing/phasing of triggers for the on-site provision of infrastructure and wider financial contributions. It is only through the building and sale of homes that the funding for infrastructure will be generated. A careful balance has to be achieved on strategic scale sites.

4.0 Summary

- 4.1 This representation has been submitted on behalf of our client Trinity College, Cambridge in relation to the Greater Nottingham Strategic Plan Publication Draft Regulation 19 consultation.
- 4.2 Our client considers that in its current form, the emerging Strategic plan is unsound and this representation has highlighted concerns in relation to the following:
- Policy 1 'Climate Change, Sustainable Design, Construction, Energy and Managing Flood Risk'
 - Policy 2 'Housing Target'
 - Policy 3 'Housing Target'
 - Policy 4 'The Green Belt'
 - Policy 14 'Managing Travel Demand'
 - Policy 23 'Strategic Allocation Top Winhay Farm (Gedling)'
 - Sustainability Appraisal (September 2024)
 - Site Selection Report (September 2024)
 - Infrastructure Delivery Plan (September 2024)
- 4.3 The Partnership has failed to consider existing housing need when setting their housing requirement. There are also issues with the plan period, both in terms of the drop off in housing delivery rates towards the end of the plan period resultant from an over reliance on existing allocations which have failed to deliver to date and the time period that it covers rendering the plan less effective.
- 4.4 The approach taken to allocating sites in Gedling, particularly in terms of how the Green Belt has been considered, has not been properly justified. Further, the evidence base, particularly the Sustainability Appraisal and the Site Selection Report, fails to justify site allocations.
- 4.5 New Farm, Redhill is a strategic site which can help the Partnership to meet the long-term housing needs of the constituent authorities. The site is in a highly sustainable location and accords with the proposed settlement hierarchy which seeks to direct growth in and around Nottingham.
- 4.6 Housing and employment growth in this location, together with land for a park and ride, a primary school, a mixed-use centre, open space and green infrastructure, would represent sustainable development, as defined within the NPPF.
- 4.7 The site only scored 5/20 in the Green Belt Review 2024. The site therefore does not make any significant contribution to the designated Green Belt and the current designation can be removed without undermining the purpose of the wider Green Belt. This was the lowest scoring urban area assessed as part of the Green Belt Assessment for Gedling Borough.
- 4.8 New Farm, Redhill is suitable, available and viable, and is therefore developable.

APPENDIX 1

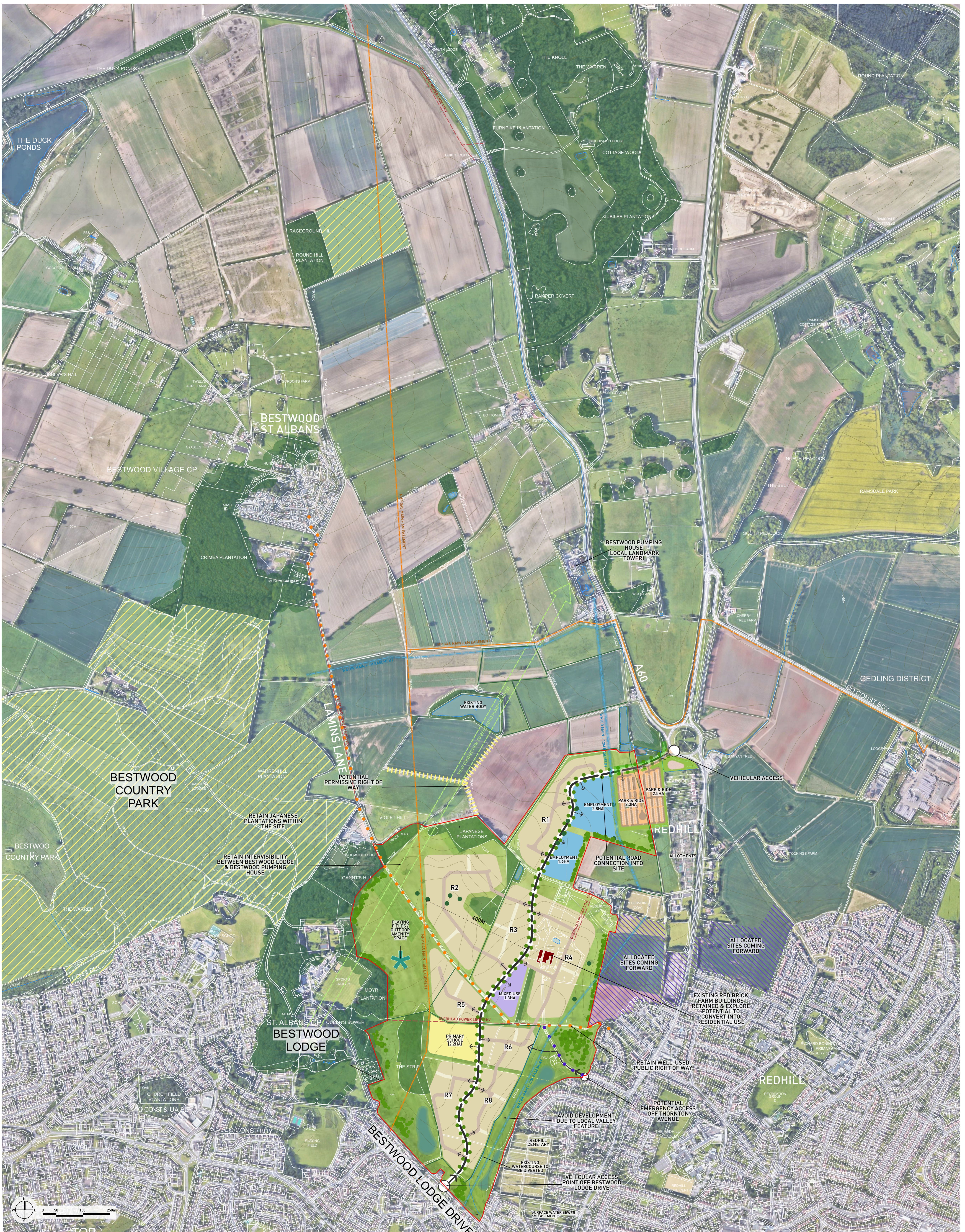
NEW FARM, REDHILL – PREVIOUSLY SUBMITTED SUPPORTING DOCUMENTS

4.9 The following documents have previously submitted to the Partnership and Gedling Borough Council to support the promotion of this site (which had a larger site area):

- Illustrative Masterplan (ref: p19-0963_11 Rev D)
- Vision and Delivery Document
- Highways:
 - Highways Appraisal (June 2019)
 - Highways Overview (September 2020)
 - Highways Modelling Summary (November 2021)
 - Highways Systra Strategic Modelling Report (November 2021)
 - Highways Systra Strategic Modelling Report Figures (November 2021)
 - Highway Impact Technical Note and Appendices (August 2022)
- Constraints and Opportunities Plan
- Initial Heritage Appraisal (June 2020)
- Landscape and Visual Briefing Note (May 2020)
- Preliminary Ecological Appraisal (November 2019)
- Call for Strategic Sites Consultation
 - Call for Strategic Sites Form (August 2019)
 - Call for Strategic Sites Letter (August 2019)
- Regulation 18 Issues and Options Consultation
 - Issues and Options Representation
 - Indicative Masterplan (ref: P19-0963_08 Rev C)
 - Vision Document (inc. utilities and flood risk input)
- Post-Regulation 18
 - Indicative Masterplan (ref: P19-0963_11 Rev B)

APPENDIX 2

ILLUSTRATIVE MASTERPLAN



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KEY	
	SITE BOUNDARY (107HA)
	GREEN INFRASTRUCTURE (57HA)
	RESIDENTIAL LAND (38.1HA) 1300 DWELLINGS @ 35 DPH
	EDUCATION 2FE PRIMARY SCHOOL (2.2HA)
	MIXED-USE (1.3HA)
	EMPLOYMENT (4.4HA)
	PARK & RIDE (4.7HA with 2.3HA inside Red Line Boundary)
	PRIMARY ACCESS/LINK ROAD
	VEHICULAR ACCESS POINTS ONE ACCESS OFF THE A60, OFF BESTWOOD LODGE DRIVE, TO PARK & RIDE FACILITY* & AN EMERGENCY ACCESS POINT OFF THORNTON AVENUE
	POTENTIAL PERMISSIVE RIGHT OF WAY
	POTENTIAL LOCATION FOR PLAYING FIELDS / OUTDOOR AMENITY SPACE
	INDICATIVE ATTENUATION BASINS/SWALES
	EXISTING PUBLIC FOOTPATHS
	EXISTING BRIDLEWAY
	VIEW CONNECTIONS TO BESTWOOD PUMPING HOUSE LOCAL LANDMARK TOWER
	EXISTING WATERBODY SUBJECT TO FURTHER STUDY
	GAS PIPE LINES WITH 6M TOTAL EASEMENT (3M EITHER SIDE OF PIPE)
	WATER MAINS PIPE LINES WITH 12M TOTAL EASEMENT (6M EITHER SIDE OF PIPE)
	11KV OVERHEAD POWER LINES EASEMENT NOT REQUIRED
	LOCAL WILDLIFE SITE
	EXISTING WOODLAND TO BE RETAINED
	EXISTING KEY HEDGEROW & TREES SUBJECT TO FURTHER STUDY
	ALLOCATED SITES COMING FORWARD

*THIS ACCESS POINT INCLUDES LAND IN THIRD PARTY OWNERSHIP. IT HAS BEEN INCLUDED ON THE MASTERPLAN TO REFLECT NOTTINGHAMSHIRE COUNTY COUNCIL'S INTENTION TO BUILD A PARK AND RIDE FACILITY WITH ACCESS TAKEN OFF LEAPPOOL ROUNDABOUT.

NEW FARM, REDHILL - INDICATIVE MASTERPLAN (DRAFT)



APPENDIX 3

VISION AND DELIVERY DOCUMENT

NEW FARM, REDHILL

Vision & Delivery Document

This document has been prepared by Pegasus Design
on behalf of Trinity College, Cambridge

P19-0963_10C | February 2023

NEW FARM,
REDHILL



Vision & Delivery Document

CONTENTS

	Executive Summary
01	Introduction
02	Site Context
03	Site Characteristics
04	Technical Analysis
05	Developing a Vision
06	Delivery
07	The Benefits
08	Conclusion & Next Steps
	Appendices



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Pegasus Design is part of Pegasus Group Ltd
Prepared on behalf of Trinity College, Cambridge
February 2023 Project code P19-0963



Executive Summary

This Vision & Delivery document has been prepared on behalf of Trinity College, Cambridge to support the promotion of the site known as New Farm, Redhill for sustainable urban development as part of the preparation of the Greater Nottingham Strategic Plan.

This site represents an opportunity for Greater Nottingham and Gedling Borough Council to plan for a strategic scale site which will deliver the necessary homes and infrastructure to support the long-term needs of the area.

A high level analysis of the site and its context, including the current designations which cover the site are reviewed, alongside discussion of the technical work undertaken to date by instructed consultants on key matters. No insurmountable constraints have been identified which would preclude the site coming forward for development. The findings of this work have been drawn together in a Constraints and Opportunities Plan included within this document.

A masterplan strategy has been developed in response to key site constraints and opportunities. This has ensured that the potential development is appropriate in scale and typology for the site and the character of the surrounding area. This illustrative masterplan incorporates an appropriate mitigation strategy to resolve possible impacts of development based on the baseline findings of instructed technical work to date.

The proposed development vision as shown in Figure O4 explores the site connections and its relationship with the surrounding rural and urban landscape.

KEY FEATURES

- Residential development for circa 1,300 homes;
- Land for circa 5.5ha Park and Ride facility (750 space);
- Provision for primary school;
- Mixed-use with opportunities for retail/commercial/community uses;
- Enhancements to the existing green and blue infrastructure network, as well as the creation of new linear parks and open space; and
- Associated infrastructure – new access points, roads, etc.

01 Introduction

- 1.1 Trinity College, Cambridge is preparing a strategic vision for New Farm, Redhill that seeks to deliver a new Sustainable Urban Extension to the north of the major city of Nottingham.
- 1.2 Trinity College, Cambridge is a world-leading higher-education institution that owns a wide portfolio of land and property investments to support its core educational activities.
- 1.3 The College have been working with Nottingham City Council on the land to the south of New Farm, Redhill to ensure that a joined-up approach to growth is taken and have begun work with Gedling Borough Council in developing a vision for this site.
- 1.4 The College intends to promote this vision through the planning process and has the means, experience and expertise to deliver a new development of distinction at New Farm, Redhill that will create a mixed, sustainable community and will provide a legacy of healthy communities and wellbeing in Gedling Borough.
- 1.5 The College looks forward to continued engagement with Gedling Borough Council and other relevant stakeholders, working in partnership to develop these proposals further and bringing them to fruition over the coming years.

- 1.6 The document comprises the following sections:

Site Context

- 1.7 A description of the site in its local and wider context, highlighting local amenities, including schools, doctors and transport connections. Also, the existing and emerging planning context provides a summary of the planning framework through which the site has been proposed for development.

Site Characteristics

- 1.8 This section covers a brief review of the current designations that cover the site, from landscape to heritage matters.

Technical Analysis

- 1.9 An overview of the opportunities and constraints related to the development of the site which have been established following a detailed evidence gathering exercise which addressed the matters of: transport, heritage, landscape, ecology, utilities and flood risk and drainage.

Developing a Vision

- 1.10 In response to the identified constraints and opportunities, a vision for the site has been created in the form of a masterplan. This section discusses the strategy behind the masterplan including the open space, access and housing areas. This is detailed further within a development brief which indicates densities, numbers and area calculation for each developed parcel, in accordance with Local Plan Policy.

Delivery

- 1.11 This section of the Vision & Delivery Document reviews why the site is considered to be deliverable.

The Benefits

- 1.12 The key benefits of the development have been outlined in order to illustrate why the site represents a sustainable opportunity for growth for both Nottingham and Gedling Borough.

Conclusion and Next Steps

- 1.13 Conclusions and benefits of the site assessment are included in this section, together with the indicative design principles to be applied to the masterplan.



Site Location Plan

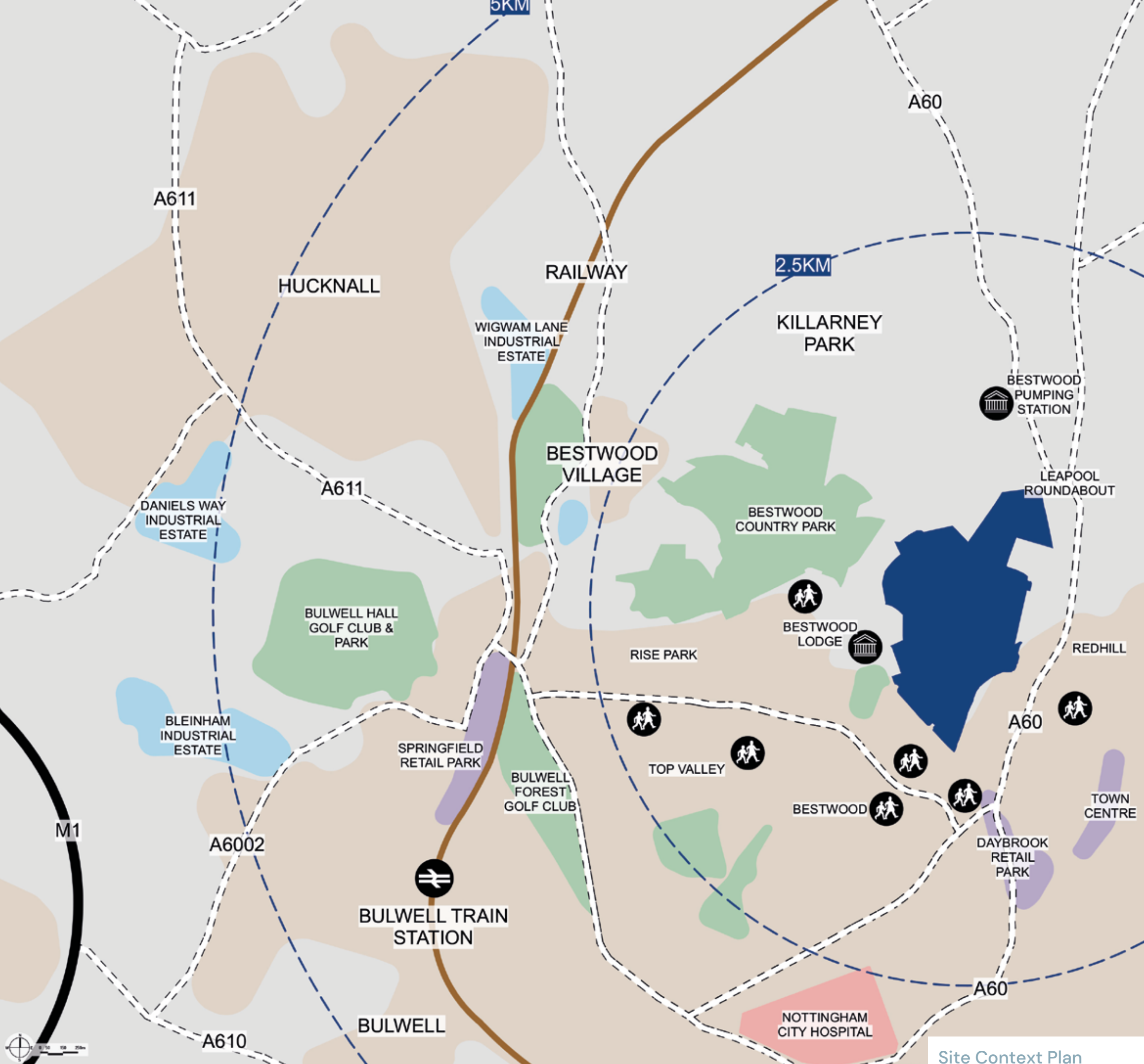
02 Site Context

Site Location

- 2.1 The development site covers an area of approximately 107 hectares of land to the north of Nottingham.
- 2.2 The site location provides good connections into Nottingham. Proximity to the A60 and A614 guarantees access to the wider context including Mansfield, Sutton-in-Ashfield and Newark-on-Trent. The site has good public transport links which will be significantly enhanced by a committed park and ride facility located off Leapool Roundabout on the A60.



Views looking into the site















Site Context Plan

Site Contextual Analysis / Wider connectivity

2.3 The application site is located close to a range of local services and facilities including a primary school, a supermarket, a country park, etc.

KEY

	THE SITE		2.5KM & 5KM DISTANCES FROM CENTRE OF SITE
	BUILT UP AREAS		LOCAL HIGHWAY NETWORK
	LARGE PARKS & OPEN SPACES WITHIN 5KM OF THE SITE		M1 - CLOSEST MOTORWAY TO THE SITE
	LOCAL RETAIL PARKS & TOWN CENTRE PROVIDING LOCAL FACILITIES		RAILWAY & TRAM LINE
	INDUSTRIAL ESTATES/BUSINESS PARKS/EMPLOYMENT WITHIN 5KM OF THE SITE		BULWELL TRAIN STATION
	NOTTINGHAM CITY HOSIPTAL		LOCAL EDUCATION FACILITIES WITHIN 2.5KM OF THE SITE

Planning Context

- 2.4 The site is located within the jurisdiction of Gedling Borough Council and is therefore subject to its planning policies.
- 2.5 The adopted development plan comprises:
- Aligned Core Strategy (Part 1 Local Plan)
 - Local Planning Document (Part 2 Local Plan)
- Material Considerations: National Planning Policy Framework (NPPF)

Adopted Local Plan

- 2.6 Aligned Core Strategy (Part 1 Local Plan) was adopted 10th September 2014 and the Local Planning Document (Part 2 Local Plan) was adopted 18th July 2018.
- 2.7 Under adopted policy the site is located within the identified Nottingham Derby Green Belt.
- 2.8 Neighbouring sites on the urban edge of Nottingham were identified as allocations for housing development.
- 2.9 The site is located adjacent to Bestwood Pumping House and its associated Registered Park and Garden. Relevant planning policies require the conservation and/or enhancement of features which form part of the significance of the asset and ensure that development does not detract from the enjoyment, layout, design, character, appearance or setting of the Registered Park or Garden including key views, or prejudice its future restoration.
- 2.10 It is also notable that a potential site identified for a new park and ride facility to the north of Nottingham has been safeguard on land which is almost in its entirety located within the College's land ownership. Development of the land in the ownership of Trinity College, Cambridge should not prejudice the delivery of this proposed infrastructure.

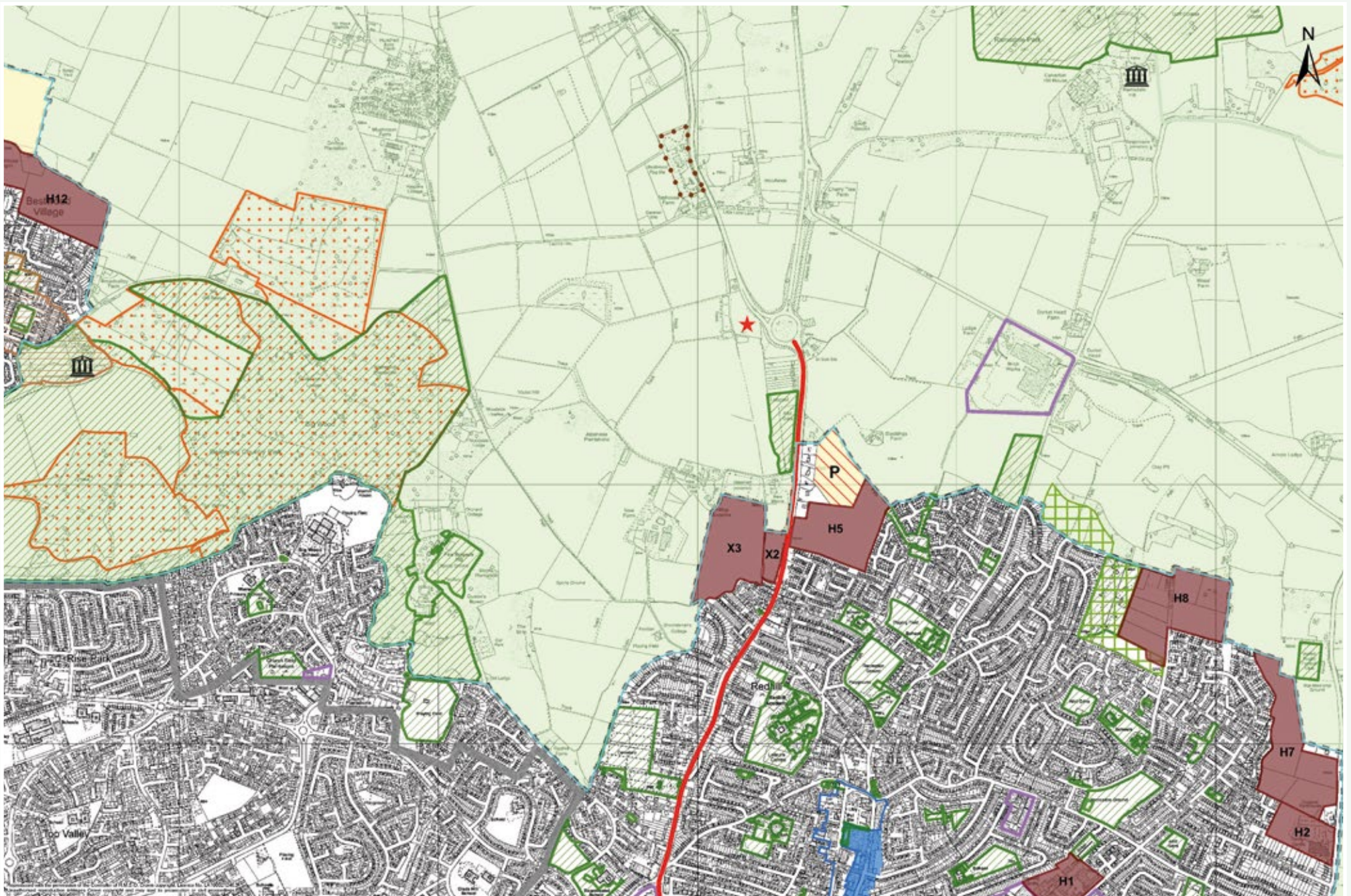
Emerging Local Plan

- 2.11 Broxtowe Borough, Gedling Borough, Nottingham City and Rushcliffe Borough Councils have begun the process of reviewing the Aligned Core Strategy (Part 1 Local Plan).
- 2.12 The Councils are currently consulting on the Greater Nottingham Strategic Plan which is to have a plan period up to 2038. From the 10th February 2021 to 24th March 2021 they carried out an extended consultation period. Following completion of this, all of the responses are being carefully considered and will inform the production of a 'Preferred Options' document, that will be open to consultation.

Material considerations – NPPF

- 2.13 The NPPF is a material consideration as part of the preparation of new planning policy. In paragraph 140 of the NPPF it is established that Green Belt boundaries can be amended where there are exceptional circumstances which have been fully evidenced and justified.

A full planning policy review is included in Appendix A.



Policies Map (Adopted Local Plan Part 2)

- | | |
|--|--|
| <p>Policy LPD 20- Protected Open Space</p>  | <p>Policy LPD 60 - Local Transport Scheme</p>  |
| <p>Policy LPD 60 - Local Transport Schemes</p>  | <p>Policy LPD 29- Historic Parks and Gardens</p>  |
| <p>Policy LPD 60 - Gedling Access Road</p>  | <p>Policies LPD 64 - LPD 70 - Housing Allocation</p>  |
| <p>Policy LPD 18 - Local Wildlife Site</p>  | <p>Policies LPD 12 - LPD 15 - Green Belt</p>  |

03 Site Characteristics

Land Use

- 3.1 The site is primarily intensive arable farmland in good condition with small patches of pasture, areas of plantation and woodland.
- 3.2 A small number of buildings and a reservoir are located on site, these are concentrated around the farm buildings at New Farm.

Green Belt

- 3.3 The site is located within designated Green Belt land.

Landscape

- 3.4 The site occupies a long but narrow area of farmland stretching northwards for approximately 1.5km–1.8km from the northern edge of Nottingham, adjacent to Redhill, and bounded for the most part by the Mansfield Road (A60) to the east and a mix of parkland and farmland to the west.
- 3.5 Moving from south to north through the site the landscape changes from an urban fringe to a more open countryside character. Likewise, the landform changes from south to north where rolling hills give way to more gentle and even slopes.
- 3.6 The site lies to some extent within a strongly wooded framework of plantations and Country Parks, namely the Bestwood Country Park abutting the western flank and Burntstump Country Park to the east, with further woodland features scattered throughout the site.

- 3.7 There are a number of buildings located in the area surrounding the site. These include heritage assets Bestwood Pumping Station and Bestwood Lodge Hotel. Built form is otherwise represented by scattered farm buildings, equine establishments, and a small number of single dwellings within the site setting. The small and isolated bungalow estate of Killarney Park sits to the North of the site.
- 3.8 The site lies on land not washed over by any national or other landscape designation. As previously noted, the sites lies within designated Green Belt.
- 3.9 At a national level, the site lies within Natural England's 'National Character Area 49 Sherwood profile'.
- 3.10 At a local level The Greater Nottingham Landscape Character Assessment 2009 identifies Draft Policy Zones (DPZ). The vast majority of the site lies within the finer grain 'DPZ – SP22 Killarney Park Wooded Farmlands'. A very small area that wraps around the New Farm complex lies within the finer grain 'DPZ – MNO15 Dumbles Rolling Farmland'.
- 3.11 Well used Public Right of Way (part Bridleway and footpath) pass through the site with two linkages to the wider landscape from Redhill and Bestwood. Connectivity into the Bestwood Country Park and to the Lee Valley Country Park and beyond is well established. Robin Hood Way passes along part of the western site boundary. Lamins Lane also forms part of the local walking route.

Heritage

- 3.12 No designated heritage assets lie within the site, however the red brick farmhouse and farm buildings are of some modest heritage interest. Whilst not a designated heritage asset, the south-western area of the site is still legible as having been part of the pleasure grounds associated with Bestwood Lodge.
- 3.13 There are a number of designated heritage assets in the vicinity of the site.
- 3.14 Bestwood Pumping Station lies to the north of the site. The associated grounds have been designated as a Grade II Registered Park and Garden, the Pumping Station itself is Grade II* Listed and associated structures are Grade II Listed Buildings.
- 3.15 Grade II* Listed Bestwood Lodge Hotel and Terrace Wall is located circa 200m west of the site. Other buildings at the complex comprise the Grade II Listed Stable Court, Bakery, and Garden Walls and Gateway.
- 3.16 Grade II Listed Bestwood Lodge is located immediately west of the south-western extent of the site and Grade II Listed The Dairy at Dairy Farm is located circa 200m east of the northern extent of the site
- 3.17 No previous archaeological works have been recorded within the site or in its immediate vicinity.



FLOOD RISK AND DRAINAGE

Flood Risk

- 3.18 All potential sources of flooding have been considered using the EA Flood Zone mapping, topographical survey and Ordnance Survey maps.
- 3.19 The Environment Agency Flood Maps for Planning shows the site lies within Flood Zones 1, 2 and 3. The annual probability of river flooding in Flood Zone 1 (FZ1) is identified as less than 0.1%, in Flood Zone 2 (FZ2) is identified as between 0.1% and 1%, and in Flood Zone 3 (FZ3) is identified as greater than 1% if there are no flood defences present.
- 3.20 The Environment Agency Flood Risk from Surface Water Maps indicate that a majority of the site is at very low risk from surface water flooding. Within the site some areas of surface water flooding are identified, these include along the eastern boundary and adjacent to the Leapool Roundabout and to the south extending towards Bestwood Lodge Drive.
- 3.21 The potential risk posed by each source has been summarised below:

Source	Risk			
	High	Medium	Low	Very low
*Fluvial			✓	
Tidal				✓
Surface Water		✓		
Groundwater				✓
Sewer				✓
Artificial water bodies				✓

* Fluvial assessment based development site area being contained wholly within Flood Zone 1

Drainage

- 3.22 The site gradually slopes towards the north, south and steeply towards the east, with levels ranging from 76m AOD to 115m AOD.
- 3.23 Information published by the British Geological Society indicates a variable geology across the site with bedrock deposits of the Chester Formation consisting of gravelly, pebbly sandstones towards the north and south of the site, the Tarporley Siltstone Formation towards the centre of the site and the Lenton Sandstone Formation towards the northwest corner of the site. Limited superficial deposits are indicated to overlie the bedrock comprising of Head clays, silts, sands and gravels, Glaciofluvial deposits and Leen Sands and Gravels.
- 3.24 A watercourse is noted along the eastern boundary adjacent to the A60 and a further watercourse is noted to the south extending to Bestwood Lodge Drive.
- 3.25 Sewer records from Severn Trent Water confirms the presence of a 225mm foul water sewers located east of Bestwood Lodge Drive, a 225mm foul and surface water sewer located within Salcombe Drive and private sewers located with the Lakeside Tower.

Environment and Ecology

- 3.26 There are no international statutory designated sites within 6 km of the Site boundary.
- 3.27 There are three national designated sites within 2 km of the Site boundary. These comprise Redhill Local Nature Reserve (LNR) Located 900m east of the site, The Hobbucks LNR located 1.1km east of the site and Sandy Banks LNR located 1.2km south of the site.
- 3.28 There are 20 non-statutory designated sites within 4 km of the Site centre. Of these, only one is located within the northern extent of the site - 'Raceground Hill' Local Wildlife Site.
- 3.29 Areas of the Site lie within the Impact Risk Zones for Linby Quarries Site of Special Scientific Interest(SSSI), Rainworth Lakes SSSI, Bulwell Woods SSSI and Sellers Wood SSSI.

Utilities

- 3.30 Utility apparatus plans have been sought from all relevant Statutory Undertakers. Within the site area gas mains, water mains, overhead electric cables and surface water sewers have been identified.



04 Technical Analysis

TRANSPORT

Sustainability and Modal Shift

- 4.1 Mewies Engineering Consultancy were instructed by Trinity College, Cambridge to undertake a review highway considerations for the site, including opportunities for enhancing sustainability and creating vehicle access.
- 4.2 Less reliance on the private car is largely delivered by a shift in culture. It is a shift in the way in which people choose to live, work and expect to be able to travel. It is people exercising choice and minimising their inconvenience. It is people choosing healthier lifestyles.
- 4.3 Sustainable travel measures will be built into the development at New Farm, Redhill from day one ensuring the right infrastructure is made available, key facilities and amenities are delivered, travel planning for all land uses and new high-quality bus services are provided. This will not only support implementation of the development proposals but also have a significant impact on sustainable travel choice for the surrounding areas resulting in extensive modal shift which will encompass the site and existing communities in the local area.
- 4.4 Health and Wellbeing are key components to these development proposals which through the provision of high-quality pedestrian, cycle and public transport routes will encourage access to facilities, services, goods and other people in ways which reduce the use of the car and minimise impacts on the environment.
- 4.5 As part of the development proposals a new primary school, mixed uses and extensive leisure and recreation space will be provided reducing the need to travel and resulting in a high internalisation of trips reducing impacts on the highway network.
- 4.6 Opportunities to travel without the need for the car will be available with a high-quality urban life provided through good urban planning on site and enhancements and improvements off site as required. The scheme has been designed for communities and people to interact at a human scale, with attractive walking and cycling networks carrying the majority of movement. This is the most important and potentially most significant, transport initiative for sustainable growth and is fully embraced as part of the proposals.

4.7 Key measures to come forward as part of this proposal are outlined below:

- Integration of the existing regular bus service operating along the A60 into the development proposals with Nottinghamshire County Council with additional enhancements to the services facilitated as required.
- Provision of sustainable linkages to/from a proposed 750 space Park and Ride site. This park and ride facility will alleviate the impact of cars on the northern gateway to Nottingham, encouraging existing and future residents, as well as commuters into Nottingham, to consider a more sustainable mode of transport. Opportunities for growth around this key facility should be exploited/utilised.
- Spine road infrastructure to be designed to facilitate bus movements through the site, linking with the proposed Park and Ride site and facilitating movements to/from Bestwood Lodge Drive and the A60.
- Ensure good accessibility for all residents ensuring public transport can easily move through the site linking with key amenities and facilities within the site. As required bus priority measures will be provided on site and off site and bus stops will be provided at frequent intervals ensuring real time information is available.
- Provision of formal and informal pedestrian and cycle connectivity through the heart of the development, providing safe and segregated routes, linking key community facilities and the existing urban and rural environment. Walking and cycling routes will have priority over vehicles.
- Bike maintenance stations and easy cycle storage to be provide at key locations throughout the development.
- Existing Public Rights of Way extending west towards Bestwood Village will be improved to aid connectivity to various leisure facilities, Butlers Hill Tram Stop, local amenities and National Cycle Route 6.
- Connections into the existing urban environment will be maximised via Bestwood Lodge Drive, Thornton Avenue and Harberton Close with opportunities to improve routes along the A60 to be explored in order to improve access to Nottingham City Centre.
- Fast electric vehicle and cycle charging points to be provided across the development
- Travel Plans will be developed for all uses on site and residential units will be subject to Personalised Travel Plan (PTP) which encourages people to make more sustainable travel choices. This is achieved through the provision of information, incentives and motivation directly to individuals to help them voluntarily make more informed travel choices.



Vehicle Access

- 4.8 The proposed development benefits from the ability to connect to the surrounding highway network with the opportunity to create a primary vehicle connection onto the A60 which runs along the eastern boundary of the site.
- 4.9 A number of potential access opportunities exist:
- Access at Leapool Roundabout then onto the A60
 - Bestwood Lodge Drive
 - Thornton Avenue
- 4.10 Highway modelling has been produced as part of ongoing work with Nottinghamshire County Council. Two scenarios are presented:
- Scenario 1: Access from the A60 only via Leapool Roundabout and a new roundabout junction
 - Scenario 2: Access from A60 and a new access onto Bestwood Lodge Drive
- 4.11 A proposed connection onto Leapool Roundabout will be facilitated as part of the Park and Ride proposals where 'unfettered access' will be made available.
- 4.12 Development of the site has potential to help support the delivery of the park and ride. A large portion of the land which is intended for this park and ride facility is within Trinity College's ownership and through the allocation of our client's site land could be made available for this purpose. There is also scope for financial contributions resulting from the development to be put towards the delivery of the park and ride itself.
- 4.13 However, the County Council is committed to a P&R project in this location and are likely to bid for additional funding opportunities for money to assist in the delivery of this project. Further discussions are ongoing on this matter.

Heritage

- 4.14 Pegasus Group were instructed by Trinity College, Cambridge to undertake an initial heritage appraisal of the site in order to evaluate whether heritage issues might constrain the development at New Farm, Redhill.
- 4.15 The assessment was informed by the National Heritage List for England, the Nottinghamshire Historic Environment Record, online sources including historic Ordnance Survey mapping and satellite images, and a site visit undertaken on Thursday 14th May 2020.
- 4.16 The appraisal found that the site makes a modest contribution to the heritage significance of the designated assets: Bestwood Lodge, The Old Lodge and the complex at Bestwood Pumping Station.
- 4.17 In order to mitigate potential harm to these assets, the following measures were recommended as part of the appraisal:
- Limitation of built form from the south-western area of the site.
 - Limitation of built form from the vicinity of the pumping station complex, and screening of development.
 - Retention of New Farm farmhouse and other red brick buildings within the scheme.
 - Maintaining the Japanese plantations and Violet Hill plantation within the site.
 - Maintaining the potentially surviving intervisibility between Bestwood Pumping Station and Bestwood Lodge.
 - Creating view corridors within the development to the tower to maintain its visibility in the wider landscape.
- 4.18 The assessment concluded that should these measures be undertaken, any residual harm would be minimal.
- 4.19 The appraisal also noted that the south-western area of the site which is former parkland and New Farmhouse might be considered to be non-designated heritage assets in their own right, albeit of very low significance. Their retention has been recommended as part of the safeguarding of the setting of designated assets above.
- 4.20 On current evidence, below ground archaeology was not considered to be constraint to development within the site, although the presence of cropmarks is likely to generate the requirement for further investigation in the run up to a planning application.

Landscape

- 4.21 Aspect were instructed by Trinity College to undertake a Landscape and Visual analysis of the site. This analysis included a site visit which was conducted on 6th May 2020.
- 4.22 The appraisal found that the adoption of a sensitive, landscape-led approach to the design of the proposals will ensure that the proposals can be successfully integrated in this location without significant adverse landscape or visual effects.
- 4.23 A number of recommendations were made to ensure that development respects its landscape context. These included:
- An organic site layout that responds to the existing landscape character and local topography which will allow the proposals to be seen as an integrated feature within the context of the wider setting;
 - The proposed masterplan should seek to retain the key landscape features and respond sensitively to the subtle combination of landform and landcover that prevails;
 - New areas of public open space and linear parks will re-enforce existing vegetation features enhancing their positive contribution to the landscape. They would also assist in integrating the proposed development with the surrounding area and increase opportunities for informal recreation for nearby communities;
 - Any long views out of the site and those to key features, such as views of the Bestwood Pumping Station, should be retained and incorporated within the masterplan with an appropriate development offset;
 - Existing public rights of way should be retained and enhanced.
- 4.24 The appraisal concludes that the site has the capacity to accommodate a sensitively designed residential development which would not give rise to significant landscape or visual effects.
- 4.25 The proposed development would not be out of context and presents opportunities to improve access to the countryside and recreational facilities, enhance the local and wider landscape and improve biodiversity through habitat creation.

Ecology

- 4.26 Delta Simons were instructed by Trinity College to undertake a Phase 1 Habitat Survey and protected species assessment. A site visit was undertaken in September 2019.
- 4.27 The report noted that proposed development plans for the Site will need to consider the retention of key habitats where possible, and where losses are unavoidable adequate compensation and enhancement should be provided to ensure there is a net gain in biodiversity in accordance with national and local planning policy. Maintaining connectivity both through and around the Site will also be important to the ecological viability of any future development.
- 4.28 The following recommendations were made in this report:
- Himalayan balsam, cotoneaster, rhododendron and Japanese rose were identified within the site. Appropriate measures will be required during any Site clearance to ensure these species are not spread off-Site.
 - The Site supported a total of nine waterbodies of varying size, function and quality, with a further four waterbodies within 500 m of the Site. Of the ponds assessed, five were assessed as having an average or above suitability to support GCNs. Further Great Crested Newts surveys were recommended.
 - Whilst no evidence of reptiles was recorded at the site during the survey, further surveys were recommended.
 - Of the 19 buildings surveyed at the site, two were assessed as having moderate BRP and four as having low BRP. In addition, 5 buildings were considered suitable to support small numbers of hibernating bats and 71 trees were assessed as having BRP, therefore further surveys are required to determine the level of bat activity associated with the Site and any impacts of future development at the Site.
- Evidence of the presence of badgers was recorded during the survey including three setts within separate areas of the Site, and badger dung and snuffle holes identified at numerous locations. Further surveys, including territorial bait marking, and appropriate mitigation are required. Appropriate mitigation measures should be applied to any future development works to minimise the risk of harm to these species.
- 4.29 The technical reporting concluded that development of the Site has the potential to strengthen any retained habitat corridors for wildlife, and enhance the biodiversity of the Site through appropriate landscaping, design of ecologically valuable Sustainable Urban Drainage (SuDS), and the inclusion of species-specific enhancements, such as bird and bat boxes, hibernacula, and wildlife ponds.

Utilities

- 4.30 Gas mains, water mains, overhead electric cables and surface water sewers will be incorporated into the development with relevant easements and standoff distances adhered to in accordance with available guidance.
- 4.31 Should any diversions to be necessary to accommodate the development proposals including any associated infrastructure i.e. access points, these diversions will be funded by the developer as required.
- 4.32 Detailed discussions with Statutory Undertakers regarding available capacity will be undertaken in due course to identify any required upgrades and reinforcement works to ensure the proposals can be served accordingly.

FLOOD RISK AND DRAINAGE

Flood Risk

- 4.33 The proposed development area for the purpose of this promotion does not extend beyond Flood Zone 1 with Flood Zone 2 and 3 extents located outside the development boundary. All development and associated land uses are contained within Flood Zone 1 therefore ensuring all land uses are sequentially acceptable.
- 4.34 The National Planning Practice Guidance: Flood Zone and Flood Risk Tables provide information on the vulnerability classification for various types of development. As the site comprises predominately residential development, the site can be classified as 'More Vulnerable' and as all land uses will be contained to Flood Zone 1, the development proposals can be considered acceptable and in accordance with NPPF as defined in the table below.

Flood Risk Vulnerability classification	Essential Infrastructure	Water compatible	Highly Vulnerable	More Vulnerable	Less Vulnerable
Zone 1	✓	✓	✓	✓	✓
Zone 2	✓	✓	Exception Test Required	✓	✓
Zone 3a	Exception Test required	✓	x	Exception Test Required	✓
Zone 3b 'Functional Floodplain'	Exception Test Required	✓	x	x	x

Key:

- ✓ Development is appropriate
- x Development should not be permitted

- 4.35 Development within areas vulnerable to surface water flooding will be limited and these routes will be retained and surface water flows will be directed along blue/green corridors and managed using new on site detention features.

Drainage

- 4.36 The following approach is considered necessary to ensure that the proposed development does not increase flood risk to adjacent land or downstream of the site, as well as protecting the development itself from flooding:
- All surface water flows across the site area will be managed and attenuated on site to ensure runoff rates do not increase beyond existing Greenfield rates and where feasible betterment will be provided.
 - When considering the surface water discharge the SuDS hierarchy needs to be adhered to i.e. Discharge to source (soakaway) / discharge to Watercourse / discharge to a Public Sewer
 - Existing watercourse corridors will be maintained and enhanced as part of the development proposals.
 - Soakage testing across the site will be undertaken in due course.
 - At this stage it is envisaged surface water flows will be attenuated on site using Sustainable Drainage features (SuDS) and discharge to available watercourses to the east and south. Surface water flows will be designed to mimic existing greenfield conditions and based on the existing topography of the site.
 - SuDS features including detention basins and swales will provide suitable attenuation within areas of open space across the development area. Flow control devices will be used to manage surface water flows into existing drainage systems ensuring flood risk is managed and minimised. Within commercial and other mixed use areas it is envisaged areas of underground attenuation will be utilised beneath parking areas and other viable locations. These features will provide self-contained solutions which will outfall into wider surface water drainage network.

- At this stage it is anticipated storage volumes of approximately 80,000m³ will be required across various attenuation areas in order to cater for the 1 in 100 year storm event plus 40% for climate change.
- SuDS features will provide all necessary treatment of flows in accordance with the SuDS Manual CIRIA document C753.

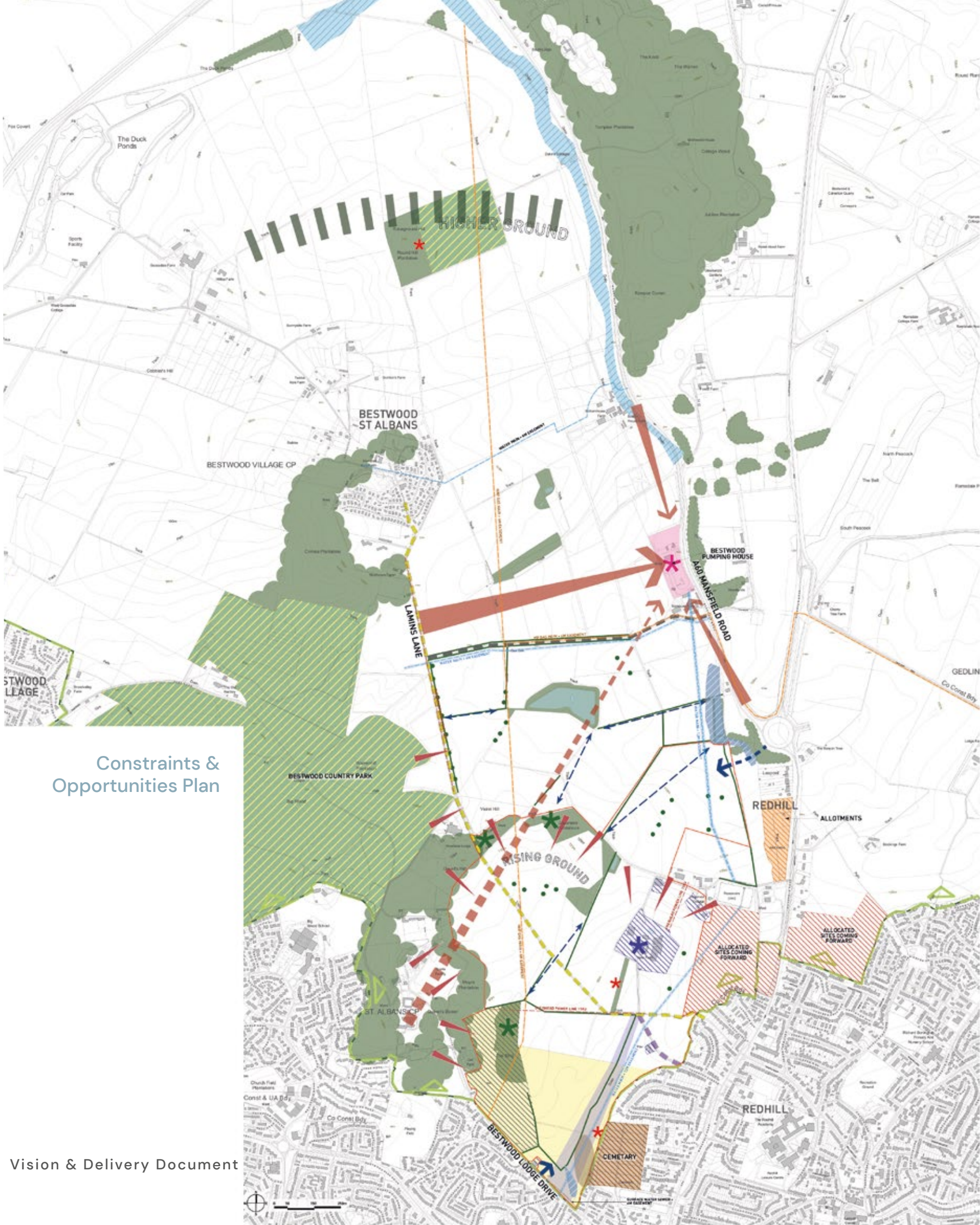
Foul Drainage

- 4.37 Foul drainage will require detailed discussions with Severn Trent Water over the most suitable strategy to serve the site. This strategy could include the upgrade of existing systems, direct connections to existing Sewage Treatment Works or the provision of a new Package Treatment Works on site. Foul drainage capacity will be made available in line with the requirements of the Water Industry Act.

Green Belt

- 4.38 If the housing requirement for Gedling cannot be met without Green Belt release then, in accordance with paragraph 138 of the NPPF, Green Belt boundaries should be reviewed to reflect the need to promote sustainable patterns of development.
- 4.39 As part of this Green Belt review, New Farm, Redhill should be viewed favourably for release from the Green Belt given its strong public transport links and access to amenities due to its location on the urban edge of Nottingham. A new park and ride facility will potentially be located on land to the west of the A60 (within the site area) having received funding from the Department for Transport Transforming Cities Fund; this will enhance the sustainability of the area and it is a logical move to focus growth around this key facility.





Constraints & Opportunities Plan

Constraints and Opportunities Plan

4.40 Following a review of the identified constraints and opportunities by instructed consultants, a Constraints and Opportunities Plan has been prepared to draw this information together.





BESTWOOD ST ALBANS

BESTWOOD VILLAGE CP

BESTWOOD PUMPING HOUSE (LOCAL LANDMARK TOWER)

BESTWOOD COUNTRY PARK

LAMINIS LANE

A60

POTENTIAL PERMISSIVE RIGHT OF WAY

RETAIN JAPANESE PLANTATIONS WITHIN THE SITE

RETAIN INTERVISIBILITY BETWEEN BESTWOOD LODGE & BESTWOOD PUMPING HOUSE

EXISTING WATER BODY

R1

EMPLOYMENT 2.8HA

PARK & RIDE 2.5HA

REDHILL

VEHICULAR ACCESS

R2

R3

R4

POTENTIAL ROAD CONNECTION INTO SITE

ALLOCATED SITES COMING FORWARD

EXISTING RED BRICK FARM BUILDINGS RETAINED & EXPLORE POTENTIAL TO CONVERT INTO RESIDENTIAL USE

BESTWOOD LODGE

R5

R6

R7

R8

PRIMARY SCHOOL (2.2HA)

RETAIN WELL-USED PUBLIC RIGHT OF WAY

POTENTIAL EMERGENCY ACCESS OFF THORNTON AVENUE

AVOID DEVELOPMENT DUE TO LOCAL VALLEY FEATURE

Indicative Masterplan

05 | Developing a Vision

- 5.1 The opportunity at New Farm, Redhill is to create a new development that integrates well with the context providing an attractive living environment for residents and which enhances permeability across the site. The proposal would deliver a significant quantity of housing interlaced with a green strategy that utilises open space throughout the site, providing extended wildlife habitats and recreational opportunities. New neighbourhoods at Redhill will assimilate development into the landscape being both a place people choose to live and work in, but also a place people can enjoy visiting.



DESIGN PRINCIPLES

- 5.2 The design principles below have been developed to provide a framework by which to create a distinctive place, with a consistent and high-quality standard of design. These principles have been derived from the site assessment, in conjunction with the delivery of a high-quality development which achieved the criteria set out within the NPPF, namely:

Function and Quality

“...will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development”

(Para. 127(a), NPPF 2019)

- New development at Redhill provides the opportunity to establish a distinctive identity to a place which, whilst having its own character, integrates with the surrounding built form and landscape context. Development in the southern part of the site will compliment and integrate with the existing residential development along Bestwood Lodge Drive and Salcombe Drive. The development further north will be sensitively designed to the setting of Bestwood Pumping Station, so this heritage asset can continue to be read and appreciated within the new landscape;
- Retention of the existing landscape features on the site where possible, including key hedgerows and trees, Japanese plantations and Violet Hill plantations;
- Provision of a mix of uses which cater for the everyday needs of the new residents including work, education, leisure, recreation and retail activities whilst complimenting the existing surrounding local area of Redhill;
- Provision of Sustainable Drainage systems to ensure that the development does not increase the risk from flooding in the area. Attenuation areas will be located within the lowest parts of the site, particularly on the eastern side of the site; and
- New development at Redhill will be designed to deliver the proposed residential and mixed use and will represent value for money in terms of lifetime costs.



Visually Attractive

“...are visually attractive as a result of good architecture, layout and appropriate and effective landscaping”

(Para. 127(b), NPPF 2019)

- Provision of a clear hierarchy of connected spaces and places, including streets, accessible by a variety of users, which consider the design of the space as well as its function as a movement corridor;
- Integration of existing and proposed landscape features will help to soften the built form, particularly towards the northern and western countryside edge of the development;
- Minimise the impact of the development on the open countryside and surrounding context. Development parcels have been located away from the site boundaries to allow for planting to help soften the development edge;
- New development will be set within a considered and attractive landscape setting; and
- Enrich the qualities of the existing place, with distinctive responses that complement the setting, respect the grain of the local area and acknowledge the established local character of Redhill.

Response to Context

“...are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities)”

(Para. 127(c), NPPF 2019)

- Integration of the development into the existing surrounding built form of Redhill and the local area, particularly in relation to development block form, scale, height and massing. Lower density areas will be situated on the countryside edge and in the vicinity of Bestwood Pumping Station. There will be opportunity for higher scale and massing along the Spine Road and adjacent to the local centre;
- To minimise the impacts to the heritage assets as a result of alteration to setting, proposals will consider the appropriate use of open space. Likewise, consideration will be given to the use of open space adjacent to Bestwood Country Park;
- Existing utilities within the site provide constraints which have been carefully thought about. Development has been set back from an existing high pressure gas main that runs north to south through the site and a medium pressure gas main which runs alongside Lamins Lane east to west. Another utility constraint is a water main that runs north to south on the eastern side of the site. Development has generally been constrained to the west of the water main, creating large areas of open space and landscape buffers between the development and existing residential areas and the A60;
- Respond to the existing site topography including the consideration of key views in and out of the site, particularly views towards existing heritage assets, Bestwood Lodge and Bestwood Pumping Station; and
- Retention of the existing landscape features and habitats on the site, including the Japanese plantations and Violet Hill plantations. Key hedgerows and trees will be retained and enhanced creating opportunities to break up the development and provide green corridors through the site. Existing hedgerows create the eastern, western and southern boundaries surrounding the primary school providing a verdant setting to the school.

Strong Sense of Place

“...establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit”

(Para. 127(d), NPPF 2019)

- Position key spaces & focal points where movement corridors converge to encourage activity and vitality. The existing red brick farmhouse and associated buildings are proposed to be retained. The spine road has been positioned to allow a glimpse through to the existing farm buildings, creating a key placemaking feature;
- Creation of a development which allows ease of movement for all types of users and provides equal employment, social, community, leisure and retail activity opportunities for all; and
- Incorporate existing and proposed landscape features into the proposals, so as to enhance the richness and attractiveness of the streetscape. Existing plantations, areas of woodland, existing and new hedgerow and trees will help assimilate development into the landscape whilst providing important linked habitat, refuge, shelter, shade, food, materials and visual amenity.

Accessibility

“...optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks”

(Para. 127 (e), NPPF 2019)

- Integration of the proposed development into the existing movement network of footpaths, cycleways, bus routes and vehicular routes, with new public transport provision with bus stops located within easy walking distance of the new dwellings;
- Provision of multiple access points into the development forming part of a permeable network of streets which assists in dispersing traffic (vehicular and pedestrian). As discussed earlier in the document, the development incorporates new access points off the A60, Bestwood Drive and Thornton Avenue. These access points lend themselves to a central spine road running through the site, off which would lead estate roads to various development parcels;
- Maximisation of the opportunities for alternative modes of transport to the car particularly walking, cycling and bus travel. As part of the proposals, a new park and ride facility located just off the A60 will be provided to help encourage bus travel;



- Creation of a legible and permeable development, that is easy to navigate for all users, with a clear movement hierarchy providing easily recognisable routes, balancing the street as a space alongside its function as a movement corridor;
- Enhancement and extension of the existing public rights of way network as an integral part of the development, particularly facilitating sustainable access to the town centre and existing employment areas; and
- Consider the potential for a variety of uses to be included within the development to promote its economic and social success, and to reduce the need to travel.

Safe, Inclusive and Accessible Places

“...create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience”

(Para. 127 (f), NPPF 2019)

- Convenient, safe and direct access for all residents to the existing and proposed local services and facilities including schools, retail, community uses and employment opportunities; and
- Provision of a variety of accessible public open spaces and recreation areas to meet the needs of the local community whilst encouraging social activity. An area for outdoor amenity space/playing fields will be provided for use by both the new and existing residents of Redhill. Residential areas will be bound by informal open space creating an attractive environment and safe, direct connections throughout the site.



The Masterplan

USE AND AMOUNT

Residential – 38.1ha, circa 1300 dwellings

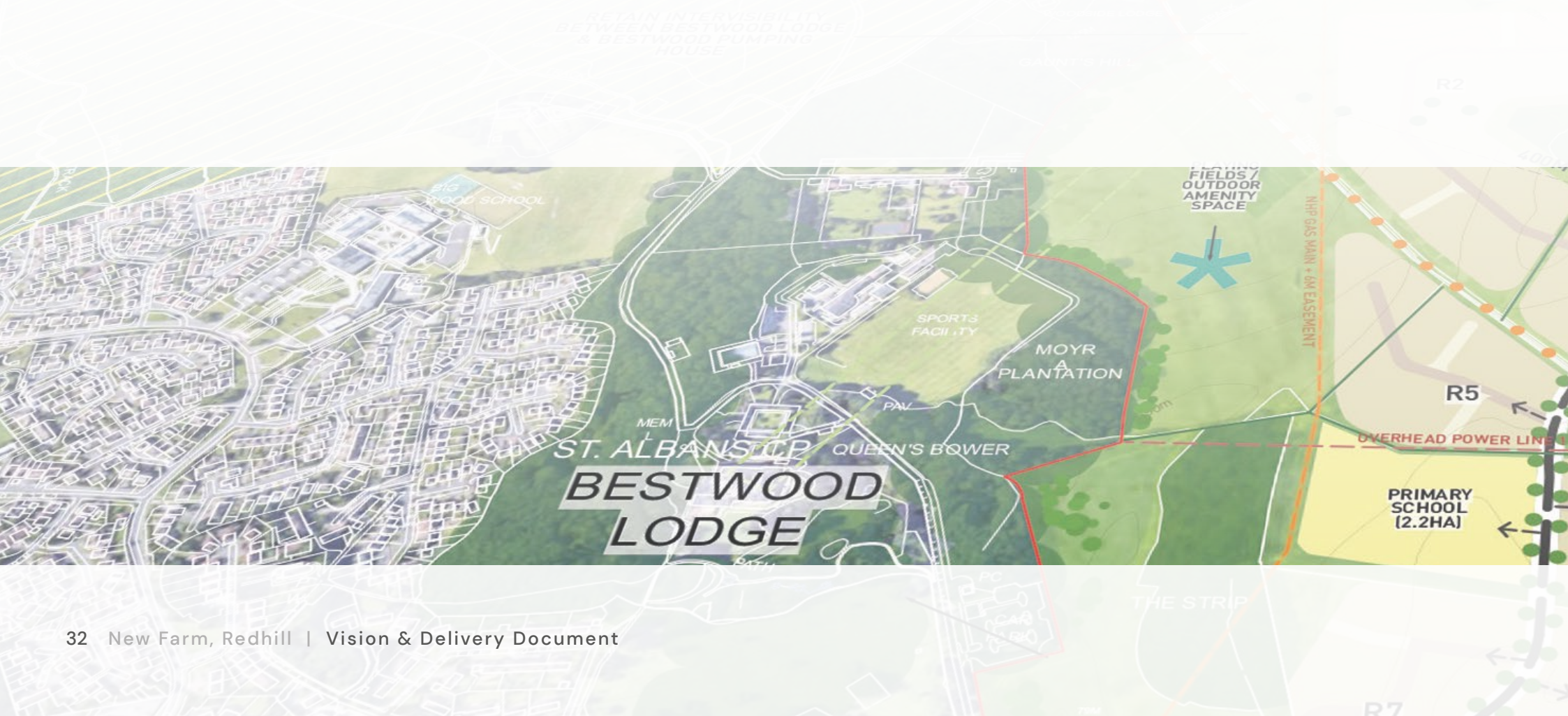
- 5.3 The development proposals seek to deliver in the region of 1,300 dwellings. This would generate an average net density of 35 dwellings per hectare (dph). This density will allow for the formation of differing densities across the development including higher density along the spine road and lower densities in the vicinity of Bestwood Pumping Station and on the countryside edge. Overall the density results in the efficient use of the site whilst at the same time promoting densities which are appropriate to Redhill and which help assimilate the development into the surrounding areas.
- 5.4 The location of the residential development parcels has been carefully considered which take into account the constraints that lie on the site. Development has been avoided in the vicinity of Bestwood Pumping Station and in the south-western area of the site.

Mixed-Use – 1.3ha

- 5.5 A local centre is proposed to be located at one of the main accesses off the A60 within the centre of the site, providing convenient and direct access for new and existing residents of Redhill. The mixed-use area will have potential to accommodate retail, residential, commercial and community uses.

Primary School – 2.2ha

- 5.6 A two-form entry primary school is proposed as part of the development. Due to the open nature of a primary school it is proposed to be located to the north of the site close to Bestwood Pumping Station, with access off the adjacent spine road. Lamins Lane lies just to the south of the school and therefore provides good off-road pedestrian connections to and from the school.



Park and Ride – 4.7ha

5.7 Provision for a new park and ride facility is included as part of the proposals. It is envisaged that the facility will be accessed off Leapool Roundabout to the east of the site. Development of the site is expected to come forward in parallel with the park and ride scheme.

Green Infrastructure – 57ha

5.8 Green Infrastructure is a key component for creating a successful development at any location. The green spaces are an integral part of the place and create a strong landscape structure across the site. The proposed new green infrastructure for this site has been a driving factor in the creation of new routes and spaces within the masterplan.

5.9 The retention of existing key hedgerow and trees soften the development and aid in retaining the existing key habitats. These green corridors will ensure a rural character is created for the development, as well as providing permeability and legibility.

5.10 The development parcels will accommodate existing vegetation where possible, in order to create an established setting for the development. The proposals include the retention of the Japanese plantations and Violet Hill plantations. In key areas, the boundary between the site and the surrounding countryside will be planted with trees to soften the transition between built development and the open countryside.



06 | Delivery

The site is deliverable.

The definition of 'Deliverable' in the NPPF reads as follows:

"Deliverable: To be considered deliverable, sites for housing should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years."

Available

There are no tenancies or issues which would prevent the site coming forward for development in the next development plan window. The site is actively being promoted for development.

Suitable

As has been discussed in significant detail in this document, the site represents a suitable opportunity for development. The site is located on the edge of a major city, with the potential to utilise substantial public transport improvements and to deliver a sustainable extension with the necessary supporting infrastructure. Technical evidence has been undertaken which has concluded that, subject to appropriate mitigation, the site represents a suitable prospect for development.

Achievable

The majority of the site which comprises 'New Farm, Redhill' is within the ownership of Trinity College, Cambridge. The College are working closely alongside Nottingham City Council to bring the wider site forward for development in a conjoined and holistic way. Trinity College, Cambridge has the means, experience and expertise to deliver a new strategic-scale development of distinction. The site is considered to be viable for development by the College.

07 The Benefits



- 7.1 The development could deliver a range of benefits across the strands of Economic, Social and Environmental sustainability, ensuring that Gedling Borough continues to be a great place to live and work.

Economic Benefits

- **Direct Employment** – The development will lead to new employment opportunities associated with the construction phase and ongoing maintenance.
- **New Employment opportunities** – Further employment opportunities will be created through the mix of uses on the Site.
- **Council revenues** – On occupation, the development will create significant additional Council Tax and Business Rates revenues
- **Community Infrastructure Levy / S.106 Contributions (as appropriate)** – financial contributions to support the provision of supporting infrastructure.
- **Local Spending** – A significant portion of the expenditure from new residents and businesses on goods and services will be captured by local businesses.

Social Benefits

- **New Homes** – A significant opportunity to provide new homes to the area and widen the range and choice of new homes in a desirable location.
- **Affordable Housing** – The development will provide affordable housing to meet the needs of the local community.
- **Healthcare Provision** – The provision of a high quality, health care facility that will meet the needs of the local community and potentially the wider Borough.
- **Education** – An area has been designated for a new primary and secondary school to ensure that, if required, there are adequate school places for the new community and local residents.

- **Recreation and Leisure** – The development will provide enhancements to, as well as the provision of new, green and blue infrastructure. Also included in development will be public open spaces and facilities for the local community to enjoy, as well as the proposed Local Centre.
- **Employment** – The development includes an area of employment allowing for residents to live and work in their own community.

Environmental Benefits

- **Green Infrastructure Network** – Strategic landscaping and new planting will be undertaken to link the site to the wider Green Infrastructure Network, including Bestwood Country Park.
- **Sustainable Development** – Modest Green Belt release in a location that will help secure sustainable development whilst not prejudicing the wider objectives of the Nottingham – Derby Green Belt.
- **Sustainable Drainage** – A sustainable urban drainage system will provide a low-carbon and environmentally friendly surface water solution.
- **Wildlife Area** – Wildlife corridors and ecology areas will form part of the development, providing new and improved habitats for a range of species.
- **Increased Biodiversity** – The environmental measures proposed will lead to an increased net biodiversity value compared to the current intensive farming use
- **Sustainable Transport** – The proximity of the new homes to new and existing amenities and public open spaces will encourage walking, cycling and jogging. The scheme also proposes a new park and ride facility off the A60 providing improved public transport links into Nottingham.

08 Conclusion & Next Steps

CONCLUSION

- 8.1 The proposed development is the result of a detailed assessment of the Site, its landscape characteristics, and the surrounding natural and built environment coupled with the requirements and standards set out by the relevant planning policies.
- 8.2 New Farm, Redhill provides a real opportunity to deliver a high-quality development that could deliver much needed market and affordable housing across a range of types and tenures, alongside a comprehensive suite of community benefits including Care, Health, Education, Employment and Retail uses and large areas of public open space.
- 8.3 This document demonstrates that there are no identified constraints to the delivery of the Site and its ability to contribute towards the identified needs of Greater Nottingham and Gedling Borough in the medium-long term. The proposed development constitutes a natural extension to Redhill, being bound existing development to the south and the A60 to the east.
- 8.4 New Farm, Redhill can deliver tangible outputs against policy aspirations, whilst also responding positively to the proposed consultation with Members, Officers and the local community. Trinity College, Cambridge are able to offer flexibility in how the development is delivered, with the ability to respond to existing and emerging local needs from the outset and through the life of the development.

NEXT STEPS

- 8.5 We will continue our discussions with Gedling Borough Council and will also look to begin engagement with Bestwood Village Parish Council and other local stakeholders to ensure the plans evolve with the involvement and support of the local community.

Appendix 1 – Adopted Planning Context

ALIGNED CORE STRATEGY (PART 1)

- 5.1 The Aligned Core Strategy Part 1 was adopted by Gedling Borough Council in September 2014.
- 5.2 The plan was prepared in conjunction with Broxtowe and Nottingham City in order to address issues of strategic importance covering the whole plan area.

Policy 1: Climate Change

- 5.3 This policy requires that any development mitigate and adapt to climate change.

Policy 2: The Spatial Strategy

- 5.4 An overall housing requirement of 30,550 new homes over the plan period 2011 to 2028 is established in Policy 2 of the Aligned Strategy, of which Gedling Borough was expected to deliver 7,250 new homes.
- 5.5 Approximately 24,995 homes were required to be delivered in or adjoining the existing main built up area of Nottingham, Gedling Borough Council 4,045.
- 5.6 A Settlement Hierarchy has been established as follows:
 - a) the main built up area of Nottingham;
 - b) adjacent to the Sub Regional Centre of Hucknall; and
 - c) Key Settlements identified for growth:
 - i) Awsworth, Brinsley, Eastwood (including parts of Giltbrook and Newthorpe) and Kimberley (including parts of Nuthall and Watnall), in Broxtowe;
 - ii) Bestwood Village, Calverton and Ravenshead, in Gedling.
 - d) In other settlements (not shown on the Key Diagram) development will be for local needs only.

Policy 3: The Green Belt

- 5.7 This policy reaffirmed the principle of the retention of the Nottingham Derby Green Belt. This policy identified the sequential approach to be taken if reviewing boundaries.
- 5.8 It also established the consideration would be given to the followings matter as part of any boundary review:
 - a) the statutory purposes of the Green Belt, in particular the need to maintain the openness and prevent coalescence between Nottingham, Derby and the other surrounding settlements;
 - b) establishing a permanent boundary which allows for development in line with the settlement hierarchy and / or to meet local needs;
 - c) the appropriateness of defining safeguarded land to allow for longer term development needs; and
 - d) retaining or creating defensible boundaries.

Policy 4: Employment Provision and Economic Development

- 5.9 Supports the provision of new floorspace, with a particular emphasis on office development.

Policy 10: Design and Enhancing Local Identity

- 5.10 This policy requires new development to contribute positively to a sense of place, be safe, adaptable, and reduce the dominance of motor vehicles.

Policy 11: The Historic Environment

- 5.11 This policy stipulates that proposals and initiatives will be supported where the historic environment and heritage assets and their settings are conserved and/or enhanced in line with their interest and significance.

Policy 12: Local Services and Healthy Lifestyles

- 5.12 New or improved community facilities should be provided to support major new residential development especially in Sustainable Urban Extensions.

Policy 14: Managing Travel Demand

- 5.13 This policy seeks to reduce the reliance of the public on the car and promotes the provision of sustainable means of transport.

Policy 15: Transport Infrastructure Priorities

- 5.14 As part of this policy there is a commitment to Highway Improvements to Gedling Access Road, which at the time of adoption had not secured grant funding.

Policy 16: Green Infrastructure, Parks and Open Space

- 5.15 Policy 16 requires a strategic approach to the delivery, protection and enhancement of Green Infrastructure, and seeks to ensure that Landscape Character is protected, conserved or enhanced where appropriate in line with the recommendations of the Greater Nottingham Landscape Character Assessment.

Policy 17: Biodiversity

- 5.16 This policy seeks to ensure that new development provides new biodiversity features, and improves existing biodiversity features wherever appropriate and supports the appropriate management and maintenance of existing and created habitats through the use of planning conditions, planning obligations and management agreements.

Policy 18: Infrastructure

- 5.17 New development must be supported by the required infrastructure at the appropriate stage.

Policy 19: Developer Contributions

- 5.18 All development will be expected to meet the reasonable cost of new infrastructure required as a consequence of the proposal, contribute to the delivery of necessary infrastructure to enable the cumulative impacts of developments to be managed where appropriate and provide for the future maintenance of facilities.

ALIGNED CORE STRATEGY (PART 2)

- 5.19 The Aligned Core Strategy Part 2 was adopted by Gedling Borough Council on 18th July 2018.
- 5.20 A number of planning policies are relevant to New Farm, Redhill. These are identified below.

Policies LPD 12 – LPD 15 discuss Green Belt matters

- 5.21 The site is located within the designated Green Belt. Based on these policies which outline exceptions to the Green Belt designation, development would not be appropriate on the site.

Policy LPD 18 – ‘Protecting and Enhancing Biodiversity’

- 5.22 It is noted that in the land surrounding the site there is located a Local Wildlife Site. Under Policy LPD18 this site should be avoided, mitigated against and as a last resort compensated.

Policy LPD 20 – ‘Protected Open Space’

- 5.23 A corridor of open space running along the western edge of the site is designated as protected open space under policy LPD 20.

Policy LPD 29 – ‘Historic Parks and Gardens’

- 5.24 A historic park and garden associated with Bestwood Pumping House is located on the western edge of the site. Under Policy LPD 29, development proposals which affect Registered Parks and Gardens should seek to conserve and/or enhance features which form part of the significance of the asset and ensure that development does not detract from the enjoyment, layout, design, character, appearance or setting of the Registered Park or Garden including key views or prejudice its future restoration.

Policy LPD 60 – ‘Local Transport Schemes’

- 5.25 ‘Planning permission will not be granted for development proposals which would prejudice the following transport schemes as shown on the Policies Map: a) Road 1. A60 Larch Farm Crossroads Improvement; 2. A60 Leapool to Sherwood Express Busway; 3. Gedling Access Road;’

Policy LPD 64 – ‘Housing Allocations’

- 5.26 Urban Area and edge of Hucknall sees the allocation of sites X2 Land West of A60A (70 dwellings), X3 Land West of A60B (150 dwellings) and H5 Lodge Farm Lane (150 dwellings).

NPPF

- 5.27 Paragraph 11 of the NPPF states that plans and decisions should apply a presumption in favour of sustainable development. For plan-making this means that plans should as a minimum seek to meet the objectively assessed needs for housing, as well as any needs that cannot be met within neighbouring areas, unless there are strong reasons for restricting the overall scale, type or distribution of development or because any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF when taken as a whole.
- 5.28 Policy 23 of the NPPF states that 'Broad locations for development should be indicated on a key diagram, and landuse designations and allocations identified on a policies map. Strategic policies should provide a clear strategy for bringing sufficient land forward, and at a sufficient rate, to address objectively assessed needs over the plan period, in line with the presumption in favour of sustainable development. This should include planning for and allocating sufficient sites to deliver the strategic priorities of the area (except insofar as these needs can be demonstrated to be met more appropriately through other mechanisms, such as brownfield registers or nonstrategic policies)'
- 5.29 Paragraph 133 attaches great importance to Green Belts and Paragraph 134 outlines the 5 purposes of the Green Belt
- 5.30 Paragraph 136 of the NPPF notes that once established Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified.
- 5.31 Paragraph 137 requires all other reasonable options for meeting an identified need be thoroughly explored before Green Belt boundary review is considered.
- 5.32 Paragraph 138 notes that when reviewing Green Belt boundaries consideration should be given to the consequences for sustainable development. After options for development outside the development are properly explored, first consideration is expected to be given to previously developed land and land which is well-served by public transport.



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