

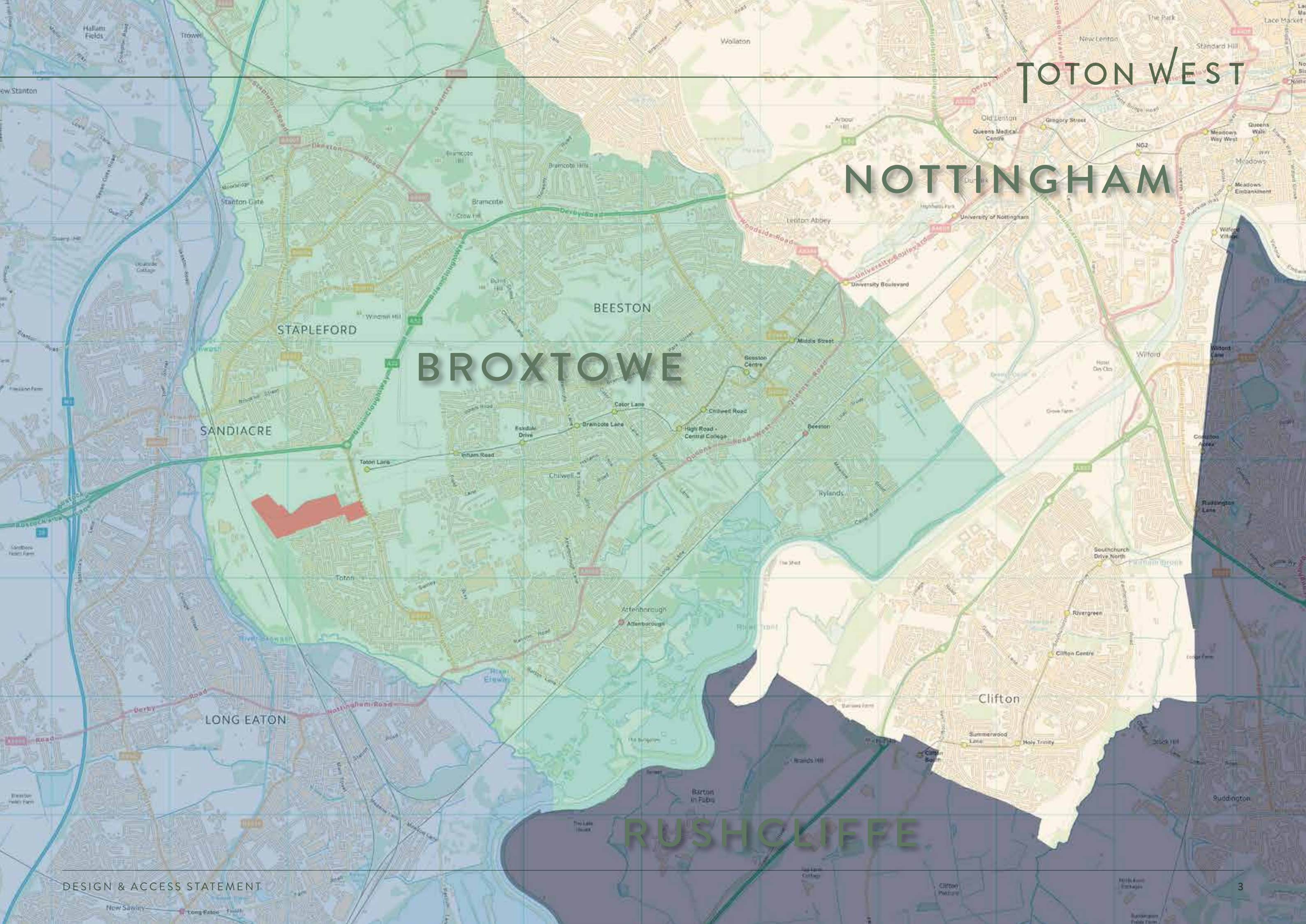
TOTON WEST

Since 2003, we've been solving planning and development problems for our clients successfully, and we're really proud of that. Even though our work is complex, what we deliver for our clients is very simple: we deliver results.

Everything we do is
Expertly Done.

DERBY

EREWASH



TOTON WEST

NOTTINGHAM

BROXTOWE

RUSHCLIFFE

Prepared by Pegasus Group on behalf of **Bloor Homes**
Date: **December 2025** | Contact: **AW**
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NOTE: THIS DOCUMENT IS DESIGNED TO BE VIEWED AS A3 PORTRAIT DOUBLE SIDED

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INTRODUCTION

1.1 Purpose of Statement



“Outline Planning Application for the construction of a residential development of up to 420 residential dwellings and associated open space and infrastructure (With some matters reserved).”

This statement has been prepared by Pegasus Group on behalf of Bloor Homes and the wider consultant team, to accompany the Outline Planning Application for the development of Toton West, Broxtowe, Nottinghamshire.

This statement has been prepared in accordance with Article 9 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (DMPO), which requires certain applications to be accompanied by a Design and Access Statement.

The DMPO also states the following requirements:

“(2) An application for planning permission to which this paragraph applies must, except where paragraph (4) applies, be accompanied by a statement (“a design and access statement”) about:

- (a) the design principles and concepts that have been applied to the development; and
- (b) how issues relating to access to the development have been dealt with.
- (3) A design and access statement must:
 - (a) explain the design principles and concepts that have been applied to the development;
 - (b) demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;
 - (c) explain the policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account;
 - (d) state what, if any, consultation has been undertaken on issues relating to access to the development and what account has been taken of the outcome of any such consultation; and
 - (e) explain how specific issues which might affect access to the development have been addressed.”

1.1 PURPOSE OF THE STATEMENT

The purpose of this Design and Access Statement is:

“...to explain how the proposed development is a suitable response to the site and its setting, and demonstrate that it can be adequately accessed by prospective users.” (para. 029, PPG, Reference ID: 14-029-20140306)

This document achieves this within the following sections:

INTRODUCTION

Outlines the purpose of this document.

PLANNING POLICY

Presentation of the key Planning Policy requirements, derived from a combination of Local Authority and National Government Policy.

CONTEXT

Considers The Site and its surroundings in terms of the local physical, historical and social setting, as well as the technical and physical context.

DESIGN DEVELOPMENT

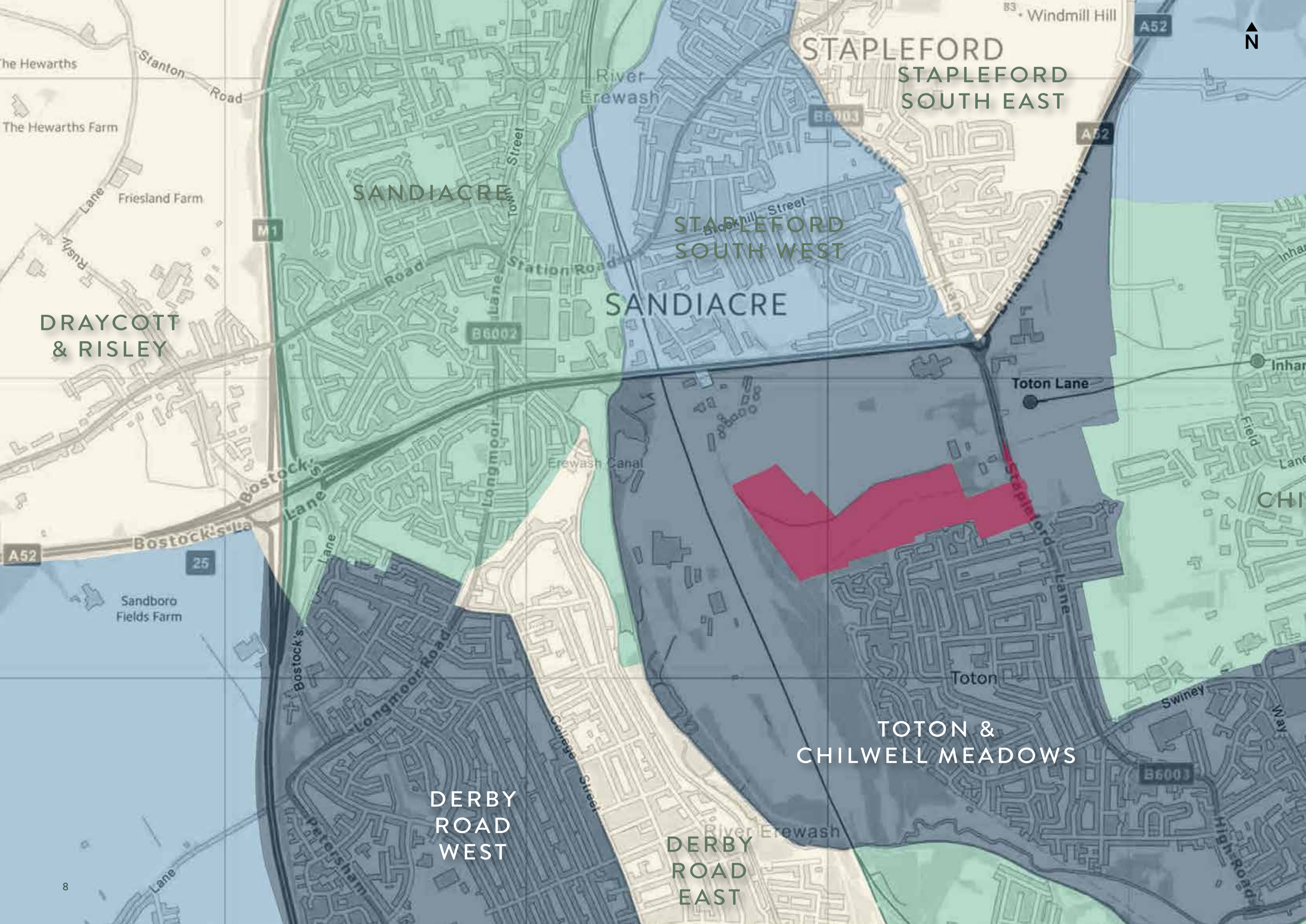
Presentation of the design principles that have been derived from a combination of Government Policy and site assessment outlines key stakeholder engagement undertaken, as well as its key findings and design evolution.

DESIGN PROPOSALS

Presentation of the key design proposals including the Uses, Built Form, Identity, Movement, Nature, Public Spaces, Homes and Buildings, Resources, and Lifespan.

CONCLUSION

This Design and Access Statement has been written to respond to the Ministry of Housing, Communities and Local Government National Design Guide (NDG) ten characteristics of well-designed places.



DRAYCOTT
& RISLEY

SANDIACRE

STAPLEFORD
SOUTH WEST

STAPLEFORD
SOUTH EAST

SANDIACRE

CHI

TOTON &
CHILWELL MEADOWS

DERBY
ROAD
WEST

DERBY
ROAD
EAST



1.2 THE SITE

The Site is situated to the west of the City of Nottingham, located in between the suburban areas of Chilwell, Stapleford, and Toton.

The surrounding towns and villages are part of the Nottingham Urban Area with The Site located in the Borough of Broxtowe, the most westerly borough in Nottinghamshire.

The Site is located within the ward of Toton & Chilwell Meadows, with Stapleford Southwest to the north and Chilwell West to the east.

It's location, around 8km from the City, is adjacent to major road infrastructure and a wealth of public transport links that are served by a high number of regular bus services and the NET Tram at Toton Land, which is located directly adjacent to the east of The Site.

There are rail, road and tram connections east towards Nottingham as well as rail and road connections west towards Derby. Before reaching the Derby Urban Area vehicles cross the M1 at Junction 25, which provides links North and South accessing the entire country.



1



2

1. Toton Lane tram station

2. Pedestrian connections along Stapleford Lane B6003



PLANNING POLICY

- 2.1 National Planning Policy Framework
- 2.2 Planning Practice Guidance
- 2.3 National Design Guide
- 2.4 National Model Design Code
- 2.5 Local Planning & Design Guidance
- 2.6 Adopted Supplementary Planning Documents

2 PLANNING POLICY.

The development proposals will be formulated with due regard to the policies that make up the statutory Local Development Plan and Supplementary Planning Guidance, together with Government guidance contained within the National Planning Policy Framework (updated in December 2024), National Design Guide (first published in October 2019 and updated in January 2021) and the National Model Design Code (updated in October 2021).

2.1 NATIONAL PLANNING POLICY FRAMEWORK

Government guidance in the form of the National Planning Policy Framework (NPPF) sets out the Government's planning policies and how these should be applied. The NPPF states at paragraph 8 that the planning system has 3 interdependent key objectives, which when pursued in a mutually supportive way, can achieve sustainable development.

The three key objectives are:

- A social objective;
- An economic objective; and
- An environmental objective.

There is a presumption in favour of sustainable development, as set out at paragraph 11. Section 9: Promoting Sustainable Transport (para. 109) of the NPPF points to the role that design has to play in ensuring that transport issues are considered at the earliest stages of development proposals, and the role that design can play to ensure that development maximizes opportunities for sustainable transport options.

"...patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places." (para. 109(b) NPPF 2024)

The Government also continues to place a high emphasis on design and the NPPF expands on the principles of good design, to define what is expected of well-designed places. It also explains how policies and decision-making processes should support the inclusion of good design, providing detailed advice at Section 12: Achieving Well-Designed Places. The contribution that good design makes to sustainable development is set out in paragraph 131, as follows:

"The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities..." (para. 131, NPPF 2024)

Furthermore a test was introduced in the 2021 edition of the NPPF to ensure that developments are well-designed, placing an emphasis on fostering of "beautiful" places among the overarching objectives of the planning system. In paragraph 134, the NPPF states that:

"Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes". (para. 139, NPPF 2024)

The NPPF is also clear at paragraphs 132 and 133 that Development Plans should set out a clear design vision to provide certainty to applicants, and that design policies should be prepared in conjunction with local communities to reflect local aspirations.

2.2 PLANNING PRACTICE GUIDANCE

The NPPF is accompanied by the online Government resource Planning Practice Guidance (PPG). The 'Design: Process and Tools' PPG provides guidance on the methods and processes available to both applicants and local authorities to ensure the delivery of well-designed and high-quality, long lasting places with considered design solutions, under the following headings:

- Planning for well-designed places;
- Making decisions about design;
- Tools for assessing and improving design quality; and
- Effective community engagement on design.

Paragraph 1 of the Design PPG reinforces the Government and NPPFs commitment to requiring the creation of well-designed places and the role that early engagement can play in this.

"Well-designed places can be achieved by taking a proactive and collaborative approach at all stages of the planning process, from policy and plan formulation through to the determination of planning applications and the post approval stage" (para. 001, PPG, ID: 26-001-20191001, October 2019)

Paragraph 135 of the NPPF states that with regard to design planning policy and decision making should ensure that developments;

- "a) 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;
- b) Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) Are sympathetic to the 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);
- d) 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;
- e) 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; and
- f) 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."



National Planning Policy Framework

National Planning Policy Framework, December 2024

2.3 National Design Guide

The National Design Guide (NDG) published by the Ministry of Housing, Communities and Local Government (MHCLG) in September 2019 and updated in January 2021 further reinforces the way in which the design process can be used to ensure the delivery of quality places:

“In a well-designed place, an integrated design process brings the ten characteristics together in a mutually supporting way. They interact to create an overall character of place.” (para. 13, NDG 2021)

The NDG outlines and illustrates the Government’s priorities for well-designed place in the form of ten characteristics, based on national planning policy, planning guidance and objectives for good design.



The ten characteristics of well-designed places (NDG, January 2021)

The ten characteristics contribute towards the cross-discipline themes for good design set out in the NPPF and fall under three broad aims:

- To create physical **character**;
- To help to nurture and sustain a sense of **community**; and
- To positively addresses **environmental** issues affecting climate.

Whilst the NPPF, PPG and NDG are the primary points of reference, there are other well-regarded design guidance documents that are still relevant to creating good design including:

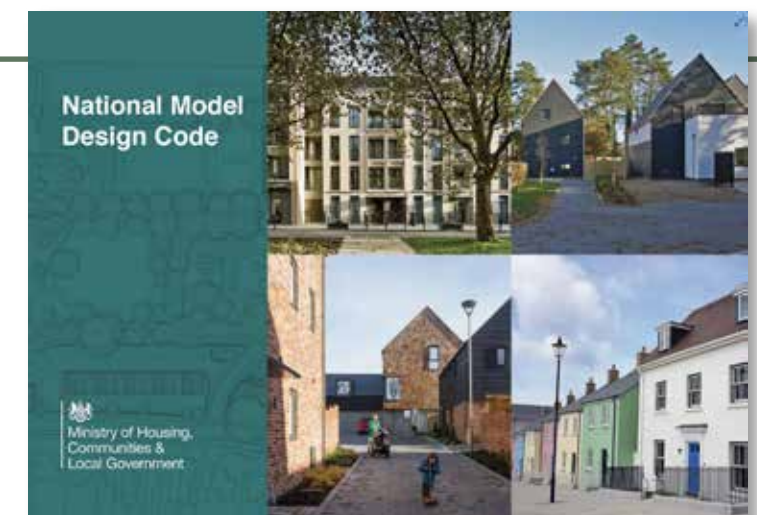
- Manual for Streets 1 & 2 (Department of Transport/ Department for Communities and Local Government, 2007/2010); and
- Building for a Healthy Life (Homes England, June 2020) is the latest edition, and new name for Building for Life 12 (BfL12) written in partnership with NHS England, NHS Improvement and MHCLG.

2.4 National Model Design Code

The National Model Design Code (NMDC) was first published in January 2021 and further updated in October 2021 by the Ministry of Housing, Communities and Local Government. The purpose of this document is to:

“... provide detailed guidance on the production of design codes, guides and policies to promote successful design. It expands on the ten characteristics of good design set out in the National Design Guide, which reflects the government’s priorities and provides a common overarching framework for design.” (para. 1, National Design Code 2021)

The NMDC document draws upon the NPPF’s commitment to ensure that local planning authorities are utilising visual tools, such as design codes and guides, to inform development proposals, which will consequently provide a framework for creating high-quality places, with a consistent and high-quality standard of design.



National Model Design Code, January 2021

2.5 LOCAL PLANNING & DESIGN GUIDANCE

This section sets out the key national and local planning policies which are material to the determination of this application.

The Development Plan

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that proposals be determined in accordance with the development plan unless material considerations indicate otherwise.

The development plan comprises of the adopted Broxtowe, Gedling and Nottingham Aligned Core Strategies Part 1 Local Plan (2014), the adopted Broxtowe Part 2 Local Plan that was adopted in 2019 and the Toton and Chetwynd Neighbourhood Plan that was made in 2024.

Adopted Broxtowe, Gedling and Nottingham Aligned Core Strategies Part 1 Local Plan (2014)

The Aligned Core Strategy was adopted on 17th September 2014 and covers the plan period from 2011 to 2028.

Aligned Core Strategy Policy 1 Climate Change – requires all development proposals to mitigate against and adapt to climate change, comply with national targets and contribute to local targets on reducing emissions and energy use, unless it can be demonstrated that compliance with the policy is not viable or feasible.

Aligned Core Strategy Policy 2 The Spatial Strategy – sets out the spatial strategy for development in the plan area and seeks to allocate land for the development of a minimum of 30,550 new dwellings between 2011 to 2028. Approximately 24,995 of these homes will be in or adjoining the existing main built up area of Nottingham. 3,800 of which are to be provided in Broxtowe.

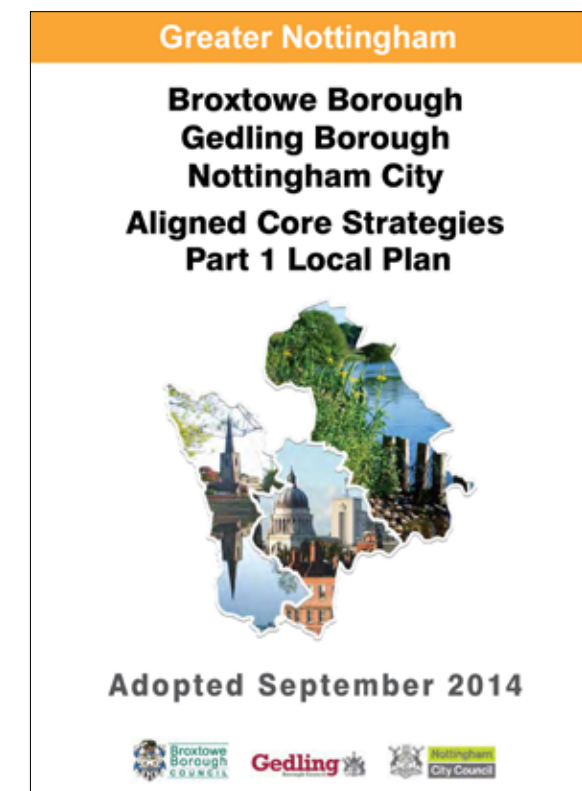
- *The policy identifies that a strategic location for growth on land east and west of Toton Lane including Toton Sidings in the vicinity of the proposed HS2 station at Toton, in Broxtowe is to be developed, which will include a minimum of 500 homes.*

Aligned Core Strategy Policy 8 Housing Size, Mix and Choice – seeks to maintain, provide and contribute to a mix of housing tenures, types and sizes. Affordable housing will be required in new residential developments on appropriate sites, and within Broxtowe, 30% will be sought.

Aligned Core Strategy Policy 10 Design and Enhancing Local Identity – requires all new development to be designed to:

- make a positive contribution to the public realm and sense of place;
- create an attractive, safe, inclusive, and healthy environment;
- reinforce valued local characteristics;
- be adaptable to meet changing needs of occupiers and the effects of climate change; and
- reflect the need to reduce the dominance of motor vehicles.

All development proposals, and in particular proposals of 10 or more homes, will be expected to perform highly when assessed against best practice guidance and standards for design, sustainability, and place making.



Broxtowe Borough, Gedling Borough, Nottingham City – Aligned Core Strategies Part 1 Local Plan [Adopted September 2014]

Adopted Broxtowe Local Plan Part 2 – (October 2019)

The Council considered the Part 2 Local Plan at a Full Council meeting on the 16th October 2019 and adopted it as part of the Development Plan for the Borough.

Policy 3 Main Built Up Site Allocations (Policy 3.2 : Land in the vicinity of the HS2 Station at Toton (Strategic Location for Growth)) – the policy sets out the following policy requirements for the development of the allocation, these are summarised to read:

- In general accordance with Map 8: Toton Strategic Location for Growth Illustrative Concept Framework
- 500–800 dwellings within the Plan Period (3,000 dwelling in total)
- Min 18,000sq.m for mixed employment (B Uses)
- Limited retail and community facilities
- Undergrounding of the high voltage electricity cables at the south of The Site.
- Development should be located and designed to complement and not prejudice proposals for access to the HS2 Hub Station and further build-out of the Innovation Campus which is to be delivered beyond the plan period.
- Highway infrastructure must be considered in conjunction with requirements for the Chetwynd Barracks allocation (Policy 3.1) and wider area.

Policy 15 Housing Size Mix and Choice – states on allocated sits at Toton or located within the Green Belt comprising 10 or more residential units should deliver affordable housing at a proportion of 30% or more.

- Developments of market and affordable housing should provide an appropriate mix of house size, type, tenure and density to ensure that the needs of the residents of all parts of the Borough are met.
- For developments of more than 10 dwellings, at least 10% of dwellings should comply with requirement M4(2) of the Building Regulations regarding ‘accessible and adaptable dwellings’.

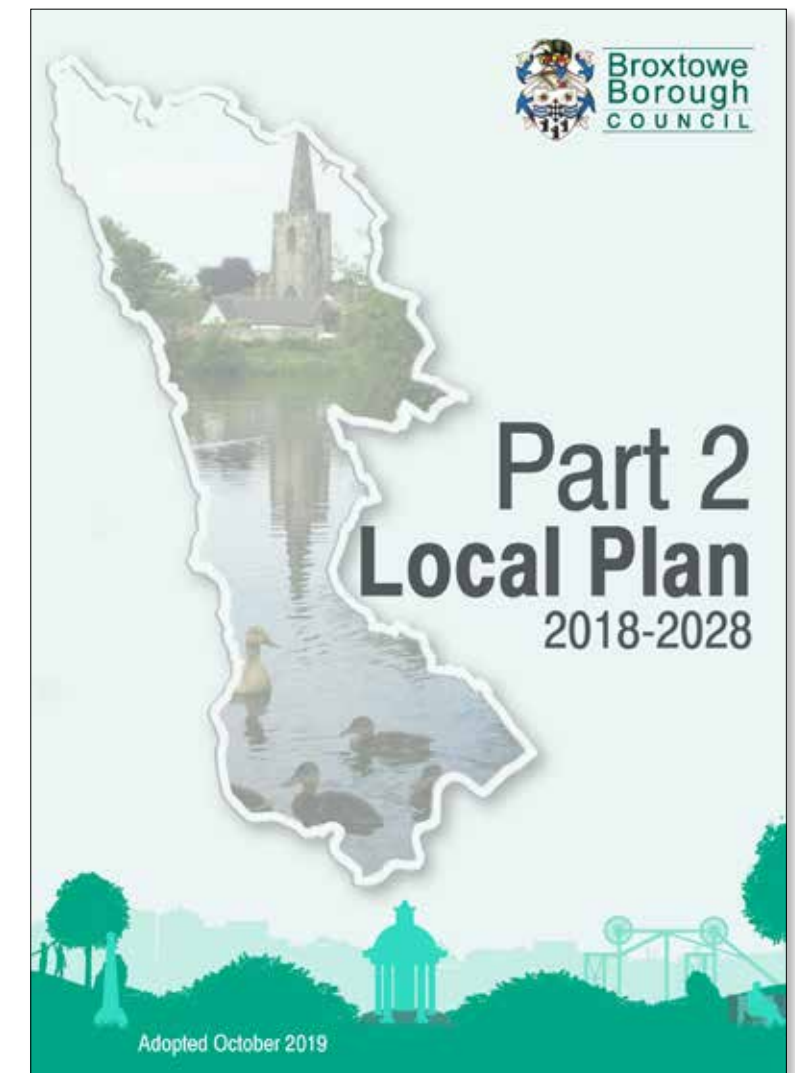
Policy 17 Place-Making, Design and Amenity – sets out criteria which all new development should aim to achieve, to ensure best practice with regards to design, sustainability and place making. Applicants for housing development of 10 dwellings or more will be required to submit a Design and Access Statement to include an assessment of the proposals against each of the ‘Building for Life’ criteria.

Chetwynd and Toton Neighbourhood Plan

Broxtowe Borough Council resolved to ‘make’ (adopt) the Chetwynd: The Toton and Chilwell Neighbourhood Plan at its meeting of the Full Council on 15 May 2024. In accordance with the Regulations and the Borough Council’s procedure, the Chetwynd: The Toton and Chilwell Neighbourhood Plan is ‘made’ and planning applications in the area must be considered against the Chetwynd: The Toton and Chilwell Neighbourhood Plan, as well as existing planning policy.

Policy HAS01 – Housing Mix states that in development of ten homes or more, at least 30% of properties should be ‘Affordable’, including a mix of ‘Affordable to Rent’ and ‘Affordable to Buy’. The policy requires that the mix of accommodation should be based upon the evidenced future needs and include smaller housing (1 & 2 bedrooms) to meet the needs of first-time buyers and people looking to downsize.

Policy HAS02 – Green Design & Sustainability seeks that developments compliant with BREEAM Communities Standard and BREEAM Home Quality Mark and other Green Design standards are supported, including Energy Efficient design & heating; Community Power; and Efficient use of potable water.



Local Plan Part 2
[Adopted October 2019]

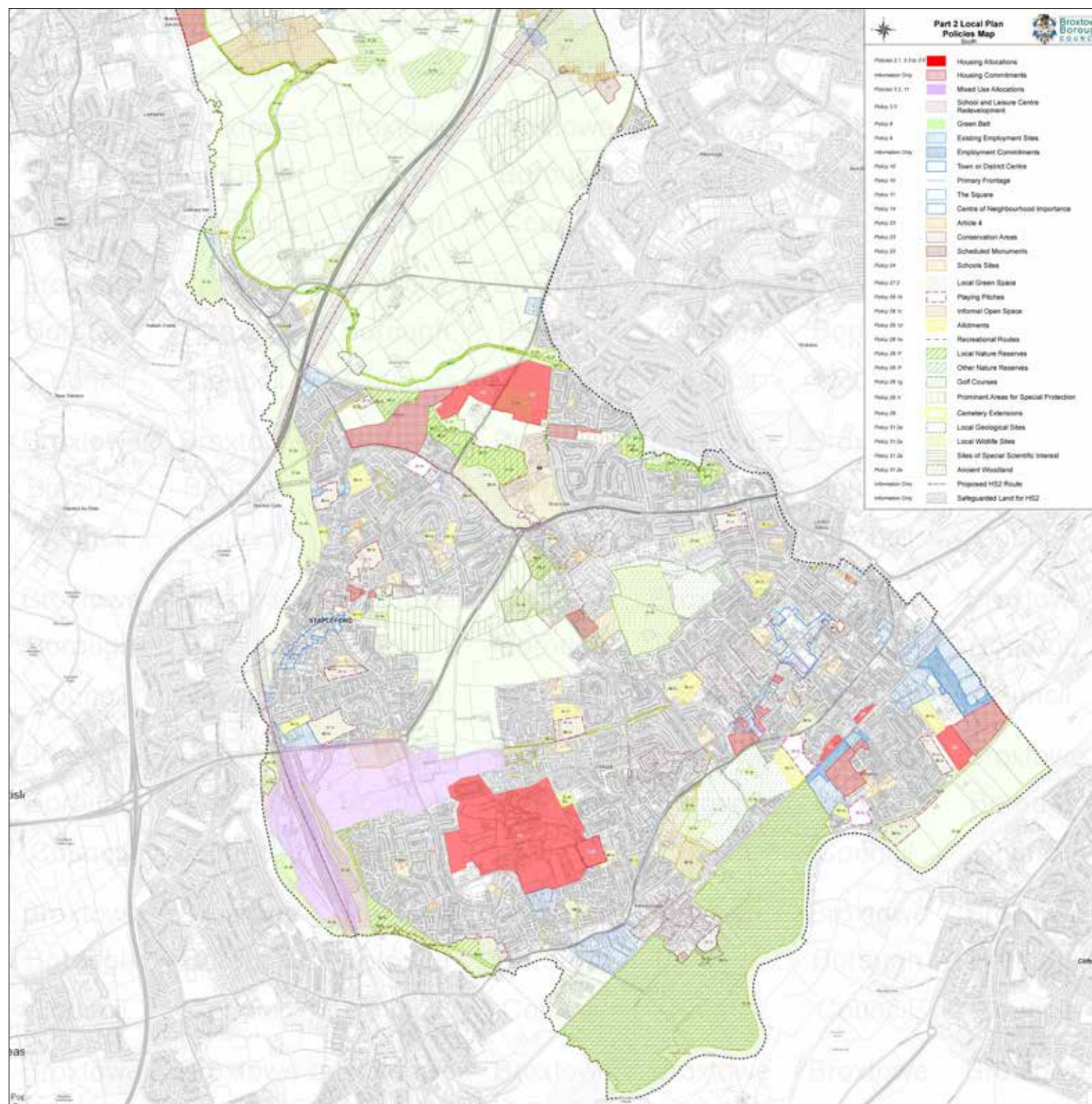


Figure 1 – Broxtowe Borough Council Part 2 Local Plan Policies Map [Oct 2019]

2.6 ADOPTED SUPPLEMENTARY PLANNING DOCUMENTS

Toton and Chetwynd Barracks Strategic Masterplan Supplementary Planning Document (SPD)

The Toton and Chetwynd Barracks Strategic Masterplan SPD was adopted by Broxtowe Borough Council on 7th February 2023. The document confirms the key development requirements set out in the Part 2 Local Plan, both for development within the plan period to 2028 and beyond.

Emerging Development Plan

Greater Nottingham Strategic Plan Publication Draft

Broxtowe Borough, Nottingham City and Rushcliffe Borough Councils are preparing the Greater Nottingham Strategic Plan, which will set out policies to secure sustainable growth up to 2041.

The Council are currently at Regulation 19 stage and completed a consultation in December 2024 where representations were invited on the publication draft of the Strategic Plan, on whether it is legally compliant and meets the tests of 'soundness' as set out in the National Planning Policy Framework.

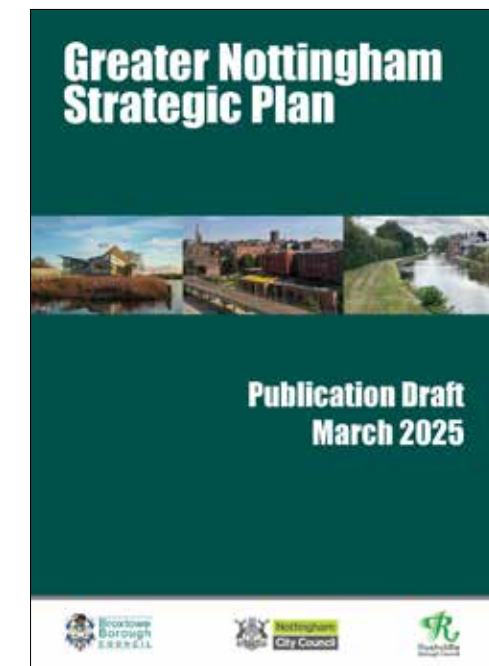
Gedling Borough Council has since pulled out of the Greater Nottingham Strategic Plan. The three remaining Council's have undertaken a further Regulation 19 consultation.

Given the early stages of the preparation of the update to the Greater Nottingham Strategic Plan limited weight can only be attributed to these emerging policies.

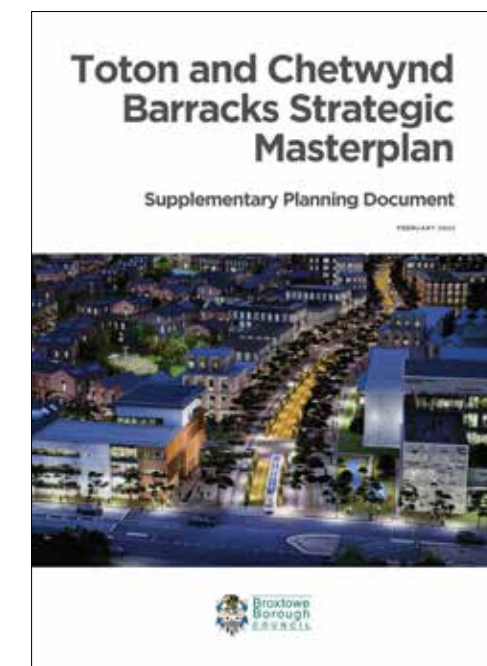
The following emerging policies are summarised for information and may be afforded additional weight during the determination period as the Plan progresses.

Policy 2: The Spatial Strategy identifies how sustainable development will be achieved within the Plan area. The policy also identifies that the settlement hierarchy to accommodate this growth is sequential and includes areas adjoining the main built up area of Nottingham.

Policy 3: Housing Target identifies that the Strategic Plan will deliver a minimum of 47,600 new homes between 2023 and 2041, with 8,950 of these new homes being located within Broxtowe. Toton and Chetwynd Barracks is identified as a Strategic Site to assist meeting this requirement in Broxtowe with a total of around 4,800 homes proposed and 2,700 homes being delivered in the Plan period.



Greater Nottingham Strategic Plan
[Publication Draft 2025]



Toton and Chetwynd Barracks Strategic Masterplan, Supplementary Planning Document
[February 2023]

Policy 21: Strategic Allocation Toton and Chetwynd Barracks (Broxtowe)

focuses on the delivery of the Toton Strategic Location for Growth and the Chetwynd Barracks, as part of the Policy the Local Plan proposes to release Green Belt land to the North of the tramline, Figure 1 below shows the extent of the Green Belt release:

Policy 21 details the following headline requirements from the allocation as a whole:

Mixed use development including 4,800 dwellings, at least 32,000 square metres of business and industrial floor space, two local centres, community facilities, transport infrastructure and at least 16 hectares of open space

The allocation includes 20 hectares of land released from Green Belt at Toton North East to facilitate a junction and link road.

Transport

- A road from the A52 east of Bardills Roundabout to Chetwynd Barracks, to which all development must contribute;
- A west-facing junction from the A52 near Bessell Lane into The Site, to which all development must contribute;
- Provision to extend the tramway to a new park and ride of around five hectares near Bessell Lane, which development at Toton (North & South) must facilitate;
- Provision for cycle, road, tram and rail connections to the park and ride, which development at Toton (North & South) must facilitate;
- Road layouts that allow the extension or creation of viable bus routes;

Housing

- At least 1,500 dwellings at Toton and 1,200 dwellings at Chetwynd (within the Plan period);
- Affordable housing comprising 30% of the total and of similar design to market housing in each sub-area.

Employment

- At least 18,000 square metres of business and industrial (Class E (g) and B2) at Toton North and South;
- At least 8,000 square metres of office (Class E (g) (i)) floor space only at Chetwynd South;

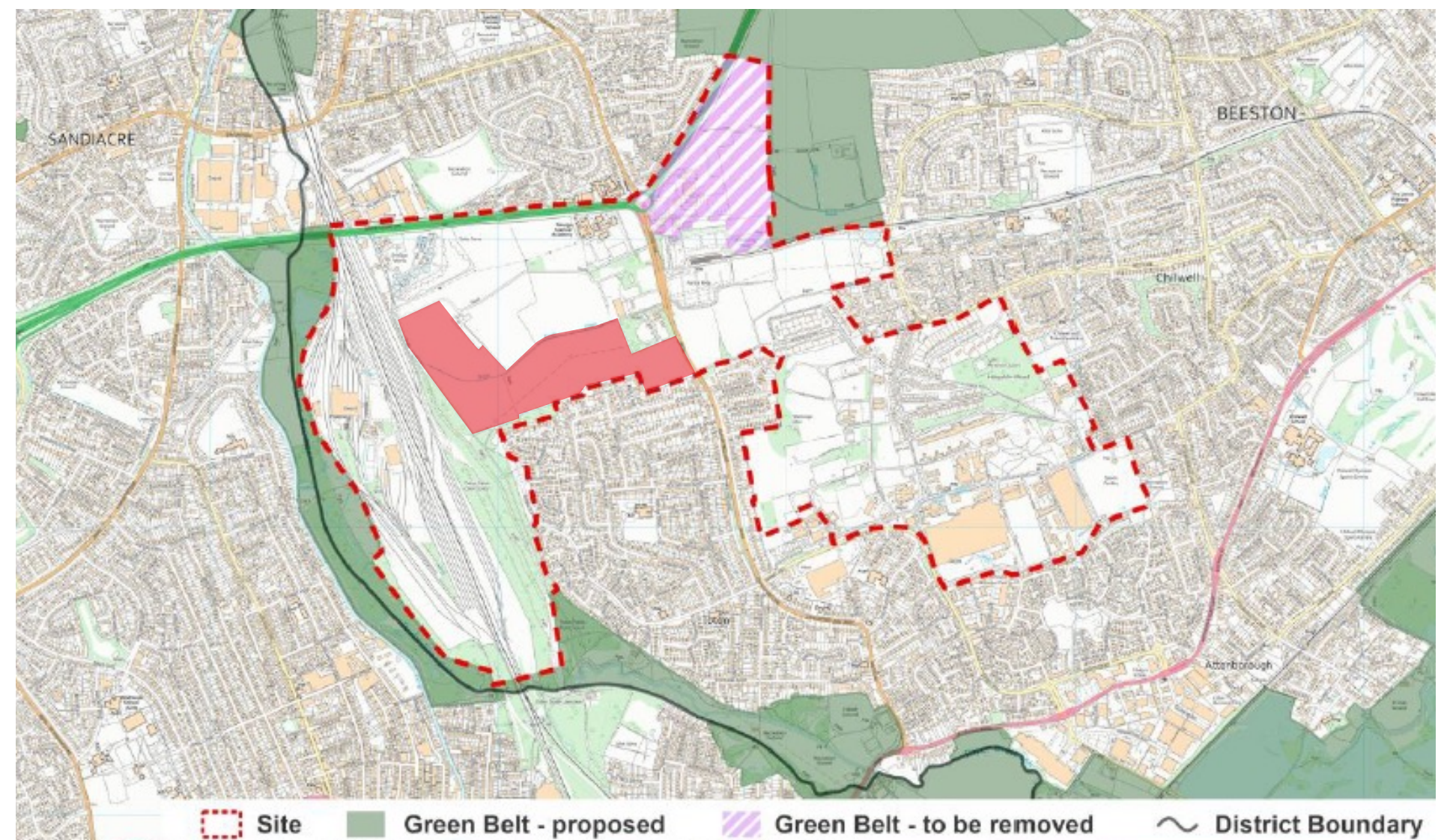
Local Centres

- Local centres at Toton North or South and at Chetwynd East to serve their respective catchments only.

Education

- Primary schools at Toton and Chetwynd near Local Centres and open space.

Figure 2 – Extent of Green Belt Release, Greater Nottingham Strategic Plan [Sept 2024]



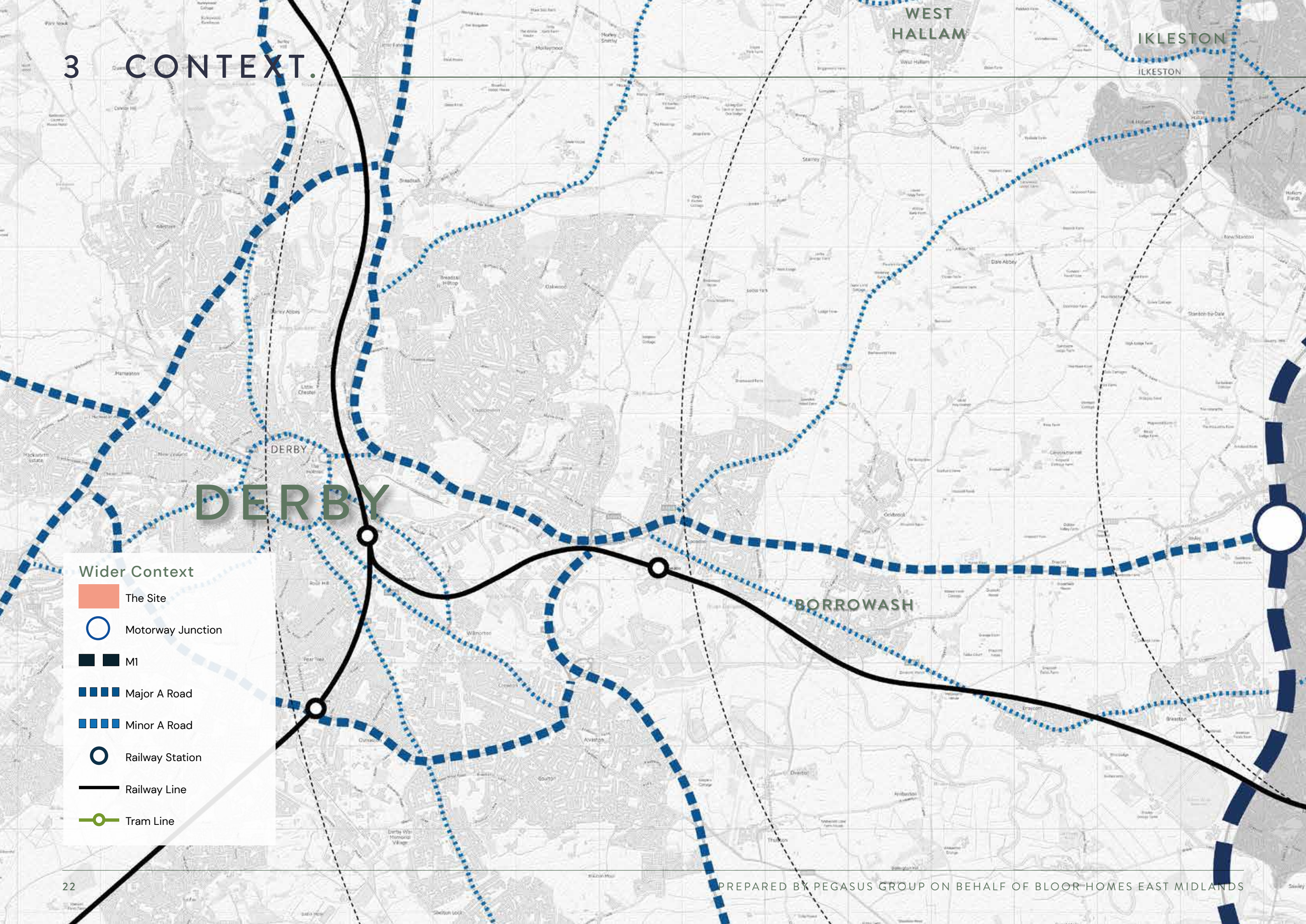
A large, bold, white number '3' is positioned on the left side of the page. The background is a solid grey color. Overlaid on the grey background are several abstract, light grey geometric lines and shapes. These include a series of parallel diagonal lines on the right side, a curved line that starts from the top right and curves downwards, and a horizontal line that intersects the '3'. The overall design is minimalist and modern.

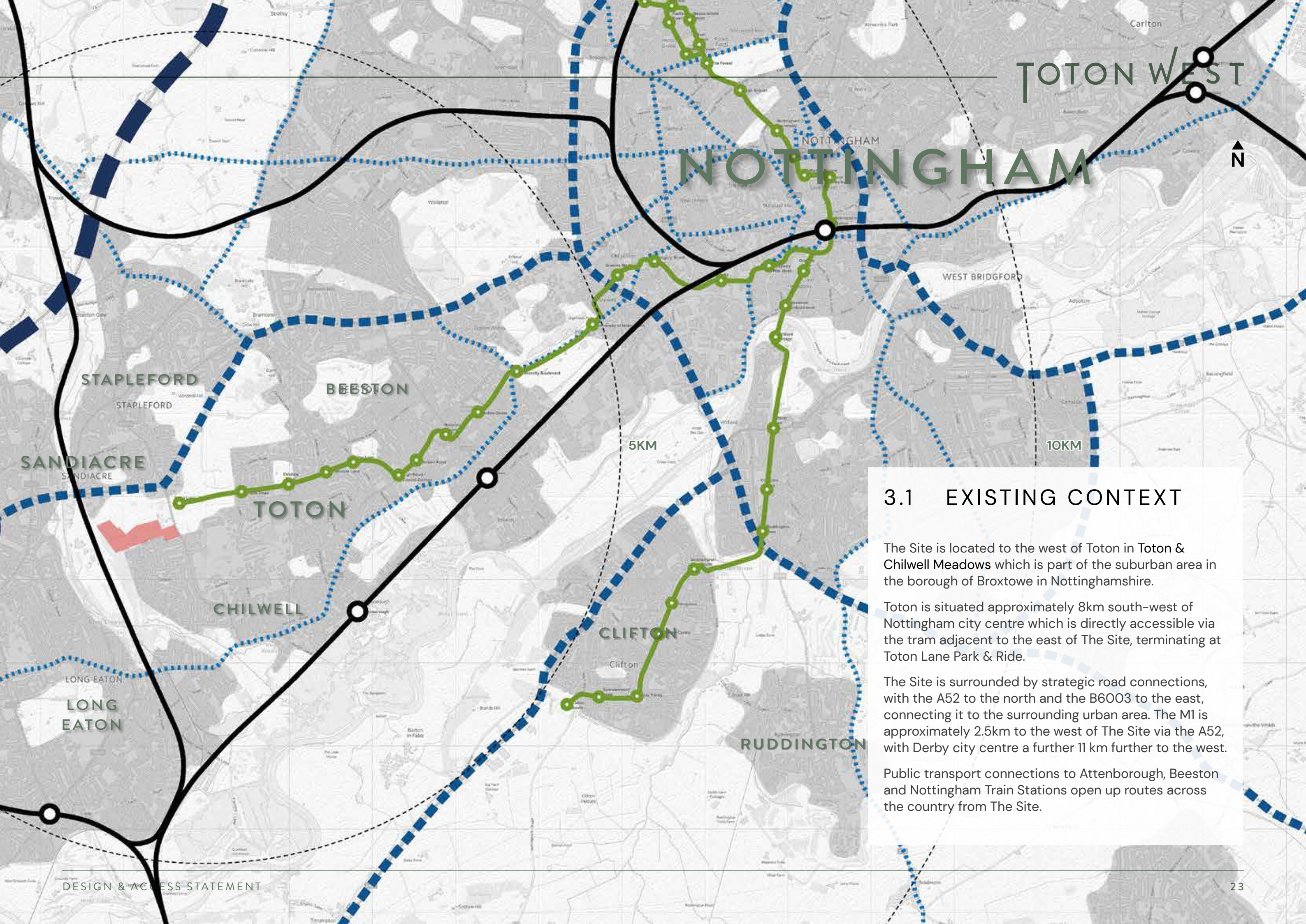
3

CONTEXT

- 3.1 Existing Context
- 3.2 Connectivity
- 3.3 Local Facilities
- 3.4 Local Character
- 3.5 Site Analysis
- 3.6 Opportunities & Influences

3 CONTEXT.





TOTON WEST NOTTINGHAM

3.1 EXISTING CONTEXT

The Site is located to the west of Toton in Toton & Chilwell Meadows which is part of the suburban area in the borough of Broxtowe in Nottinghamshire.

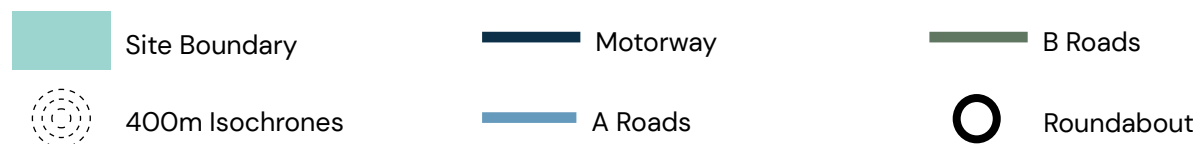
Toton is situated approximately 8km south-west of Nottingham city centre which is directly accessible via the tram adjacent to the east of The Site, terminating at Toton Lane Park & Ride.

The Site is surrounded by strategic road connections, with the A52 to the north and the B6003 to the east, connecting it to the surrounding urban area. The M1 is approximately 2.5km to the west of The Site via the A52, with Derby city centre a further 11 km further to the west.

Public transport connections to Attenborough, Beeston and Nottingham Train Stations open up routes across the country from The Site.



Highways Connectivity



3.2 CONNECTIVITY

3.2.1 Vehicular Movement

The east of The Site is bound by the B6003 (Stapleford Lane) which runs south from Bardills Roundabout connecting to Toton to the south and Long Eaton beyond. This makes The Site ideally placed to access facilities, services and public transport infrastructure within the Nottinghamshire and Derbyshire.

The A52 (Brian Clough Way) is located to the north of The Site via Stapleford Lane, which provides a link to Derby City Centre to the west and Nottingham City Centre to the east.

Vehicle Travel Times:

Site to Stapleford Centre

Approximately 4 minutes

Site to Beeston Centre

Approximately 10 minutes

Site to Derby City Centre

Approximately 16 minutes

Site to Nottingham City Centre:

Approximately 18 minutes



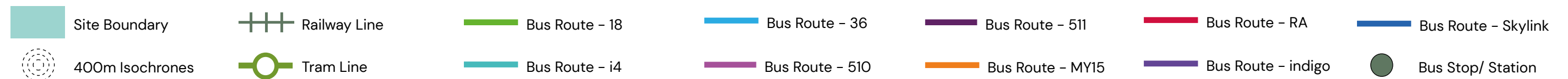
1. Bardills Roundabout

2. B6003 Stapleford Lane (close to Toton Lane Park & Ride Entrance)

3. B6003 Stapleford Lane (existing urban edge)



Existing Connectivity



3.2 CONNECTIVITY^[CTD.]

3.2.2 Public Transport

There is a high volume of bus routes in the urban area surrounding The Site, providing connections to adjacent surrounding towns and villages, including Beeston, Long Eaton, and Nottingham. These routes serve hub stations for onwards travel across the East Midlands.

Several bus companies operate in the area, including Trentbarton, CT4N and Nottingham City Transport (NCT), ensuring good coverage for local travel.

CT4N

510 Bus every hour

511 Bus every hour

Trentbarton

i4 Bus every 10 minutes

My15 Bus every 15 minutes

Indigo Bus every 10 minutes

NCTX

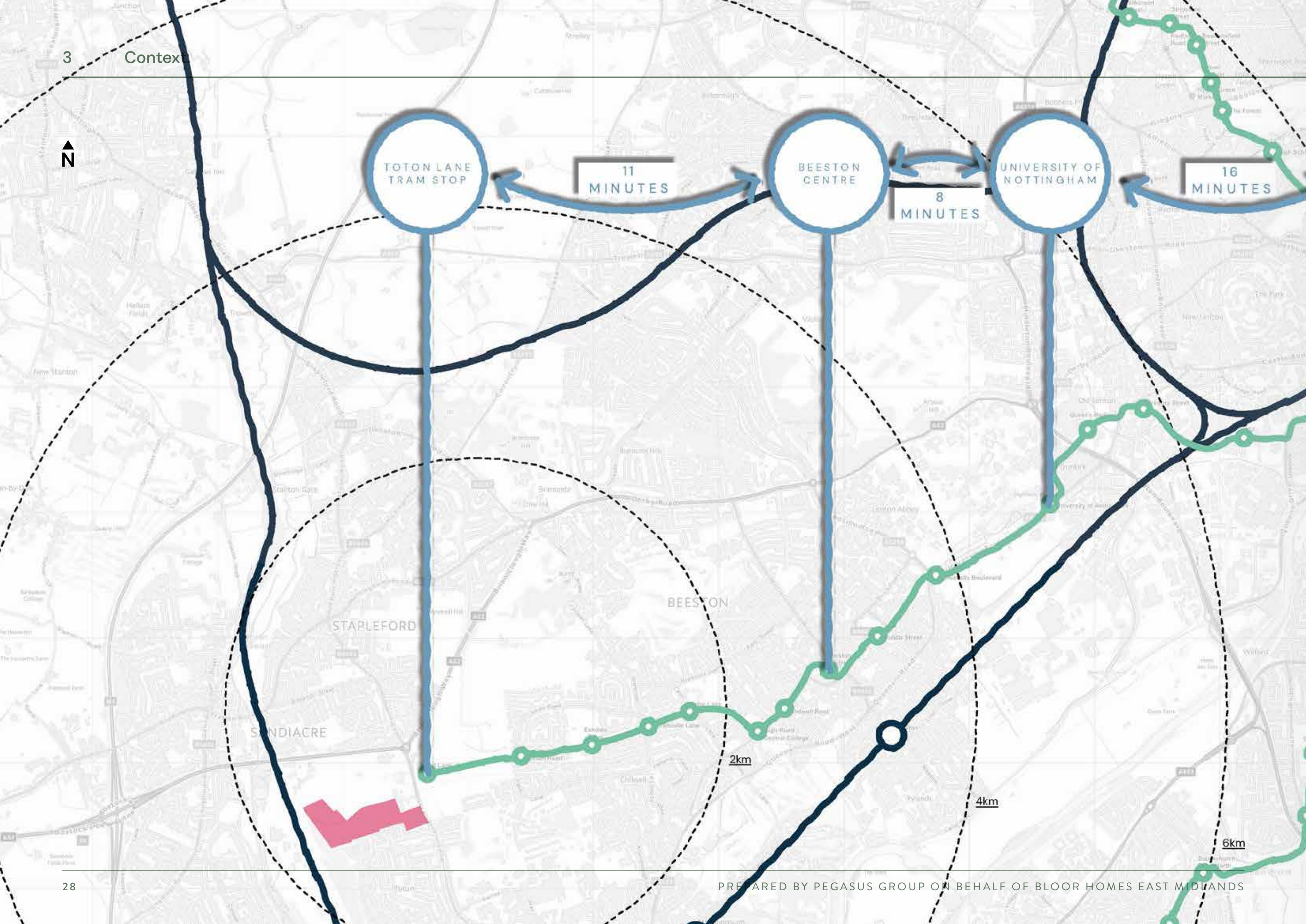
36 Bus every 12 minutes

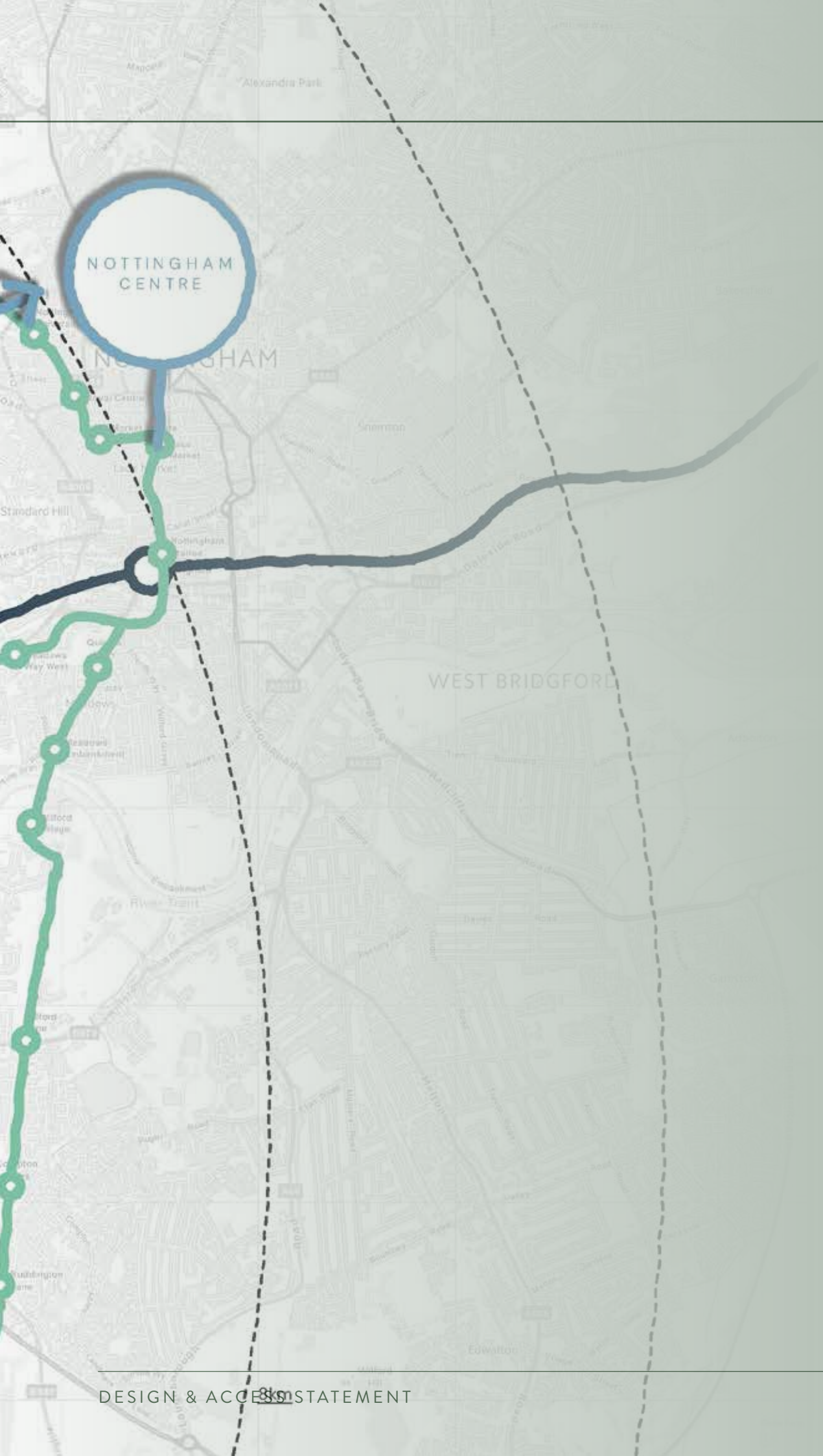
Skylink

Every 20 minutes



1. Toton Lane Park & Ride
2. Stapleford Lane Bus Stop





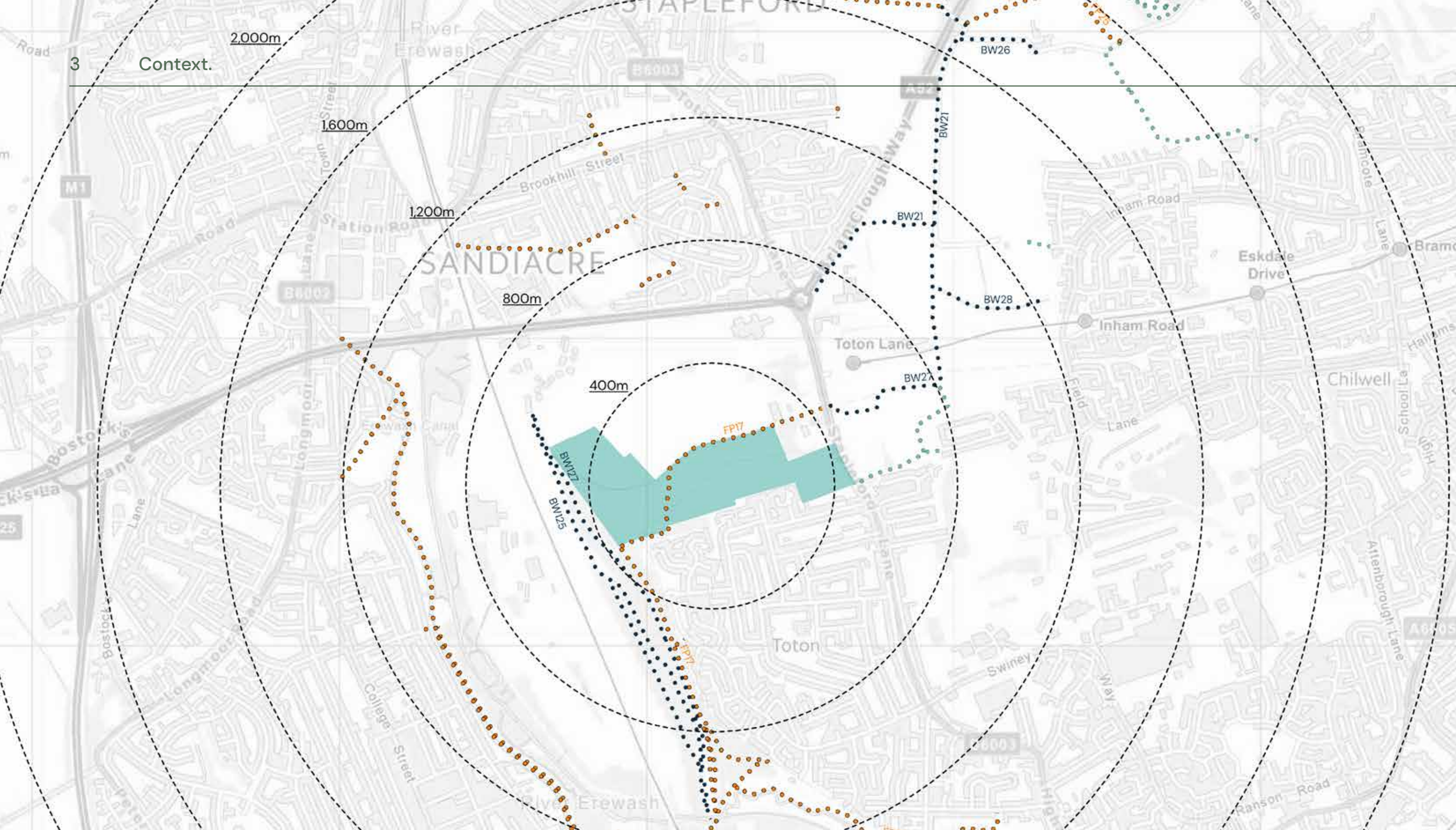
Wider Context

- The Site
- Railway Station
- Railway Line
- Tram Line

3.2 CONNECTIVITY^[CTD.]

3.2.3 Nottingham Express Transit

Toton Lane Tram Station is the final stop on the Nottingham Express Transit (NET) tram network, located to the east of The Site. It provides a convenient transport link for local residents to the city centre of Nottingham and other parts of the region. The station serves as a major transport hub for commuters travelling into Nottingham, offering a quick and efficient route into the city. NET Tram Line 1 connects Toton, Chilwell and surrounding suburban areas to Nottingham city centre, including stops in Beeston, The Queens Medical Centre, The University of Nottingham, Nottingham Railway Station & Old Market Square.



Existing Pedestrian Connectivity

- Site Boundary
- 400m Isochrones
- Public Right of Way - Strategic Routes
- Public Right of Way - Footpath
- Bridleway

3.2 CONNECTIVITY^[CTD.]

3.2.4 Pedestrian & Cycle Movement

There is an existing footpath that run through The Site, Beeston FP17 which runs from the south-west corner at the top of Toton Fields Nature Reserve, diagonally across The Site to the northern edge where it meets the B6003 to the east.

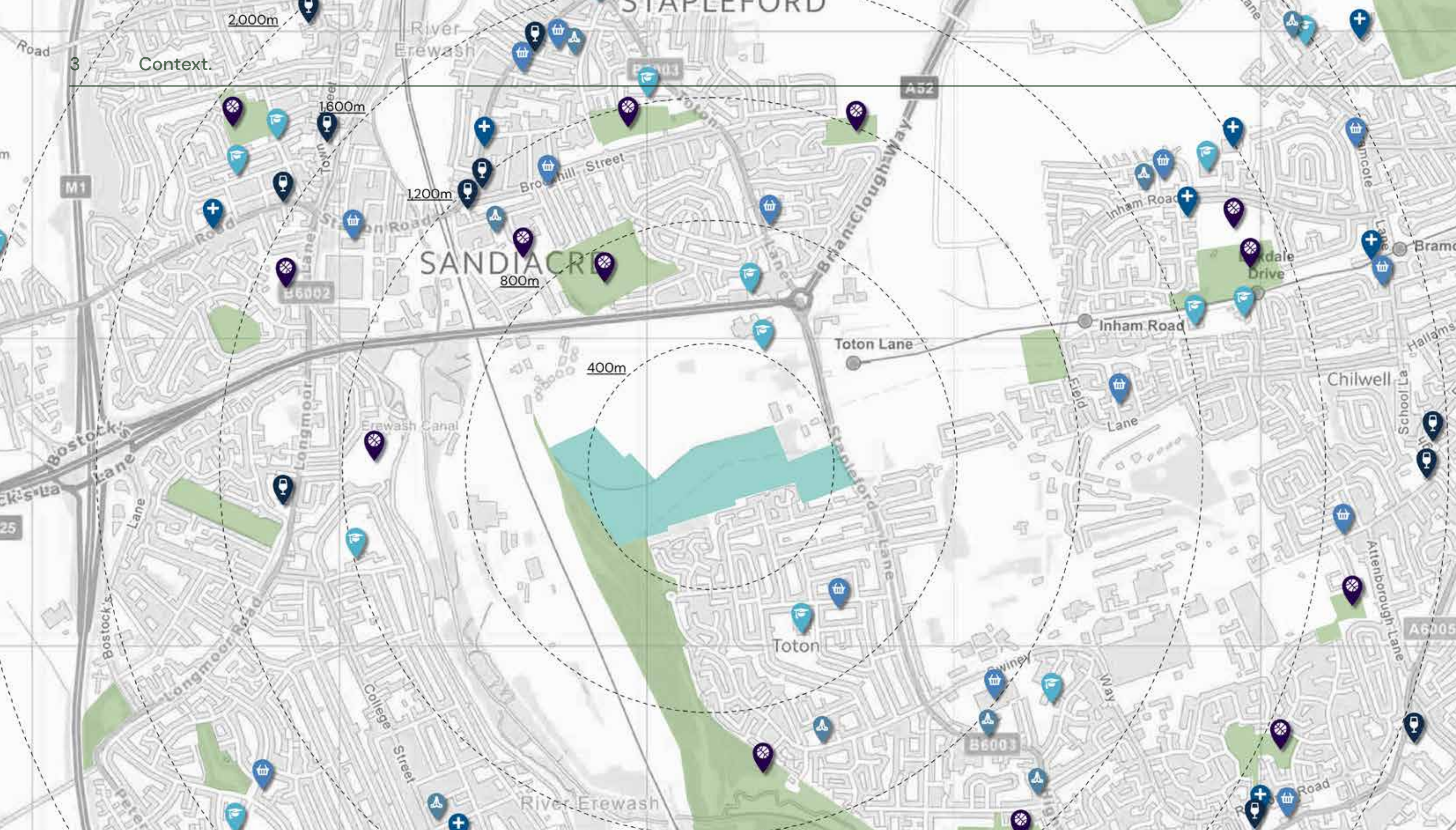
The route formally runs across the open field, but the trodden path is along the field boundary, cutting across along the eastern boundary where it meets a more formal footpath running east-west to the B6003. It is predominantly used by pedestrians and is convenient and direct route linking Toton Lane Tram station with Toton Fields Nature Reserve.

There are a number of additional public rights of way in the immediate area connecting The Site with the wider pedestrian and cycle network, including the BW27 bridleway connecting The Site via Stapleford Lane to Bramcote in the north.

Additional strategic routes that are not designated public rights of way add to the pedestrian network, most notably with a pedestrian/cycle route that runs alongside the tramline to the east.



1. BFP17 looking west
2. BFP17 looking north
3. BW27 looking east



Existing Facilities



Site Boundary



Formal Open Space



400m Isochrones



Education



Groceries/ Retail



Healthcare



Sports & Recreation



Faith



Pub

3.3 LOCAL FACILITIES

The Existing Facilities Plan (shown opposite) shows the location of the key local facilities and services in relation to The Site.

The Site is well positioned to benefit from a range of local amenities and facilities, with well established offerings within 15 minute walking distance at Stapleford, Bramcote, Chilwell and Toton.

To the south and south-east, the facilities located in Toton and Chilwell are reachable on foot, including a nursery, several primary schools, a supermarket, a post office, recreation grounds and nature reserve.

To the north-east, the village of Bramcote offers a number of schools, including two primary schools and two secondary schools, a leisure centre, a doctor's surgery, pubs, a nature reserve and woodland park with children's playground.

The adjoining area of Stapleford to the north, has a wide range of facilities associated with a larger town, including education, sports and leisure facilities, retail and commercial uses, food and beverage and community facilities.

These combined services and facilities place The Site at Toton West well in terms of walkable amenities.

In addition to being in walking distance of these amenities, The Site is also in close proximity to the cities of Nottingham and Derby via public transport and can therefore be considered a sustainable location for residential development.



1. Tesco Extra, Swiney Way, Toton
2. Bispham Drive Junior School
3. Toton Library, Stapleford Lane



3.4 LOCAL CHARACTER

The National Design Guide states that well-designed new development is influenced by:

“...an appreciation and understanding of vernacular, local or regional character, including existing built form, landscape and local architectural precedents;” (para. 53, NDG 2021)

An analysis of the existing built form of Toton/Broxtowe can help identify patterns of development and key design components. Together these character generators and design components can help to inform the design approach.

Toton, like many rural and suburban villages in Nottinghamshire, has a range of architectural styles that reflect the villages historical development.

The early rural beginnings of Toton and its farm buildings follow the traditional styles typical of rural Nottinghamshire and the wider Midlands area. These structures are predominantly made of local stone or brick and often feature thatched roofs or clay tiles, reflecting traditional rural construction methods.

The 19th century saw significant changes in Toton, particularly with the growth of the railways and the industrial revolution. The construction of railways and related infrastructure, as well as the expansion of coal mining, led to the development of new housing for workers and industrial buildings.

During the post-war years, the village of Toton, and nearby Chilwell Beeston were rapidly developed. This was followed by the introduction of the dual carriageway of the A52 from the Borrowash Bypass at Hopwell Firs to Bramcote which was opened in 1964. This connected Toton to Nottingham City Centre, and eventually west to Derby and the M1.

In more modern times, the expansion of nearby Nottingham and the increase in suburban development have altered Toton’s character, but it still maintains a strong local community. The 20th century saw notable improvements in infrastructure, particularly around the Toton Sidings area and Toton Lane Tram Station.

1. Church of St Michael and All Angels, 1861 Decorated Style Church
2. The Sherwin Arms, 1930’s Public House
3. The Village Nursery, 19th Century Cottage
4. Chapel at Stapleford Cemetery
5. Stapleford Lane, Side Access Street
6. Rendered Cottage, 19th Century
7. Stapleford Lane, Consistent House Types
8. Great Hoggett Drive, New Builds
9. Town Street, Contemporary Extension



7



8



9

3.5 SITE ANALYSIS^[Ctd.]

3.4.1 The Site Description

The Site at Toton West is 19.62 hectares and consists of agricultural land bounded by existing trees and hedgerows, with a distinct pattern of fields within the site boundary.

The Site is bound to the east by the B6003 Stapleford Lane, with existing trees and landscape features. The south-east portion of The Site forms the highpoint, which then gradually falls to the north-east corner.

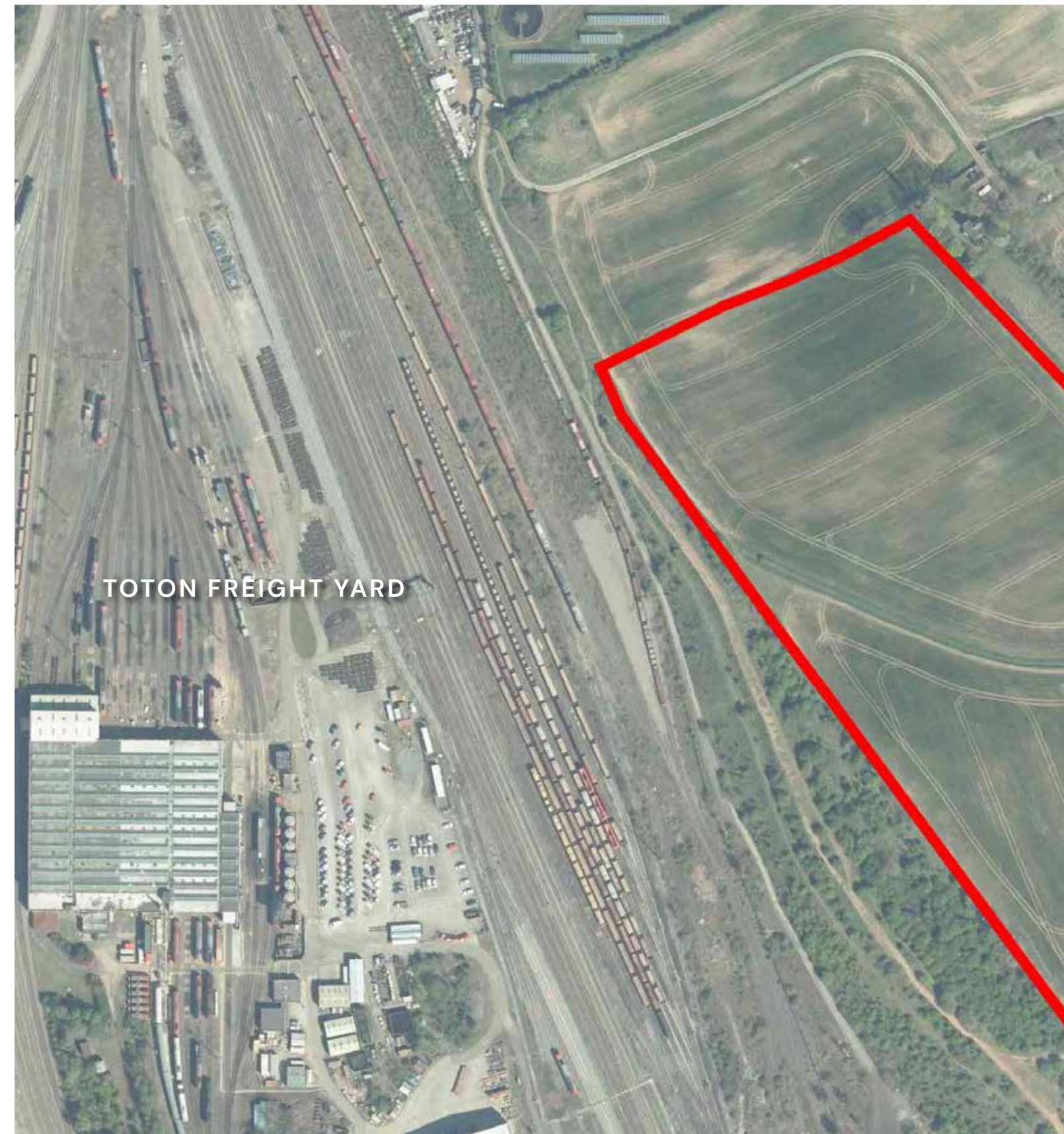
To the south, residential development served from Cleve Avenue and Darley Avenue backs on to the site boundary. The boundary between these properties and the site includes landscape planting and the distance from the rear of the existing properties varies along the southern boundary. A landscape buffer along the south-west portion of the boundary provides a deeper set back in this area.

To the west an area of the existing Toton Fields Nature Reserve provides a natural landscape buffer between The Site and the Toton Freight Yard.

The northern portion of The Site is split by an existing watercourse which runs along the central part of the northern boundary. An existing property informs the northern most part of this boundary, with the remaining area to the north forming an allocated site.

A number of overhead power-lines run across The Site, from the south-west corner diagonally towards the north-east. An existing public right of way (Beeston FP17) runs along the north-east boundary, before turning south across The Site towards the south-west corner where it joins the wider public right of way network.

Site Location Plan





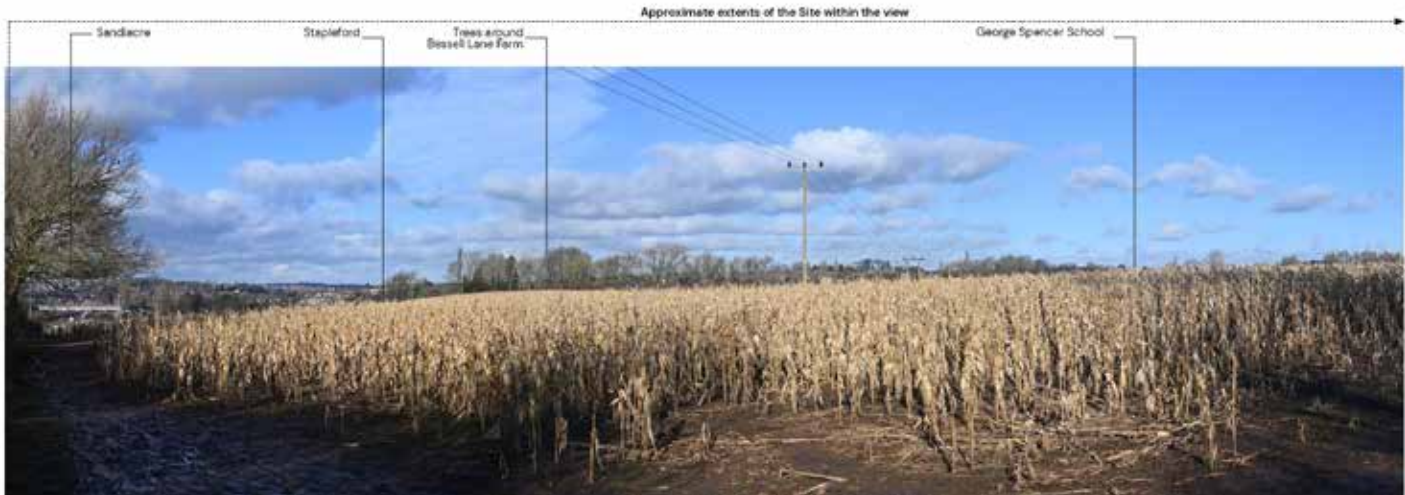
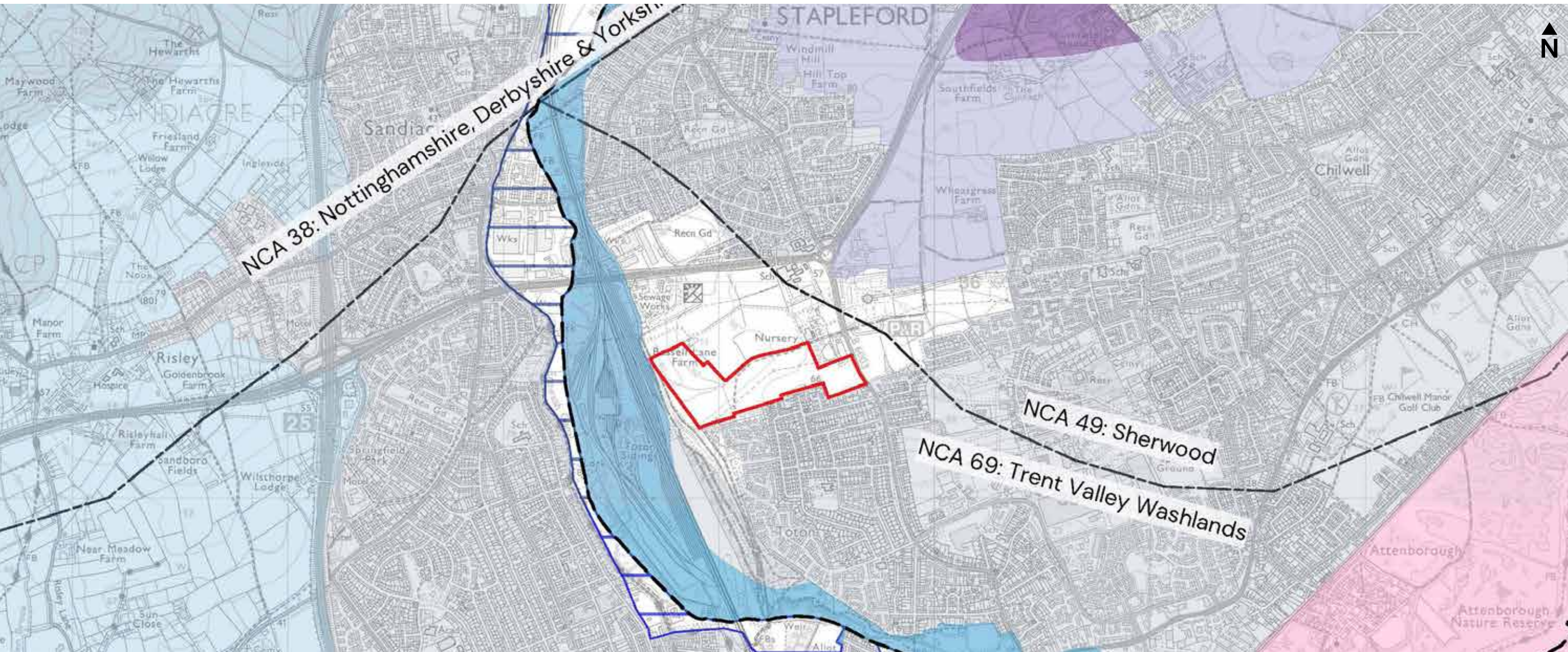


3.5 SITE ANALYSIS^[Ctd.]

3.4.2 Photographs

The images in this section were taken in Summer 2024 and show existing site features, key routes and views. These images are provided to aid in understanding the analysis undertaken by the consultant team, that is expanded upon in this chapter.





3.5 SITE ANALYSIS^[Ctd.]

3.4.3 Landscape

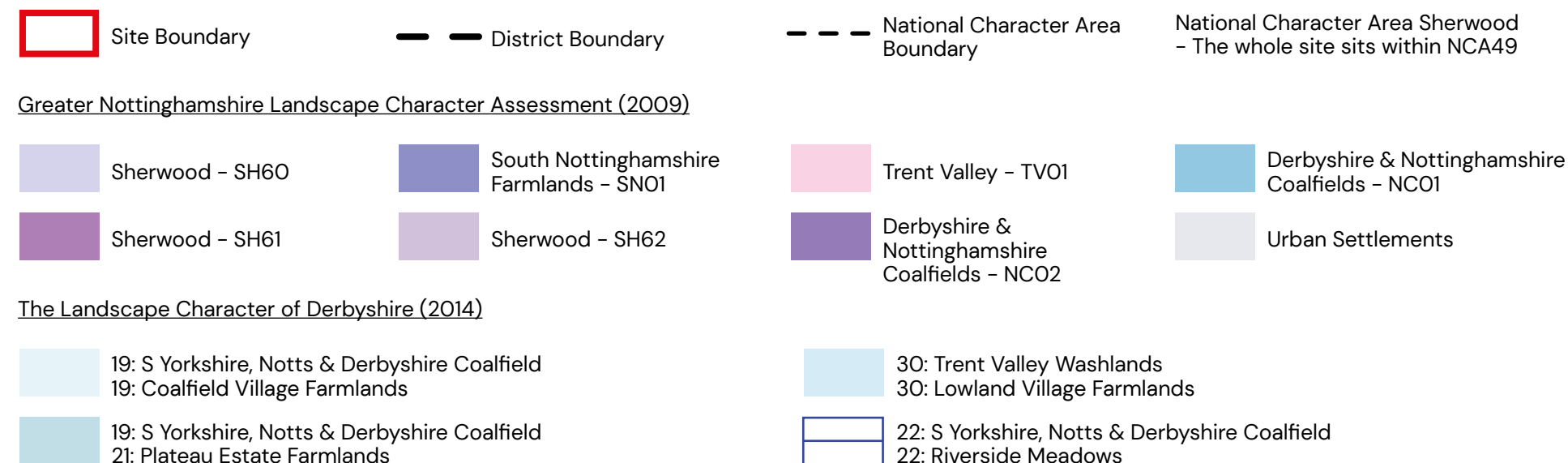
“The site is located within Sherwood National Character Area (NCA49), the Regional LCT 10.b Sandstone Forests Landscape Character Type, and at the District Level it lies adjacent to the ‘Erewash River Corridor’ Draft Policy Zone (DPZ NCO1). To the north-east on higher ground is ‘Beeston and Stapleford Urban Fringe’ (DPZ SH060). From the detailed evaluation undertaken for this LVIA, the immediate context to the Site shares some characteristics identified in the baseline landscape character assessments and given its settlement fringe location is most closely aligned with the characteristics of the landscape described at District level. No long-term significant effects were identified upon the character of the Site directly, or indirectly upon the identified district-level landscape character areas.

In visual terms, Due to its urban fringe context, vegetation and built form to the east and north-east, and the sloping nature of the landform broadly to the west into the Erewash valley, the Site is generally well contained and generally limits the extent of potential views towards the Site from beyond. Principal receptors comprise PRow users within and approaching the Site at short distance, residents adjoining the southern Site boundaries, and road users along the B6003

There would be an inherent degree of landscape and visual impact for any largely undeveloped settlement edge site seeking to deliver new residential development of this nature, although given the extent of influence from the settled edge and urbanising elements in the landscape, such impacts would be less than those relating to a site that has no existing urban influences.”

– Pegasus Group

Landscape Character



3.5 SITE ANALYSIS^[Ctd.]

3.4.4 Arboriculture

FPCR was commissioned to consider the impact on trees of the development proposals, and a survey was conducted in August 2024.

“A total of one individual tree, eighteen groups of trees and six hedgerows were surveyed as part of the Arboricultural Assessment.

Trees were surveyed as individual trees and groups of trees where examples are clearly present as per the description.

A total of eight groups of trees were recorded as being moderate in quality and retention category B. These specimens were evenly distributed across the site and ranged from semi mature to mature in proportions. Collectively these trees provided key landscape features and contained only minor defects such as branch stubs, pruning wounds and established ivy growth.

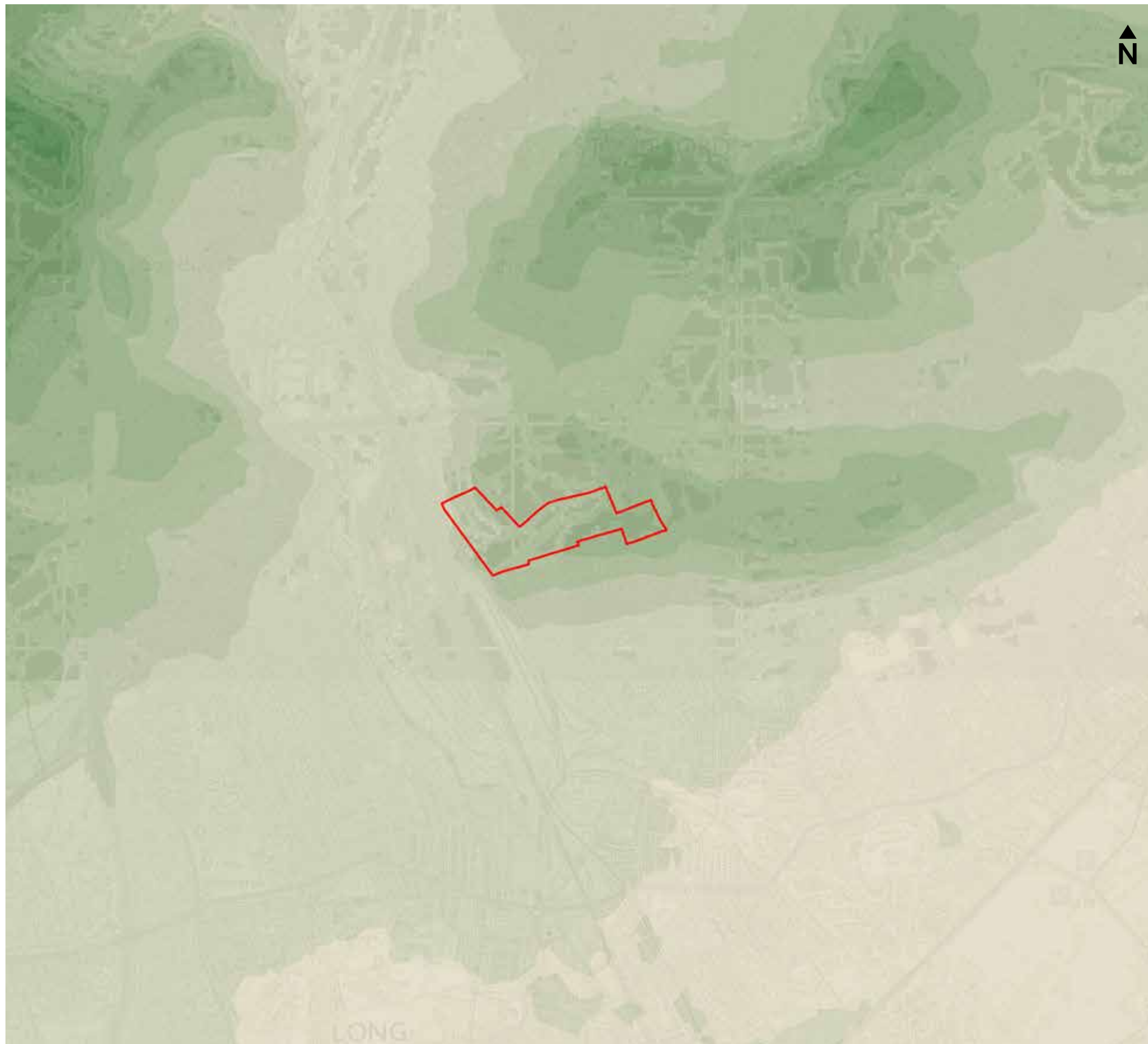
Due to the close proximity to each other, the majority of these trees have formed conjoining crowns which would limit the possibility of removing some specimens without impact upon others.”

– FPCR Arboricultural Assessment (February 2025)

Arboricultural Survey



1. Looking west along the southern boundary
2. Trees at the proposed site entrance on B6003



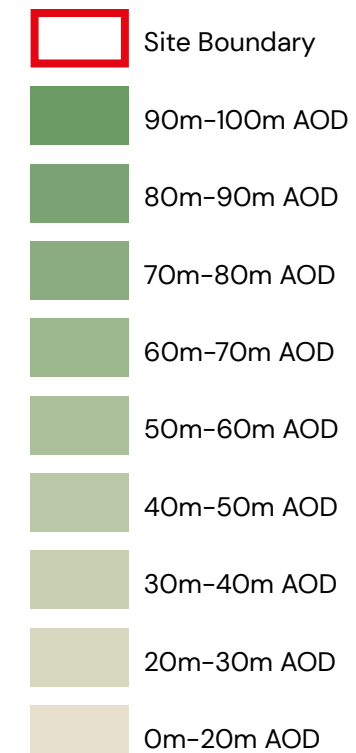
3.4.5 Topography

The Site has a gently sloping overall terrain, with the high point located at the south-eastern corner.

The level gradually slopes down towards the north-east corner of The Site, with some gentle undulations adjacent to the existing watercourse that runs across the site. The overall level difference from high to low is circa 26m.

This gradual shift in elevation creates a dynamic landscape, allowing for views to the surrounding area to the north.

Topography



3.5 SITE ANALYSIS^[Ctd.]

3.4.6 Ecology & Biodiversity

The Ecology and Biodiversity assessment has been undertaken by FPCR:

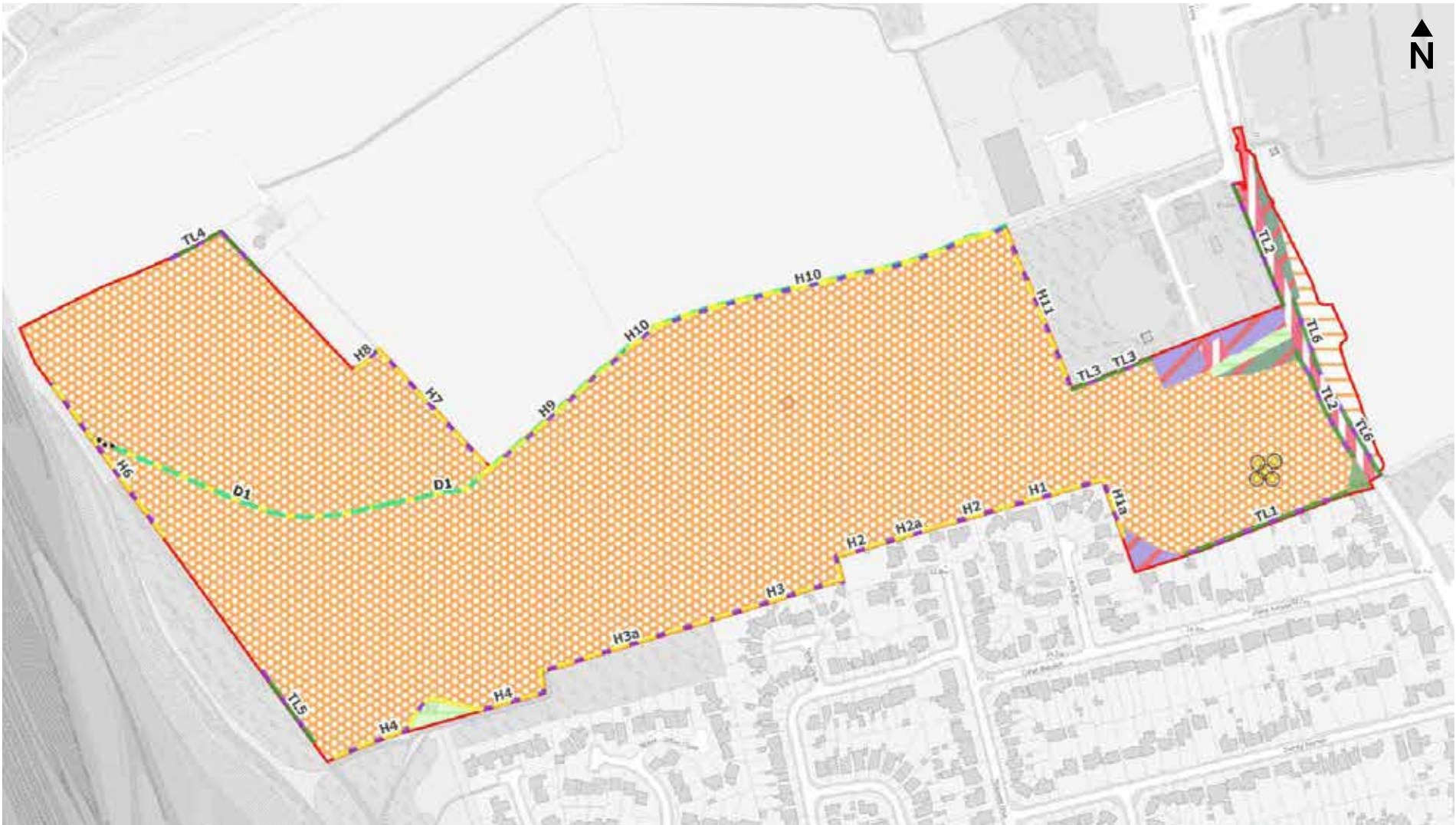
‘The majority of the Site comprises arable field parcels with very narrow margins that supported common and widespread field edge species.

There is a very small area of grassland in the east of the Site. This was at the edges of the scrub and woodland surrounding the sub station, along with another small area around the base of the pylon on the southern boundary.

These field parcels are bound and delineated by a network of hedgerows and tree lines, with a field drain runs through the western most arable field.

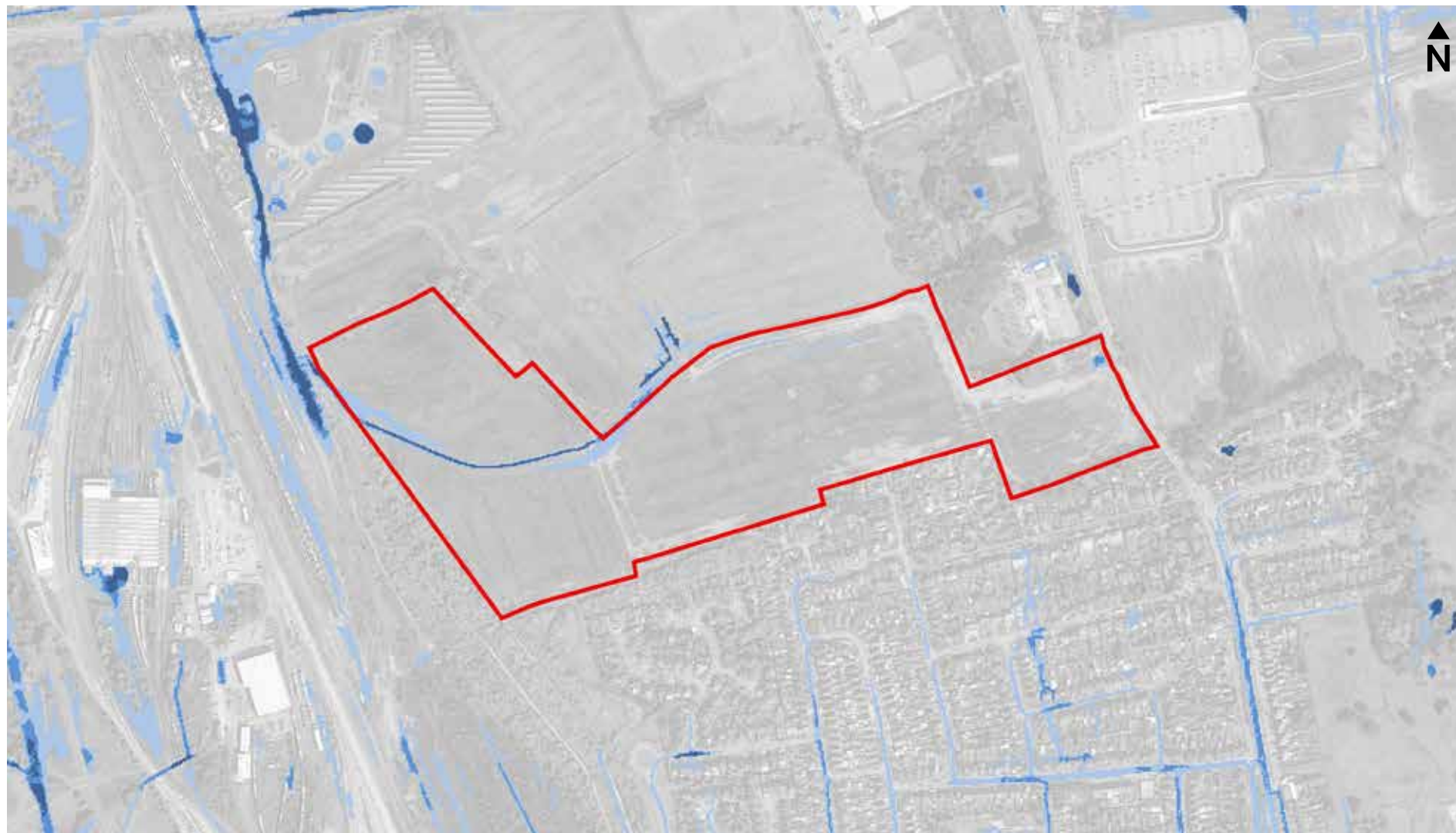
There is no suitable aquatic habitat for GCN breeding within the Site. The field margins harbour some poor quality terrestrial habitat for them if locally present.

Through the creation of semi-natural habitats such as grassland, scrub and hedgerows and additional wetlands (SuDS) that can be managed sympathetically for wildlife as well as provision of additional nesting and roosting boxes for birds and bats wound the site, means that habitat connectivity and opportunities for a range of protected and notable species will be maintained and enhanced across the site.”



Baseline Habitats





3.4.7 Flood Risk & Drainage

The application is accompanied by a Flood Risk Assessment and Outline Drainage Strategy. There is a single field drain located within the site boundary, which outfalls to a Severn Trent Water surface water sewer.

To assist with land drainage, ditches have been dug across the site, which gravitate westwards and drain to a culverted water course which continues west beneath the freight yard.

The proposed development lies within Flood Zone 1 and is at low risk of flooding from fluvial and tidal flooding. The Site is at risk of surface water flooding in specific areas that correlate strongly with the existing drainage ditches. It is concluded that The Site and surrounding land would be at a low flood risk following redevelopment, with surface water flood risk mitigated under the development proposals.



Flood Risk Likelihood (Surface)

	Site Boundary		High
	Medium		Low

1. Watercourse ditch along northern boundary looking east.
2. Watercourse ditch along northern boundary looking west.

3.5 SITE ANALYSIS^[Ctd.]

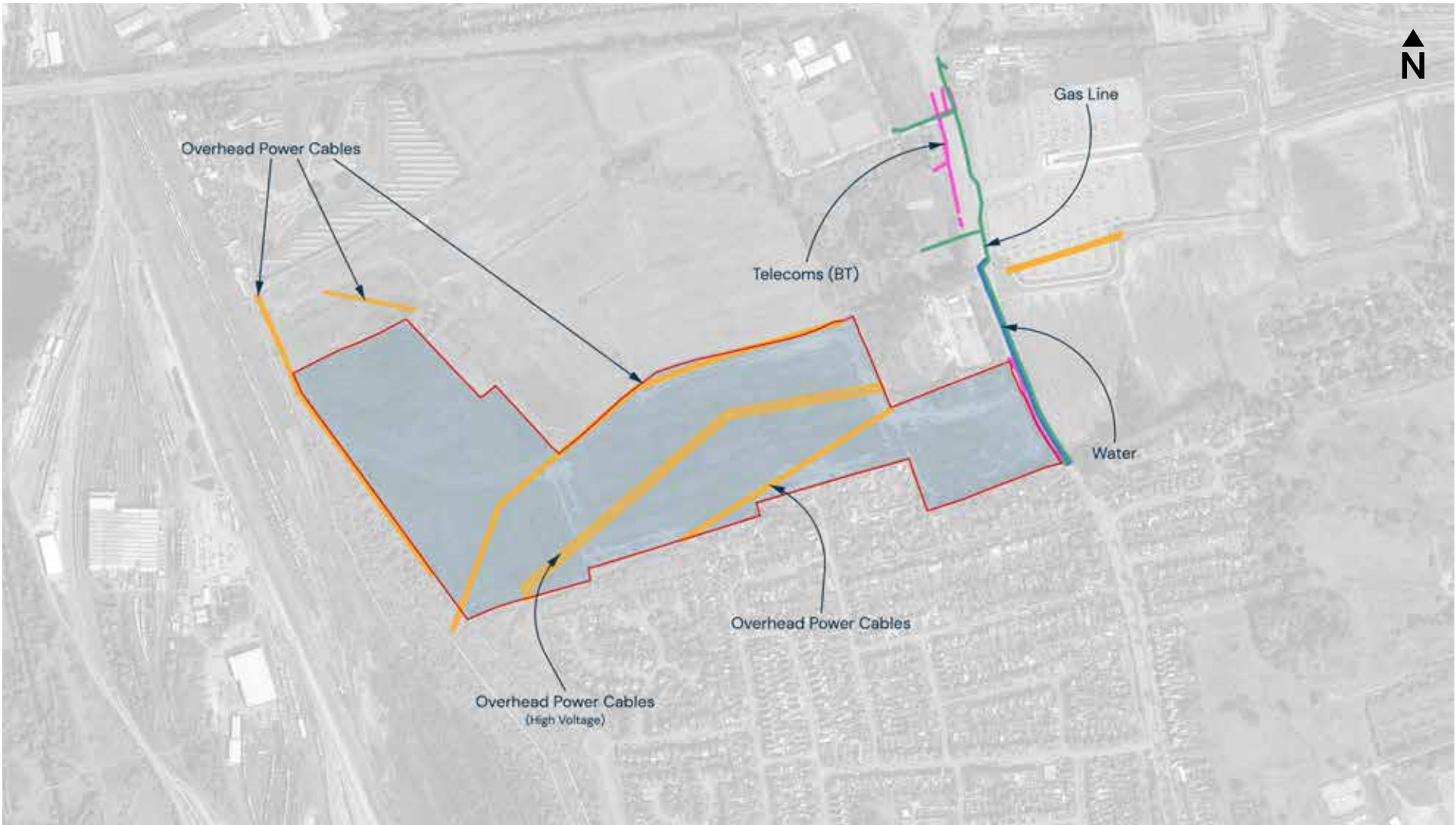
3.4.8 Utilities

A number of underground and overhead utilities are present on site providing a variety of services to the existing urban area.

The majority of the utilities follow routes underneath existing footpath routes along the B6003. Gas, water and telecoms utilities are all present outside, but adjacent to, the site boundary.

There are overhead power lines, with two metal pylons running diagonally across The Site from the south-west to the north-east. There are also a number of wooden pole structures within The Site area. The overhead lines cross The Site in multiple areas terminating at the primary sub-station on Stapleford Lane.

The overhead power lines will be diverted underground in agreement with the National Grid along the southern edge of The Site.



1. Existing overhead lines at the centre of The Site
2. Existing overhead lines at the south-west corner of The Site



3.4.9 Noise

Hoare Lea Acoustics were appointed by Bloor Homes East Midlands to provide acoustic advice for the proposed development at Toton West.

“The site is bounded by Stapleford Lane to the east and the railway sidings to the west. The prevalent noise source across the site is currently road traffic on the nearby roads with localised noise along the western site boundary from train pass-bys, trains idling, and occasional train horns associated with the railway sidings to the west..”

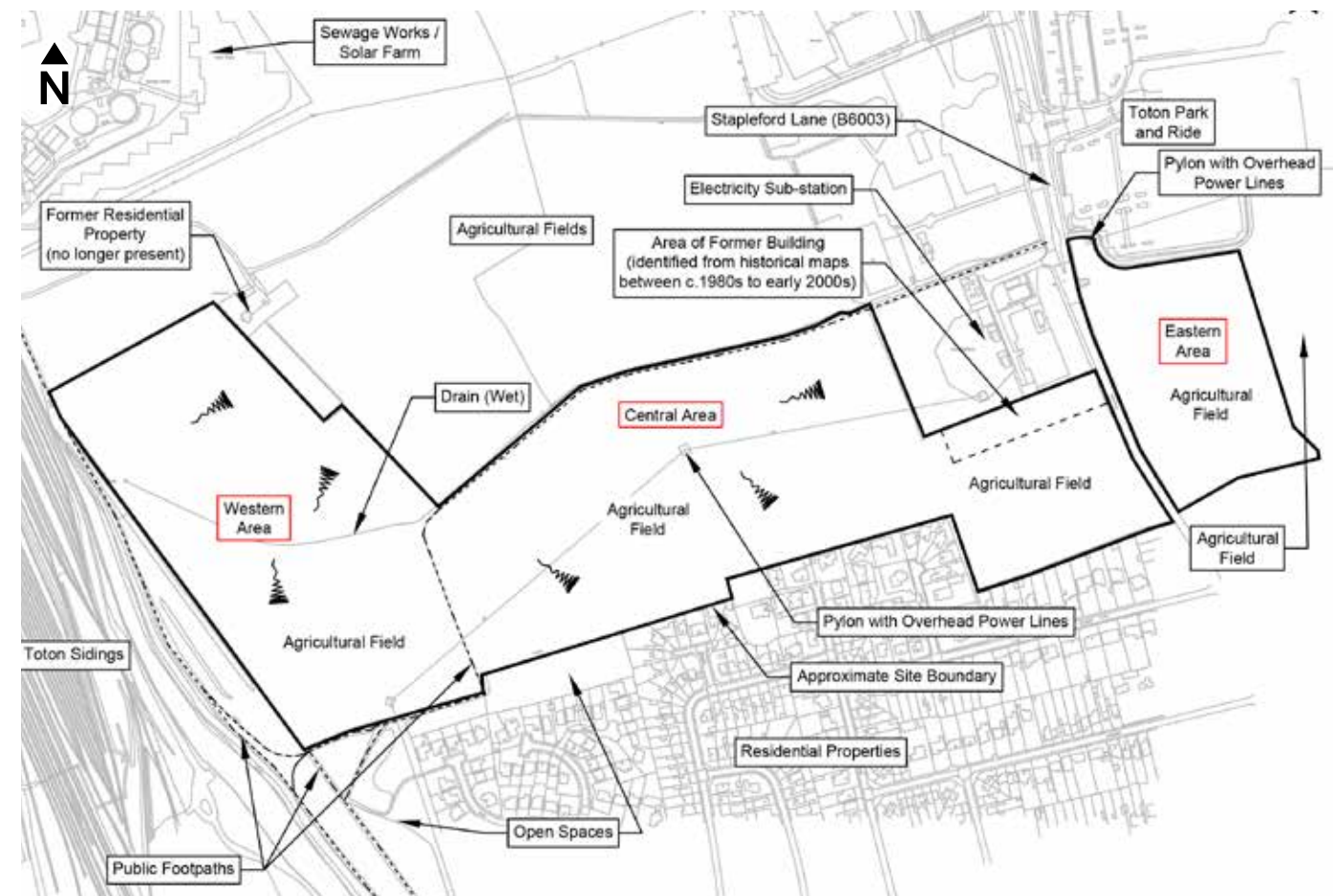
Results from the noise modelling indicate that by placing gardens on the screened side of dwellings, noise levels from road traffic are reduced to within acceptable levels.

3.4.10 Ground Conditions

A Ground Conditions Phase 1 Desk Study has been submitted by GeoDyne in support of the application, which assesses potential environmental and ground related issues that may have implications for the proposed development.

The site essentially comprises two undeveloped, agricultural fields. Based on the reviewed historical information, the majority of the site has essentially remained unchanged since the earliest available historical maps of the 1880s, with the exception of the construction of electricity pylons present on the site and the construction of the on-site building adjacent to Stapleford Lane circa 1980s. The building was removed in the early 2000s.

No superficial deposits are indicated to be present at the site. The underlying bedrock is indicated to mainly comprise the Tarporley Siltstone Formation (Mercia Mudstone Group).



Ground Conditions



3.5 OPPORTUNITIES & INFLUENCES

Site visits and assessment work by the consultant team has established a comprehensive knowledge of The Site which has informed the design principles, illustrative masterplan and the Outline Planning Application.

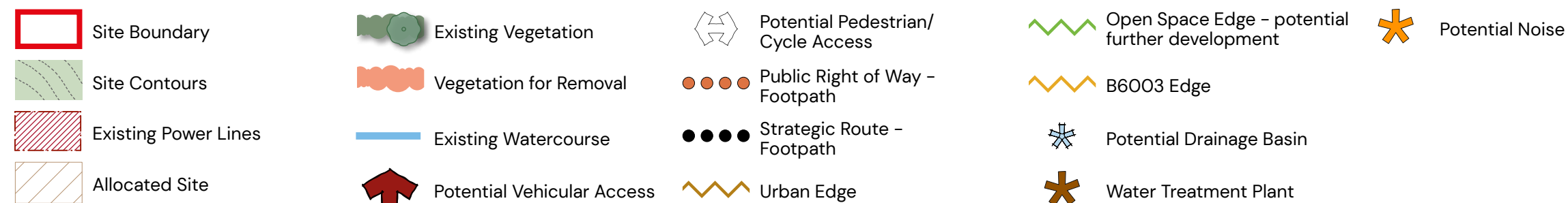
OPPORTUNITIES:

- Create an attractive and legible scheme which integrates with the surrounding area;
- Provide the opportunity for good quality housing within a locally distinctive development;
- Enhance pedestrian and cycle connectivity within The Site and the wider network;
- Provide new, useable areas of public open space;
- Retain and enhance the existing trees and hedgerows on the southern boundary;
- Sensitively respond to noise constraints from the B6003;
- Integrate a sustainable urban drainage strategy to improve the existing watercourse;
- The Site's proximity to the existing tram stations; and
- Deliver a variety of play opportunities including equipped play spaces and trim trails.

INFLUENCES:

- Proximity to the B6003 to the east of The Site;
- Consider The Site's existing topography;
- Proximity to the existing residential dwellings to the south;
- Existing network of Public Rights of Way;
- Proximity to the Toton Freight Yard to the west;
- Potential development site to the north of The Site;
- Existing power line running from the south-west corner through the centre of The Site;
- Existing watercourse along the northern boundary; and
- Water Treatment Plant located beyond the northern boundary.

Opportunities & Influences



4

DESIGN DEVELOPMENT

- 4.1 Concept Masterplan
- 4.2 Design Principles
- 4.3 Engagement Strategy

4.1 CONCEPT MASTERPLAN

The masterplan has developed as expert feedback has been received from the consultant team. This process has run parallel to informal discussion with the Local Planning Authority that have focused on the scale of development proposed, the alignment of the primary street, and the position of the LEAP.

Proposals have evolved with the development extents being reduced, treatment and alignment of the existing overhead power lines and the public right of way offering for existing and new residents, all whilst focusing on retaining existing site features and enhancing existing walking and cycling routes.



OPTION 1

- Land to the north is under a separate ownership and does not form part of the application boundary; northern parcel has extant planning permission for residential development.
- Under different ownership, development future-proofed to allow variety of development types to come forward in the future.
- Residential development extent reduced to the southern edge of The Site;
- Landscape and drainage area to the west retained;
- Access from B6003 retained;
- Internal road layout amended;and
- Easement for overhead cables introduced with residential development set back.



OPTION 2

- Phased approach to the masterplan taking into account the existing overhead cables;
- North and south of the cable easement to be developed initially, with the central section to be developed once cables have been buried and diverted along the southern boundary;
- Overhead cables proposed to be buried and diverted along the southern edge of The Site; and
- Existing PRoW diverted around the perimeter of the residential development area.



OPTION 3

- Overhead cables proposed to be buried and diverted along the southern edge of The Site;
- Residential are increased to include the land previously taken up by the cable easement;
- Existing PRoW diverted around the perimeter of the residential development area; and
- Landscape and drainage area amended to include just the red line site boundary.



OPTION 4

- Primary road alignment changed to continue through the centre of the scheme, and link through to the potential land to the north more centrally;
- Residential development increased to maximise site potential;
- Internal road network developed along with residential blocks;
- Drainage basin moved to the west;
- Initial landscape strategy developed.

4.2 DESIGN PRINCIPLES

In line with National and Local Government Guidance and Policy, considerable importance has been placed on achieving a high standard of design across The Site.

The application of urban design objectives will ensure a high quality layout is achieved whilst the identification of the constraints and opportunities will ensure that the proposals are sensitively assimilated on The Site and into the surrounding landscape and urban fabric.

Successful urban design is dependent upon achieving an appropriate relationship between community needs, development principles, development form and a positive response to local conditions.

The principles which have been developed 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 achieves the criteria set out within the NPPF, namely:

4.2.1 Function & 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. 135(a), NPPF 2024)

- New development 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;
- Retention of the existing landscape features on the site where possible;
- 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 respecting and assisting in the regeneration of the area;
- Provision of a range of house types, tenures and sizes in order to cater for choice and a variety of households;
- Establish a distinctive identity through well-designed spaces and built form;
- In-built ‘robustness’ – the ability of the development, including individual buildings, to adapt to changes such as use, lifestyle and demography over time;

- Minimise the impact of the development on the open countryside and surrounding context; and
- Provision of Sustainable Urban Drainage Systems to ensure that the development does not increase the risk from flooding in the area.

4.2.2 Visually Attractive

“...are visually attractive as a result of good architecture, layout and appropriate and effective landscaping” (para. 135(b), NPPF 2024)

- 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 in order to soften the built form, particularly towards the countryside edge of the development; and
- Enrich the qualities of the existing place, with distinctive responses that complement its setting, respect the grain of the area and acknowledge local character.

4.2.3 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. 135(c), NPPF 2024)

- Integration of the development into the existing built form fabric of the surrounding area particularly in relation to scale, height and massing;
- Respond to the existing site topography including the consideration of views in and out of the site;
- Retention of the existing landscape features and habitats on the site; and
- Protection of existing and proposed residential amenity through the use of frontage development thereby enclosing rear gardens.

4.2.4 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 (such as increased densities)" (para. 135(d), NPPF 2024)

- 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;
- Make efficient use of land through proposing a development with an appropriate density;
- Creation of a clearly defined public realm through the provision of continuous building frontage lines and variation in enclosure of private spaces;
- Consider carefully texture, colour, pattern and durability of materials and how they are used; and
- Consideration of the proposals in relation to the location of the buildings on the site, gradients, and the relationship between various uses and transport infrastructure, particularly for those with disabilities.

4.2.5 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. 135(e), NPPF 2024)

- Integration of the proposed development into the existing movement network including new public transport provision with bus stops located within easy walking distance of all 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);
- Enhancement and extension of the existing public rights of way network as an integral part of the development, particularly facilitating access to the Town Centre and existing employment areas;
- Maximise opportunities for alternative modes of transport to the car particularly walking, cycling and bus travel;
- Creation of a clear movement hierarchy providing easily recognisable routes which balances the street as a space alongside its function as a movement corridor; and
- Maximisation of the connections to the Town Centre via sustainable routes for pedestrians, cyclists and public transport users.

4.2.6 Safe, Inclusive & 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. 135(f), NPPF 2024)

- 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;

- Provision of a variety of accessible public open spaces and recreation areas to meet the needs of the local community whilst encouraging social activity;
- Creation of a clearly defined public realm through the provision of continuous building frontage lines and variations in enclosure of private spaces; and
- Control of access to private areas, particularly rear gardens and parking courts.

4.3 ENGAGEMENT STRATEGY

Pegasus Group have provided a Planning Statement as part of the Outline Planning Application. This includes the following summation of the engagement undertaken with the Local Authority and the public:

4.3.1 Pre-Application Engagement

Pre-Application Discussion

No formal pre-application discussions have been undertaken to date with the Council. However informal discussions have been held separately with Officers of both Broxtowe Borough Council and Nottinghamshire County Council.



4.3.2 Public Engagement

In order to publicise the consultation process and provide easily accessible information regarding the proposal, a website was created and circulated. <http://www.totonwest.co.uk>. The website went live on the 7th March 2025 and provided written information regarding details of the proposed development at Toton West. Also included was a site location plan and an illustrative masterplan of the site.

The website provided users with an introduction to the site, where it is located, key information about the proposal and a section detailing how residents can make their views about the development known.

The consultation period ran from the 3rd March–17th March 2025, however, any comments received after this period have still been considered.

A leaflet was designed and distributed to 1,194 residents within the vicinity of the site.



Public Consultation Leaflet

The leaflet was designed to provide information about the proposal, the details of the website, an explanation of the development process, and an explanation of the need for development and two methods (via the website or to a postal address) for residents to make their views on the proposals known.

Included in the leaflet design was an address for postal responses to be made to the planning agent to collect the comments on the proposed development to assist with the preparation of this document.

A total of 185 responses were received during the consultation period

The key concerns raised from this consultation was:

- Concerns over Increased Traffic and Conditions of the Road Networks.
- Concerns about number of proposed dwellings
- Concerns over proximity to existing dwellings
- Concerns about the Loss of Green Space in Toton

All of the concerns raised on the neighbouring site are considered to be valid points and applicable to this development also. All points are addressed either within the illustrative masterplan, the Environmental Statement, in supporting assessments or could form part of a S106 agreement.

The main issues relate to the general principle of the development, the site in the context of the wider allocation, infrastructure provision or detailed matters that will be subject to future reserved matters applications further to this outline planning application.

Public Consultation Website

TOTON WEST

[Introduction](#)
[The Need for Development](#)
[The Proposals](#)
[Make Your Views Known](#)

INTRODUCTION

Bloor Homes are preparing an outline application for up to 420 dwellings (including provision for affordable housing) and associated open space and infrastructure.

We are keen to involve local people in sharing our ideas for the development and welcome any views or suggestions to improve the development.



Site Location Plan [\[Click image to enlarge\]](#)

THE PROPOSALS

The development proposals for the site include the following:



Up to 420 residential dwellings including affordable home provision.



A 10% BNG net gain will be achieved as part of the development proposals.



Provision of formal and informal open space, green infrastructure, and landscaping.



Provision of pedestrian and cycle routes to Toton and connectivity onto the wider network.



Homes to be constructed to the Future Homes Standard.



Supporting infrastructure and utilities including the under grounding of power lines.



Illustrative Masterplan [\[Click image to enlarge\]](#)

MAKE YOUR VIEWS KNOWN

Comments received by the Toton West Development will be considered by the Toton West Development Committee as part of the planning process.

Please email us at: development@totonwest.co.uk

This consultation is now closed and no longer accepting submissions.

Comments by 15th November 2023.

As part of a planning application, Toton West Development will consult with statutory consultees and before reaching a decision.

Please note, by providing your personal data you are consenting to our use and processing of it for our business needs. For more information on how we will process and protect your personal data, please see our Privacy Policy on our website: <https://www.bloorhomes.co.uk/privacy-policy>

A large, bold white number '5' is positioned on the left side of a grey background. The background features several faint, light-grey abstract line patterns that resemble stylized paths or circuitry, extending from the top and right edges towards the center.

5

DESIGN PROPOSALS

- 5.1 Illustrative Masterplan
- 5.2 Uses
- 5.3 Movement
- 5.4 Built Form
- 5.5 Homes & Buildings
- 5.6 Identity
- 5.7 Public Spaces
- 5.8 Nature
- 5.9 Resources
- 5.10 Lifespan

5 DESIGN PROPOSALS.



5.1 ILLUSTRATIVE MASTERPLAN

This chapter explains the principles that have been applied to aspects of the design, in accordance with the National Design Guide. This includes:



USES
Mixed and integrated



MOVEMENT
Accessible and easy to move around



BUILT FORM
A coherent pattern of development



HOMES & BUILDINGS
Functional, healthy and sustainable



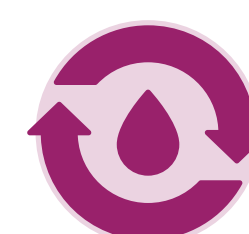
IDENTITY
Attractive and distinctive



PUBLIC SPACES
Safe, social and inclusive



NATURE
Enhanced and optimised



RESOURCES
Efficient and resilient



LIFESPAN
Made to last

Illustrative Masterplan



Illustrative Built Form



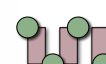
Primary Vehicular Access



Pedestrian/ Cycle Access



Highways / Pedestrian Crossing



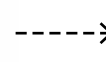
Primary Street



Secondary Road



Lane



Shared Private Drive



Public Right of Way



Pedestrian/ Cycle Route



Segregated Cycle Route



Public Open Space



Attenuation Basin



Equipped Play Space



Proposed Planting



Existing Vegetation



Proposed Landscape Buffer



Land Uses

	Residential 11.97ha
	Roads 1.03ha
	Public Open Space 6.62ha
of which 	Drainage 0.79ha
	Existing Vegetation 0.53ha

Note: Red line removed for clarity

5.2 USES

5.2.1 Residential (up to 420 dwellings)

The total site area equates to 19.62 hectares; of this area, circa 12ha will be developed, which includes all residential access roads within The Site, private garden space and car parking areas, providing up to 420 dwellings.

5.2.2 Affordable Housing

5.8.1. The Proposed Development will provide a mix of dwelling sizes, and up to 126 (~30%) of the residential dwellings will be provided as affordable housing.

5.2.3 Public Open Space, Green Infrastructure & SuDs

The public open space strategy around The Site seeks to retain the existing trees and hedgerows bounding The Site, where possible, using these existing features as natural buffers and features for the masterplan, and the future character of the development.

The quantum of open space has been driven by the existing site constraints and is balanced against ensuring that The Site can help to deliver the number of dwellings required to facilitate infrastructure delivery.

Overall, The Site will deliver circa 6.63ha of public open space. The existing retained features are integrated within a hierarchy of new public spaces, which will provide a variety of uses including equipped play spaces leisure routes throughout The Site. This creates a dynamic and fully integrated Public Open Space offer that connects the residential development to the green spaces within The Site via walkable landscaped routes.

It is intended that Sustainable Urban Drainage (SUDs) features are integrated within the development to provide additional benefits such as visual amenity and enhanced biodiversity, whilst ensuring the surface water drainage is managed in a considered and sustainable manner. The surface water drainage strategy has been a fundamental part of the development of the overall site development strategy. These areas have been sensitively developed to ensure they appropriately respond to the topography of The Site and retain existing watercourse in-situ as part of an holistic landscape strategy.

NATIONAL DESIGN GUIDE: USES

Future detailed application(s) are expected to demonstrate how they align with the National Design Guide advice. The three over-arching topics of the Uses section are;

U1) A mix of uses

- a mix of uses including local services and facilities to support daily life.

U2) A mix of home tenures, types and sizes

- an integrated mix of housing tenures and types to suit people at all stages of life.

U3) Socially inclusive

- well-integrated housing and other facilities that are designed to be tenure neutral and socially inclusive.



MIXED &
INTEGRATED



Movement - Vehicular

-  Primary Vehicle Access
-  Primary Street
-  Streets
-  Lane
-  Future Access Point

Note: Red line removed for clarity

5.3 MOVEMENT

It is crucial that a well-connected movement network, accessible to all users, is proposed, ensuring that all areas of the development will be accessible, easy to navigate, safe and secure.

5.3.1 Proposed Access Points

Vehicular access to the proposed development will be provided via a new junction on the B6003 Stapleford Lane on the eastern edge of The Site; (a detailed design is provided separately as part of this application).

5.3.2 Street Hierarchy

Streets will be designed as key aspects of the public space, the nature and form of which will vary according to their connectivity, function and location within the development proposals. The development and internal road network will be designed to encourage low vehicle speeds and streets will be defined by the building layout, so that buildings and spaces, instead of roads, define the street scene. The design will promote safe walking and high permeability through The Site and aims to limit the potential for anti-social behaviour.

The proposed street hierarchy recognises the need to combine the function of the street as a movement corridor, alongside its placemaking function. The importance of each of the street types in terms of its movement and place function varies within the hierarchy.

The adjacent Street Hierarchy Plan illustrates the disposition of the proposed street typologies. The highest category street, the primary street will connect the site access through to the land to the north of The Site, facilitating a future connection to the allocated site.

NATIONAL DESIGN GUIDE: MOVEMENT

Future detailed application(s) are expected to demonstrate how they align with the National Design Guide advice. The three over-arching topics of the Movement section are;

- M1) A connected network of routes for all modes of transport
- M2) Active travel
- M2) Well-considered parking, services and utility infrastructure for all users
 - is safe and accessible for all.
 - functions efficiently to get everyone around, takes account of the diverse needs of all its potential users and provides a genuine choice of sustainable transport modes.
 - limits the impacts of car use by prioritising and encouraging walking, cycling and public transport, mitigating impacts and identifying opportunities to improve air quality.
 - promotes activity and social interaction, contributing to health, well-being, accessibility and inclusion.
 - incorporates green infrastructure, including street trees to soften the impact of car parking, help improve air quality and contribute to biodiversity



ACCESSIBLE & EASY
TO MOVE AROUND

5.3.3 Street Typologies

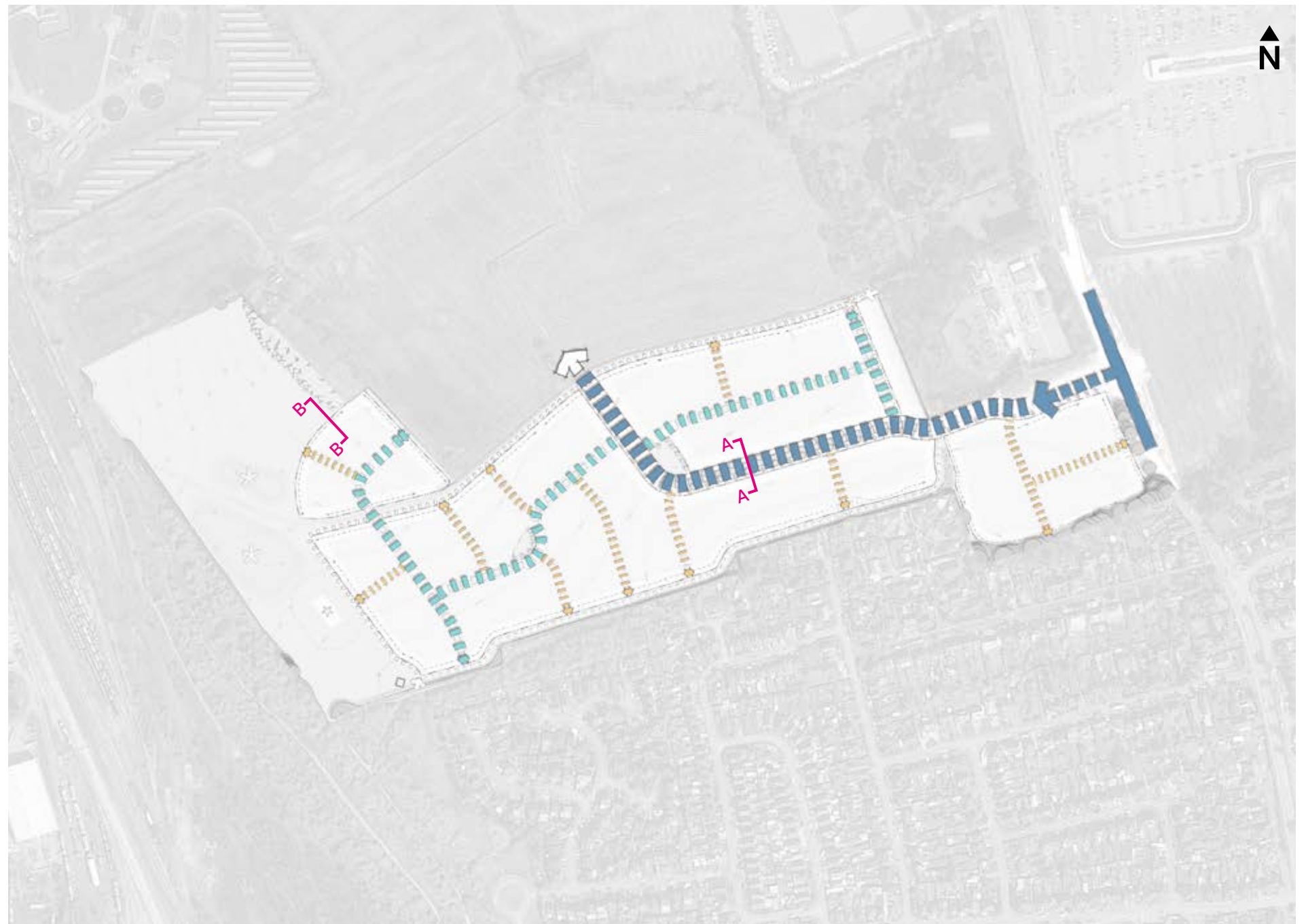
Variation in the street types aids in the creation of a legible and permeable development, whilst also providing for, and encouraging pedestrian and cycle movement, and delivering necessary vehicular connections.

5.3.4 Primary Street

The primary street connects the B6003 from The Site access through to the development, connecting to the possible future phase to the north.

The street section is:

- A 6.5m carriageway;
- A 3.0m footpath with a 2.0m green verge on one side, with a 2.0m green verge and shared 5.0m pedestrian/cycle way on the opposite side, providing LTN 1/20 specification cycle access along the entire length of the primary street, connecting into the wider pedestrian/cycle network;
- The 2.0m verge allows for consistent tree planting along both sides of the street and separates vehicles from pedestrians & cyclists. This will create a green, visually legible feature through the development. Trees should be evenly spaced and of an appropriate size so that they enclose the street.



5.3.5 Lower Category Streets & Lanes

Lower category streets should aim for a 20mph design speed. Other streets and lanes will take a very small volume of vehicular traffic that serve residents only and not any through traffic.

5.3.6 Shared Private Drives

Shared private drives will be the lowest category street within the masterplan and will typically be the most informal in character. To avoid barriers to connectivity, pedestrian and cycle routes should be provided adjacent to shared private drives to encourage modal shift. In these locations, the connectivity will be positioned within the public open space and likely maintained by a management company

5.3.7 Parking

Parking should be designed in line with the local guidance considering both unallocated and allocated parking to form a balanced approach, this will ensure that adequate parking is designed into the scheme from an early stage, is conveniently located and distributed efficiently.

Most of the allocated parking will be provided on-plot and generally located to the side of dwellings within an individual parking bay and/or garage set just back from the building line to allow ease of access to dwellings.

All allocated parking spaces should have access to electrical vehicle charging points, either integrated within private garages, at the side of dwellings or charging pedestals.

Parking requirements for the Local Centre, including EV charging bays, disabled parking and cycling parking, will be provided on-site in accordance with the appropriate standards.

Due to The Sites sustainable location adjacent to two tram stops and its urban context, the reduction in standard parking requirements could be explored due to the wealth of all transport options available.

Trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined

– NPPF para 136 (December 2024)



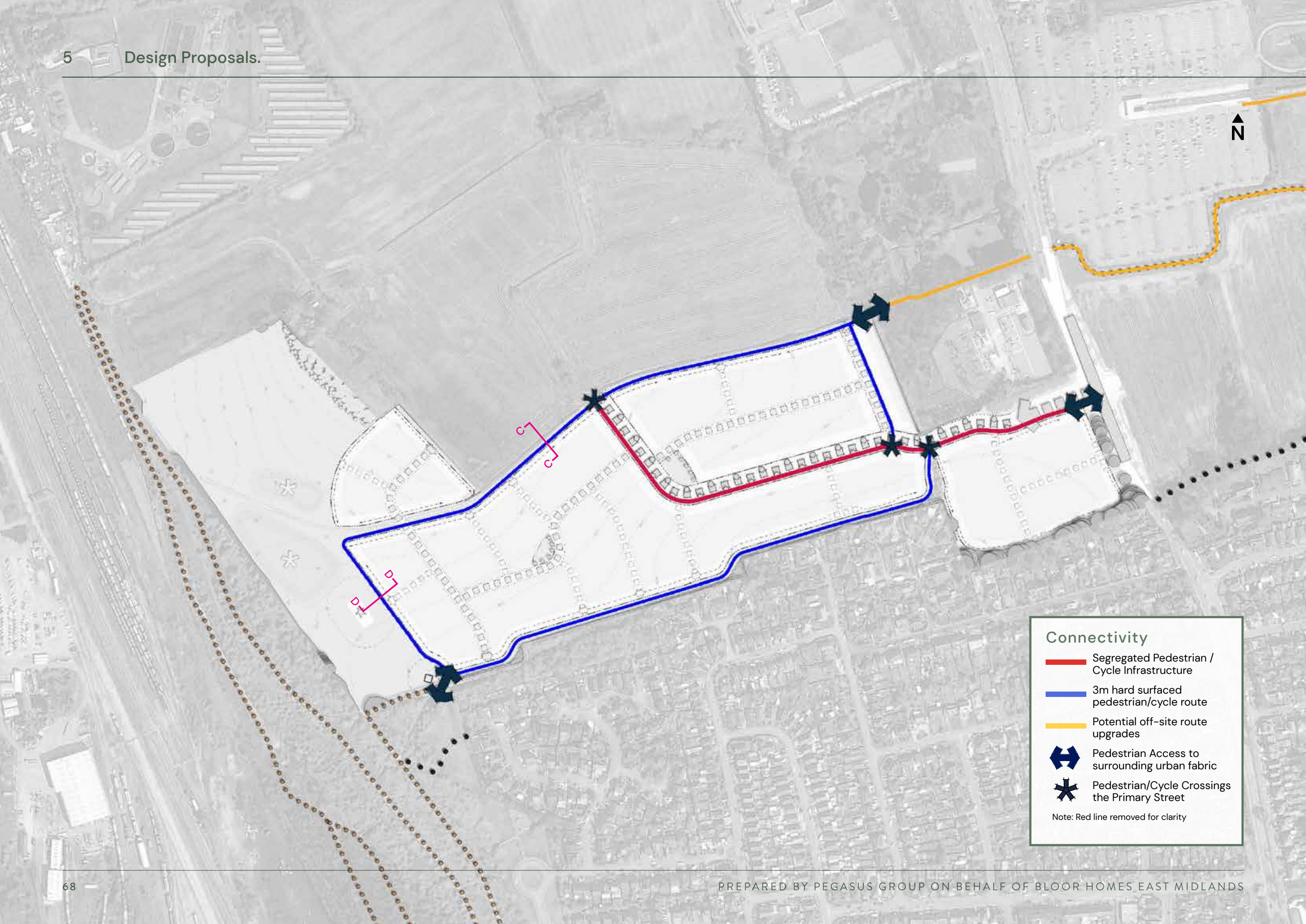
Illustrative Section through Primary Street (A-A)



Illustrative Sections through Shared Private Drives (B-B)



ACCESSIBLE & EASY
TO MOVE AROUND



Connectivity

- Segregated Pedestrian / Cycle Infrastructure
- 3m hard surfaced pedestrian/cycle route
- Potential off-site route upgrades
- ↔ Pedestrian Access to surrounding urban fabric
- ✱ Pedestrian/Cycle Crossings the Primary Street

Note: Red line removed for clarity

5.3 MOVEMENT^[Ctd.]

5.3.8 Pedestrian & Cycle Movement

The development of an integrated pedestrian/cycle network within The Site is seen as a key part of the transport infrastructure for the masterplan and will look to promote sustainable modes of travel within The Site.

The following measures to provide accessibility by foot and cycle are proposed and illustrated, where appropriate, on the adjacent plan. At detailed design stage these routes may be reworked and rationalised when viewed holistically alongside detailed designs:

- The primary street incorporates a 5.0m segregated pedestrian and cycle route which provides connectivity from The Site access through to the adjacent land to the north;
- A variety of pedestrian and cycle routes are proposed through the development including leisure routes through the public open space and footpaths along the proposed network of streets including:
- Continuation of the existing pedestrian/cycle infrastructure where it connects into the north-east corner of The Site via the B6003 Stapleford Lane/ Toton Lane to the proposed development to the east;
- 3.0m hard surfaced footway/cycleway running along the southern boundary of The Site, connecting to the existing public rights of way in the south-west corner of and the pedestrian network beyond.
- 3.0m recreational routes around The Site connecting into the LTN 1/20 route along the primary street.

The existing footpath (Beeston FP17) which currently runs through The Site from the south-west corner to the northern edge will be diverted along the eastern edge of the proposed development, creating an integrated pedestrian leisure route around The Site, and connecting into the wider pedestrian network.

With access into The Site from Stapleford Lane to the east, the proposed development site to the north, and into the existing pedestrian network to the south-east this provides pedestrian connections into the existing urban area is an opportunity to create a highly permeable development.

A small number of off-site improvements are suggested to create access to Toton Lane Park & Ride for pedestrians and cyclists. This route is currently a trodden path. Any off-site proposals need to be considered in the context of adjacent applications.



Illustrative Section (C-C)



Illustrative Section (D-D)



ACCESSIBLE & EASY
TO MOVE AROUND



Layout Principles

-  Key Frontage
-  Enclosed Rear Gardens
-  Block Structure
-  Lower Density Development Edges
-  Views to Wider Landscape
-  Central Green Spaces

Note: Red line removed for clarity

5.4 BUILT FORM

5.4.1 Layout Principles

Built form is the three-dimensional pattern or arrangement of development blocks, streets, buildings and open spaces. It is the interrelationship between all these elements that creates an attractive place to live, work and visit, rather than their individual characteristics. Together they create the built environment and contribute to its character and sense of place.

The arrangement of the built form creates a network of attractive street and spaces. The masterplan shows opportunities for key frontages and groupings that create legible points of reference within the development. In conjunction with the movement strategy, the masterplan shows a series of linear streets that create medium and long-range views within the development.

This creates opportunities for vistas to terminate at memorable buildings or landscape features, creating a legible environment that is easily navigable. This is achieved through:

- 1) Potential for gateway frontages and landscaped features at The Site Entrance from the Stapleford Lane;
- 2) A series of green spaces along the road network providing open landscaped zones;
- 3) A formal equipped play space located within the public open space on the eastern edge of The Site;
- 4) The position of the sustainable urban drainage provides further opportunity for buildings to front onto significant areas of public open space creating different characters to those fronting the network of streets; and
- 5) Where possible, existing trees and hedgerows have been retained creating a natural buffer to the sensitive boundaries of The Site, with established vegetation that will provide character to the development.

The design of the development proposals is based on the principle of perimeter blocks that enclose back gardens, providing a strong frontage to the public realm and ensuring active frontages overlook streets and spaces wherever possible. Access to development blocks will be provided via a legible network of streets with a clear hierarchy.

This includes appropriately responding to the existing dwellings along the southern boundary. There are a variety of edge conditions in these locations and the proposed built form has been arranged to ensure sufficient distance is set between the existing and proposed.

Due to the existing topographical constraints, the larger areas of public open space are predominately at the development edges to the west, with retained and enhanced landscaping.

It is envisaged that the development will become softer along the western edge fronting the proposed attenuation basin and public open space – this will be created utilising detached dwelling types.

A more continuous frontage is envisaged surrounding the pocket parks and primary street in the centre of the scheme, creating appropriate containment for these spaces.

Additionally, along the eastern boundary alongside the B6003, a more continuous frontage may be required, subject to further detailed noise investigations.

NATIONAL DESIGN GUIDE: BUILT FORM

Future detailed application(s) are expected to demonstrate how they align with the National Design Guide advice. The three over-arching topics of the Built Form section are;

B1) Compact form of development

- compact forms of development that are walkable, contributing positively to well-being and placemaking.
- accessible local public transport, services and facilities, to ensure sustainable development.

B2) Appropriate building types and forms

- recognisable streets and other spaces with their edges defined by buildings, making it easy for anyone to find their way around, and promoting safety and accessibility.

B3) Destinations

- memorable features or groupings of buildings, spaces, uses or activities that create a sense of place, promoting inclusion and cohesion.



A COHERENT
PATTERN OF
DEVELOPMENT



Density

- Lower Density
- Medium - High Density

5.4 BUILT FORM^[Ctd.]

5.4.2 Density

The application is for up to 420 dwellings. To achieve this an average density of 35 dwellings per hectare (dph) is required across The Site.

The masterplan allows for differing densities across the development, which is shown on the illustrative Density Plan. The drawing shows one way in which density could be distributed across The Site, however during detailed design this may evolve in-line with the housing typologies that are selected, the housing mix and the tenure type of the housing.

LOWER DENSITY

A lower density development edge is suggested on the southern boundary, the majority of which could be bungalow or 2-storey house-types, responding to the existing dwellings which front onto The Site. The northern and western edges are medium density to ensure the development transitions into the wider landscape and public open space.

On the southern boundary a lower density is suggested to respect the relationship with the existing dwellings that back and side on to The Site. This reduces the chance of overlooking or impacting existing residents.

MEDIUM DENSITY

Medium density development is a mix of housing typologies that creates a density close to the average across The Site. This will likely utilise a range of house types from smaller detached houses, semi detached, terraced and potentially a small number of apartments.

Medium density housing is shown in the northern areas of The Site as a transition from the lower density edges. The majority of the residential development will be 2-storey, reflecting the built form in the surrounding residential neighbourhoods..

Illustrative example of lower density development



A COHERENT
PATTERN OF
DEVELOPMENT



Layout Principles

-  Built Form
-  Secure Rear Gardens
-  Corner Turning Dwellings
-  Dwellings Terminating Vistas
-  Internal Vistas

5.5 HOMES & BUILDINGS

The illustrative proposals provide the framework to create a distinctive character and a strong sense of place. The proposals aim to create a development that has healthy, comfortable and safe internal and external environments.

The masterplan seeks to promote health and well-being by creating a series of public open spaces, connected by green corridors. These spaces are looked upon by housing creating a positive interaction between the built form and the public open spaces.



5.5.1 Attention to Detail

House frontages should be carefully designed with generous windows from habitable rooms, clearly defined and attractive front doors and planting to act as buffer between the pavement and window. Housing should be designed to be attractive individually and as part of the wider street composition. This includes the careful articulation of corners ensuring the corner turning house types with multiple active facades are utilised in the appropriate locations. These elements help buildings to activate public spaces, preventing the use of blank elevations or parking spaces negatively addressing exposed edges.

Internal habitable rooms should have high levels of natural daylight and connect well to gardens and terraces. Affordable housing will be well-integrated with a tenure blind approach so there is no discernible difference between private and affordable dwellings. Refuse storage should be convenient with access to rear gardens with the requisite internal storage



NATIONAL DESIGN GUIDE: HOMES & BUILDINGS

Future detailed application(s) are expected to justify the use of specific house types on this site, ensuring that they are in-line with the National Design Guide advice. The three over-arching topics of the Homes and Buildings section are;

H1) Healthy, comfortable and safe internal and external environment

- provide good quality internal and external environments for their users, promoting health and well-being.

H2) Well-related to external amenity and public spaces

- relate positively to the private, shared and public spaces around them, contributing to social interaction and inclusion.

H3) Attention to detail: storage, waste, servicing and utilities

- resolve the details of operation and servicing so that they are unobtrusive and well-integrated into their neighbourhoods.



HOMES &
BUILDINGS



Character

- Primary Street / Formal Frontage
- Site Gateway
- Frontage Overlooking Formal Open Space
- Frontage Overlooking Informal Open Space
- Frontage onto Side Streets & Lanes

5.6 IDENTITY

5.6.1 Character

The design and layout of the masterplan is intended to create an attractive and cohesive development whilst providing the opportunity for spaces with distinctly different characters and identities to be realised.

Key development frontages, such as those overlooking areas of public open space and along the primary street will be particularly visible and critical to the appearance of the development. Particular attention will need to be paid to the massing and architectural style of these buildings at detailed design stage, so that they contribute positively to the quality and character of the new development.

The masterplan provides the opportunity for frontages to be designed as a composition to give identity to different areas of the site ensuring that built form considers the spaces it adjoins, in order to create a cohesive design approach. This can be achieved through traditional or contemporary detailing, roofscape composition (such as the consistent use of gable fronted dwellings), or the use of similar or contrasting sizes of built form, such as a series of detached dwellings or a mix of housing typologies.

The masterplan also creates opportunities for character and identity to be enhanced through the uniqueness of individual dwellings, particularly those sited on corners and at the end of internal vistas (see Homes & Buildings).

The plan opposite shows how common or contrasting themes could run between certain development edges to create legibility and character across the scheme. This drawing is a guide for how distinctiveness could be created and these assertions should be challenged, explored, expanded upon and refined during detail design.

PRIMARY STREET / FORMAL FRONTAGE

The primary street is the highest category street and is tree lined on both sides. In this area there is an opportunity for the consistent use of a limited number of dwellings typologies to create a formal built character that compliments the formal tree planting. There is an option where there will be no direct private driveway access to the Primary Street, ensuring that the tree planting can be evenly spaced and the cycle route is continuous, without being interrupted by individual driveways (to be determined at RM stage).

SITE GATEWAY

There are opportunities for a gateway features at the B6003 site frontage, this could be achieved through a larger, taller building such as an apartment block or through the choice of distinct materials on individual houses

FORMAL LANDSCAPE EDGES

Formal open spaces could be flanked by a consistent build line that helps to enclose the public realm, ensuring a high-level of surveillance and enclosure. The formal nature of the open space would be enhanced by a consistent approach to housing types and detailing.

Formal landscaping like hedgerows to the back of footpaths or delineating the start of private space would reinforce the formal landscape character.

INFORMAL LANDSCAPE EDGES

Informal open spaces can have an staggered built form, created with the use of lower density or detached dwellings. Detailing should be varied on a range of housing typologies that provide a mixed roofscape that could include hipped roofs.

Front gardens could be planted with a mix of species to compliment the character of the adjacent landscape.

NATIONAL DESIGN GUIDE: IDENTITY

Future detailed application(s) are expected to demonstrate how identity is being created on this site, ensuring that it is in-line with the National Design Guide advice. The three over-arching topics of the Identity section are;

I1) Respond to existing local character and identity

- have a positive and coherent identity that everyone can identify with, including residents and local communities, so contributing towards health and well-being, inclusion and cohesion.

I2) Well-designed, high quality and attractive places and buildings

- have a character that suits the context, its history, how we live today and how we are likely to live in the future.

I3) Create character and identity

- resolve the details of operation and servicing so that they are unobtrusive and well-integrated into their neighbourhoods.



ATTRACTIVE &
DISTINCTIVE



5.7 PUBLIC SPACES

The delivery of well-designed accessible and inclusive public spaces will offer residents spaces to socialise and engage with each other, encouraging interaction and opportunities to benefit from healthy lifestyle choices.

The masterplan creates a series of public spaces for different users that are interconnected, serve different recreational functions, and have opportunities for a range of landscape treatments. Successful public spaces help create more attractive places to live and provide safer routes for users.

A series of pocket parks are located within the residential development parcels along the road network providing accessible and surveilable play spaces within the development.

The large public open space to the west of The Site includes a LEAP as well as formal and informal landscaping, drainage pond and retained trees and hedgerows. The enhanced pedestrian network connects to the Toton Fields Nature Reserve to the south-west of The Site.

The surrounding public right of way network allows for The Site to connect to the wider series of public spaces and create the opportunity for these sustainable links to continue through adjacent allocated sites.

5.7.1 Green Infrastructure Strategy

- The Site is relatively free from existing planting, however, it is key to retain and enhance the existing boundary landscaping where possible to create a strong character buffers from the start of the development, assimilating development within the framework of existing features
- Create pedestrian movement corridors running through The Site alongside the southern and northern boundaries;
- Incorporate proposed drainage ponds into the overall GI strategy along with the retention of the existing watercourse on the northern boundary;
- Create a landscape buffer between the existing residential development and the current settlement edge to the south;
- Create a series of pocket parks throughout the development, linked by a pedestrian network;
- Ensure these spaces are linked providing an overarching tapestry of public open space, that is well connected and accessible for pedestrians and cyclists; and
- Integrate trees into the street scene.

NATIONAL DESIGN GUIDE: PUBLIC SPACES

Future detailed application(s) are expected to demonstrate how public spaces are created on this site, ensuring that it is in-line with the National Design Guide advice. The three over-arching topics of the Public Spaces section are;

- P1) Create well-located, high quality and attractive public spaces
 - include well-located public spaces that support a wide variety of activities and encourage social interaction, to promote health, well-being, social and civic inclusion.
- P2) Provide well-designed spaces that are safe
 - have a hierarchy of spaces that range from large and strategic to small and local spaces, including parks, squares, greens and pocket parks.
- P3) Make sure public spaces support social interaction
 - have public spaces that feel safe, secure and attractive for all to use.
 - have trees and other planting within public spaces for people to enjoy, whilst also providing shading, and air quality and climate change mitigation.



SAFE, SOCIAL &
INCLUSIVE



5.8 NATURE

The adjacent drawing shows how The Site provides a range of public open spaces and required infrastructure for the new community and the residential development. Alongside well-designed public spaces the proposed water management and planting strategies offer the opportunity to enhance and optimise the development proposals, providing resilience to climate change and supporting biodiversity.

It is envisaged that at a detailed design stage an expressive planting structure can be created that enhances the character and identity of the place and features such as coloured tree species and edible landscapes should be considered.

Based on the illustrative masterplan, The Site is currently slightly below a net gain for habitats, hedgerows, and close to achieving 10% net gain for watercourses. However, it is envisaged that in the detailed design stage, 10% will be achieved overall for the site, with the majority of BNG accommodated on site and the residual balance met by off-site credits. Along with appropriate site design, a net gain should be achievable whilst retaining both conservation and utility value of the Site

BIODIVERSITY METRIC HEADLINE RESULTS

	Habitats	Hedgerows	Watercourses
On-site			
Baseline Units	39.72	7	2.61
Post-Intervention Units	36.22	8.16	2.95
Total Net Unit Change	-3.49	+1.16	+0.34
Total Net Percentage Change	-8.8%	+16.55	+13.15

HABITAT CREATION

“Overall, the GI proposals will include a mix of public open space, play areas, flood attenuation and semi-natural habitats, integrated with and linked to retained habitats and the wider landscape.

GI will provide a range of habitats with enhanced habitat connections through the site and will include features of biodiversity value as follows:

- The main extent of semi-natural habitat will lie to the north-west of the Site. It is currently anticipated, including for the purposes of this BNG assessment, that it will comprise a mix of mixed scrub, species-rich grassland, and amenity areas;
- Semi-natural corridors will follow existing hedgerows and ditches which will contribute to ecological connectivity across the Site; and
- New individual native trees will be incorporated throughout the development, providing a range of benefits for faunal species.
- New species-rich native hedgerows, including those associated with ditches and trees, will compensate for anticipated losses

In addition, other more formal aspects of the GI, attenuation features including swales, will be designed where possible with biodiversity in mind to provide further ecological benefit” – FPCR Biodiversity Net Gain Assessment

NATIONAL DESIGN GUIDE: PUBLIC SPACES

Future detailed application(s) are expected to demonstrate how public spaces are created on this site, ensuring that it is in-line with the National Design Guide advice. The three over-arching topics of the Public Spaces section are;

- P1) Create well-located, high quality and attractive public spaces
 - include well-located public spaces that support a wide variety of activities and encourage social interaction, to promote health, well-being, social and civic inclusion.
- P2) Provide well-designed spaces that are safe
 - have a hierarchy of spaces that range from large and strategic to small and local spaces, including parks, squares, greens and pocket parks.
- P3) Make sure public spaces support social interaction
 - have public spaces that feel safe, secure and attractive for all to use.
 - have trees and other planting within public spaces for people to enjoy, whilst also providing shading, and air quality and climate change mitigation.



ENHANCED & OPTIMISED

5.9 RESOURCES

The NPPF states at para. 8 that the planning system has three interdependent and overarching objectives:

- An economic objective – to build a strong, responsive and competitive economy;
- A social objective – to support strong, vibrant and healthy communities; and
- An environmental objective – protecting and enhancing the natural, built and historic environment.

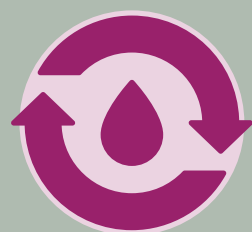
To achieve a sustainable development, that reduces reliance on natural resources and offers a long-term solution for the area the development proposals have been designed with these three key objectives in mind.

At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs. The presumption in favour of sustainable development is at the heart of the planning system, as set out in Para. 11 of the NPPF, and within the Local Development Plan.

Part of the consideration of Local Plan Policy CLP20 is the developments response to climate change. Most interventions to provide an appropriate response to climate change will be detailed as part of reserved matters applications. Nonetheless, the following principles are outlined for the development that will form part of the detailed design of The Site.

5.9.1 Sustainable Drainage Systems

Surface water run-off rates will be managed by the use of Sustainable Drainage systems (SuDs) on-site, to ensure that the development does not impact on the surrounding area.



RESOURCES

5.9.2 Energy Efficiency & Building Regulations

As noted elsewhere, this is an outline application, detailed proposals of the house types to be built are not a matter being determined and, as a separate regime, matters considered under the Building Regulations are not usually material planning considerations. However, we have explored ways of contributing to tackling climate change.

The Site has a wealth of pedestrian routes that are to be enhanced and added to, meaning residents can access day to day facilities on foot or bicycle. The road through the development has been designed to allow for bus penetration increasing the opportunity for sustainable transport choices.

Turning to the houses themselves. At present the Building Regulations are in the process of being changed to a Future Homes Standard. Any buildings not started by 15th June 2023 will need to accord with the requirements in the following Approved Documents:

- Part L – Conservation of Fuel and Power
- Part O – Overheating
- Part F – Ventilation
- Part S – EV charging

This will involve the use of solar PV, more efficient fabric and the inclusion of EV charging points for the majority of plots.

5.9.3 Materials & Waste Recycling

Materials selected for construction, including hard and soft landscaping elements, should be carefully chosen to ensure that they are high-quality, durable and that 'whole life costs' are manageable. Sustainable choices will reduce initial manufacturing environmental impacts, long-term maintenance costs and waste from construction, whilst maximising resilience and buildings lifespans.

5.9.4 Sustainable Building Techniques

The proposals will be delivered in line with the necessary building regulations, and where appropriate, will be built with sustainable building construction techniques. Sustainable construction measures could comprise a combination of the following measures:

- Improved energy efficiency through careful building siting, design and orientation;
- Sustainable Drainage Systems (SuDs);
- Considering fabric efficiency in the design of buildings;
- Use of building materials capable of being recycled; and
- An element of construction waste reduction or recycling.

5.9.5 Energy Usage Reduction

A Fabric first approach will be taken, which is best practice and includes the following:

- 100% of light bulbs will be energy efficient;
- Air permeability (air leakage) designed to be 4.5 m3/hm2 (@50pa) or better;
- Very good fabric U values;
- Very efficient heating;
- "Bolt on" technologies will be investigated prior to development and may include waste water heat recover, flue gas heat recovery and decentralised mechanical electrical ventilation;
- All kitchen appliances supplied with the sale of properties will be A rated; and
- Smart heating control will be installed to all private sale plots.

5.9.6 Landscape Design & Microclimate

The strategic use of tree planting can mitigate against some of the impact of colder northerly winds. Where possible the development has been designed to be self-sheltering, with arcs of tree planting included to the north-west of the development, to minimise the 'wind chill effect' and the potential heat loss from dwellings as a result of strong winds.

5.9.7 Sustainable Communities

The development proposals comprise a range of land uses, providing a good basis for the creation of a sustainable community. Residential development is proposed alongside a local centre and an extensive network of footpaths and cycleways, creating a truly walkable neighbourhood.

The proposals are located within an existing urban context and two tram stops are in walking distance for all residents. There is a high volume of bus routes around the periphery of the site providing a high-level of public transport choice through all hours of the day, ensuring that the development delivers housing in a location that is both sustainable as well as reducing the reliance on car ownership.

Areas of green space have been incorporated into the proposals with substantial areas of publicly accessible open space, comprising formal and informal amenity open space, play facilities, green corridors and a new Country Park for new and existing residents.

A mix of house types, tenures and sizes are proposed, limiting social exclusion and ensuring the creation of a truly varied and mixed community.

5.10 LIFESPAN

5.10.1 A Sense of Ownership

The proposals create areas that are attractive and with clearly defined public and private areas that relate well with one another to help promote a sense of community identity. The development should enable residents to take pride in their surroundings, which in turn will help create a sense of shared ownership and social responsibility.

5.10.2 Adoption Areas

When completed responsibility for long term management and maintenance will typically be separated into areas including:

- Highway adoption areas;
- Public open space areas (put forward for local authority or management company maintenance, subject to relevant S106 agreement);
- Private property ownership; and
- Shared maintenance areas such as shared private drives.

5.10.3 Adapting to Changing Circumstances

The development can potentially accommodate a range of changing needs of the users over time. This includes changes in the health and mobility of the user, as well as potential changes in lifestyle due to developing technologies, such as use of electric vehicles, remote working and general changes to the way in which people live.

NATIONAL DESIGN GUIDE – LIFESPAN

Future detailed application(s) are expected to demonstrate how the Lifespan of the development is maximised, ensuring that it is in-line with the National Design Guide advice. The three over-arching topics of the Lifespan section are;

L1) Well-managed and maintained

- designed and planned for long-term stewardship by landowners, communities and local authorities from the earliest stages.

L2) Adaptable to changing needs and evolving technologies

- robust, easy to use and look after, and enable their users to establish a sense of ownership and belonging, ensuring places and buildings age gracefully.

L3) A sense of ownership

- well-managed and maintained by their users, owners, landlords and public agencies.

NATIONAL DESIGN GUIDE – RESOURCES

Future detailed application(s) are expected to demonstrate how resources are managed on this site, ensuring that it is in-line with the National Design Guide advice. The three over-arching topics of the Resources section are;

R1) Follow the energy hierarchy

- have a layout, form and mix of uses that reduces their resource requirement, including for land, energy and water.

R2) Careful selection of materials and construction techniques

- use materials and adopt technologies to minimise their environmental impact.

R3) Maximise resilience

- are fit for purpose and adaptable over time, reducing the need for redevelopment and unnecessary waste.





CONCLUSION

6 CONCLUSION.

This Design and Access Statement has set out a clear explanation of the design process, community engagement and consultation process undertaken with the local community and other key stakeholders. The design process has also included a comprehensive and thorough assessment of the site and its immediate context, the development of a clear set of principles to guide the design of the site.

The plans and design approach, together with the supporting illustrative strategies, demonstrate how the vision for the land at Toton West can be delivered to meet the three key NPPF objectives of sustainable design:

- A social objective;
- An economic objective; and
- An environmental objective.

This development provides a unique opportunity to create a new neighbourhood, building on the distinctive character of the site, the existing surrounding neighbourhoods and the wider vision for the area as part of the site's allocation. Creating housing choice and provide areas of truly accessible public open space, whilst improving public access across the site and the wider pedestrian network.

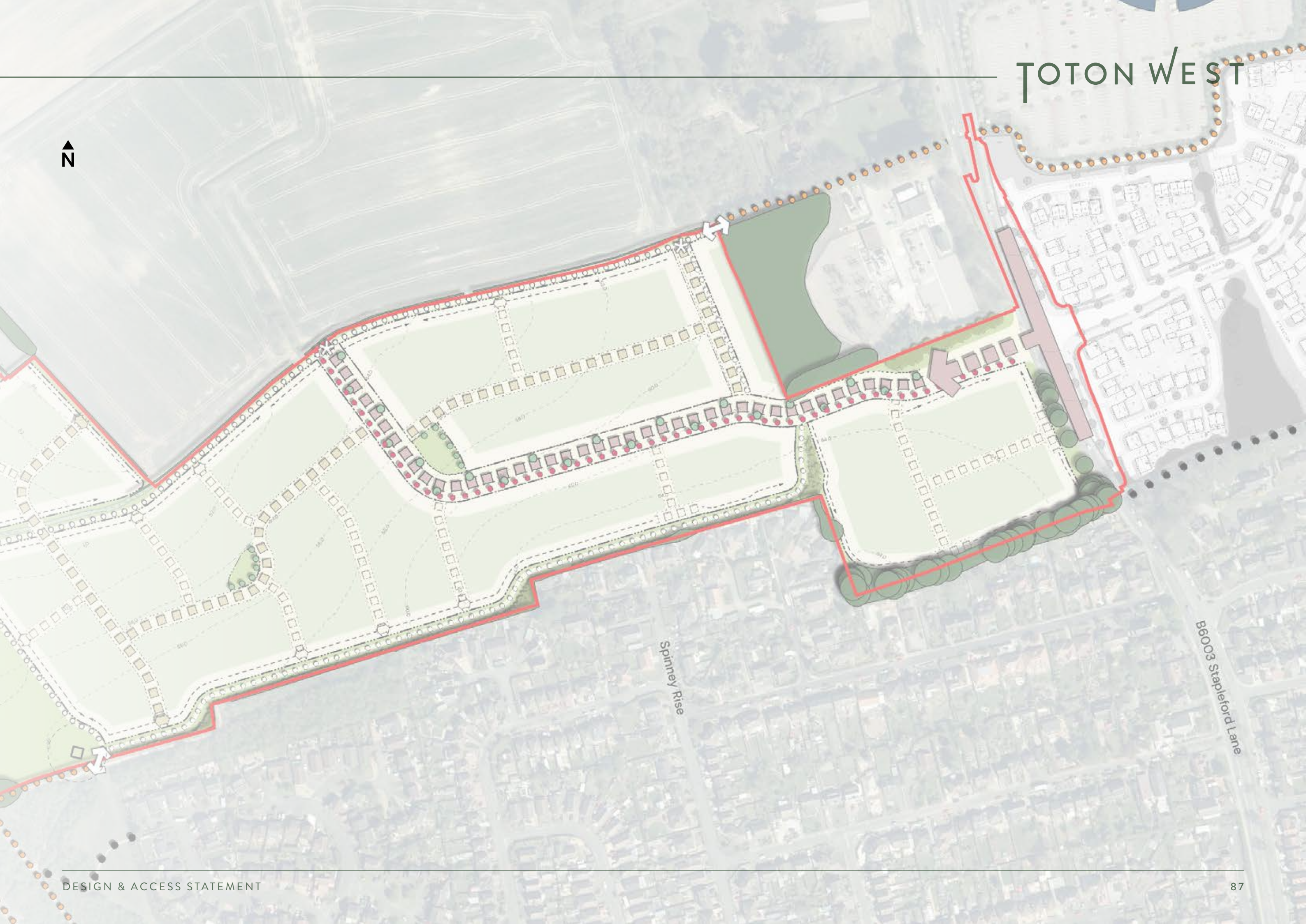
The Masterplan is founded on best practice urban design principles, community integration and sustainable development, with strong links to the wider area.

The development will accord with the principles of high-quality design and best practice to create a townscape that is both varied, and yet sympathetic to its environment. The aim is to achieve a development with a strong identity and distinct sense of place, whilst at the same time integrating with the existing community. This will be a highly desirable place to live for the 21st century and beyond, respecting the local character but also move the community towards a more sustainable future, through a significant increase in housing choice.

The Illustrative Masterplan included within this application is a response to the site's opportunities and influences, and follows good place-making principles whilst maximising the proposed number of dwellings alongside the site's allocation. It seeks to create a development that is legible and makes the best use of its natural assets and key characteristics. The main elements of the Illustrative Masterplan are:

- Site access from B6003 Stapleford Lane, acting as the gateway into the development;
- A green public open space including SuDs, existing and new planting, and a play space;
- A network of walking and cycling routes within the site will follow streets and allow safe travel;
- A segregated pedestrian/cycle designed to LTN 1/20 standards along the primary street;
- A sustainable urban drainage system incorporated into the open space network to enhance the landscape setting, and;
- Residential development of up to 420 dwellings, arranged in perimeter blocks along a legible street network.





Spinney Rise

B6003 Stapleford Lane

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