



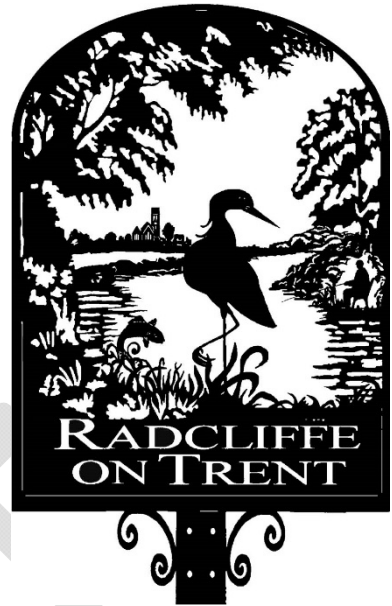
DRAFT Neighbourhood Plan

Regulation 14 Consultation Draft

Radcliffe-on-Trent Neighbourhood Plan Steering Group

October 2015





DRAFT Radcliffe-on-Trent Neighbourhood Development Plan

On behalf of

Radcliffe-on-Trent Neighbourhood Plan Steering Group

07 October 2015

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Prepared By: JES / BP
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Consultation page

The DRAFT Radcliffe-on-Trent Neighbourhood Plan will be subject to six weeks consultation beginning on Thursday 8th October 2015. The Consultation period will end at 5pm on Thursday 19th November 2015. Responses received after the closing date will not be counted.

This is the first round of formal consultation of the draft Neighbourhood Plan but it is vitally important that as many local residents, community organisations and local landowners and developers engage with this draft allowing it to truly reflect the wishes of the parish.

Further information can be found on the Parish Council's website: www.rotpc.com

The easiest way to get involved is to complete our questionnaire. Hard copies of the questionnaire will be available from Grange Hall throughout the consultation period. You can also fill the questionnaire in online using the link below. Please remember to fill in all of the personal details for your questionnaire (hard copy or online) to be considered valid. Hard copies should be returned to the box at the Parish Council Offices at Grange Hall, Radcliffe-on-Trent.

www.surveymonkey.com/r/73YBZP5

Comments can also be received in writing, and must include your name, address and contact details for them to be considered valid. Where possible specific reference to the section and / or policy to which the comment relates should be made to ensure that your comments can be correctly considered.

Send your comments by post to:

Radcliffe-on-Trent Neighbourhood Plan
c/o BPUD Ltd
Floor 2, 16 -18 Park Green,
Macclesfield
Cheshire
SK11 7NA

Or by Email to:

neighbourhood.plan@bpud.co.uk with the subject clearly marked 'Radcliffe-on-Trent Neighbourhood Plan'

Only written feedback sent the above postal and email addresses will be considered. DO NOT send comments to the Rushcliffe Borough Council or the Parish Council as these may not be counted. All comments will be recorded and reported to the Steering Group as part of the ongoing process.

All comments are collected, collated and will be analysed by our independent consultants. All personal information collected as part of this process will be used solely for the Radcliffe-on-Trent Neighbourhood Development Plan and will not be sold or passed to third parties beyond the Parish Council and the Local Planning Authority.



Introduction



1. Introduction

What is the Radcliffe-on-Trent Neighbourhood Plan?

- 1.1. Neighbourhood Plans are documents which give local people real powers to shape the future of their neighbourhoods. A Neighbourhood Plan contains policies written by the community to shape how their local area changes over the next 13 years. It's now Radcliffe-on-Trent's turn to have its say.
- 1.2. Neighbourhood Planning is a central government initiative introduced by the Localism Act 2011 and recognised in the National Planning Policy Framework (NPPF), March 2012. The aim of the legislation is to empower local communities to use the planning system to promote appropriate and sustainable development in their area. Neighbourhood Development Plans (Neighbourhood Plan) must be in general conformity with the Strategic Policies of the Local Planning Authority's (LPA) Rushcliffe Borough Council's Local Plan.
- 1.3. The designated Neighbourhood Plan area is the same as the Radcliffe-on-Trent Parish boundary. Radcliffe-on-Trent Parish Council sought to ensure the Neighbourhood Plan represented the wishes of the whole community and so established a Steering Group to facilitate the project and make recommendations on the content of the Plan. The Steering Group commissioned Town Planning and Urban Design consultancy BPUD to assist as specialist advisors, particularly in the technical writing of the policies. The Steering Group is made up of local County, Borough and Parish Councillors, local residents and other stakeholders who have considerable knowledge of and interests in the life and future of the village, and have managed the project working closely with BPUD on the background to and content of the final document.
- 1.4. Neighbourhood Plans are to be shaped by the local community. The role of the Steering Group and Parish Council is to act as facilitators in enabling local interests to determine the focus of their Neighbourhood Plan and devise policies to tackle local issues. The Neighbourhood Plan will be subject to discussion and comments from Nottinghamshire County Council, Rushcliffe Borough Council, Statutory Consultees, other organisations with an interest in the Parish, local residents and neighbouring Parish Councils.

How to use this document

- 1.5. This Plan contains policies and guidance that is intended to shape development in Radcliffe-on-Trent Parish over the next thirteen years (to 2028). This means that the plan will run concurrently with the Borough Council's Local Plan.
- 1.6. The Plan can be used by different people. It is likely that it will be most relevant to:
- Local residents and business owners
 - Property owners and developers
 - The Local Planning Authority (Rushcliffe Borough Council)
- 1.7. Guidance on how these people are responsible for the implementation of the Plan follows.
- Local residents and businesses can refer to the Plan when consulted on planning applications for new development proposals in Radcliffe-on-Trent. Local people can refer to the Plan when developers carry out early public consultation when drawing up proposals for new development. The wishes and concerns for the future of the Parish are expressed in clearly defined policies that have legal weight in the planning system. Local people should be pro-active in engaging with the planning system, by checking that the Plan is being properly implemented by developers and Rushcliffe Borough Council when new development comes forward.
 - Property owners and developers proposing development in the Parish must ensure that their proposals accord with the policies, as relevant to the nature of the development. Developers will find that Neighbourhood Plan policies are a strong reflection of other planning policy at the local and national level, adding additional detail relevant to local circumstances and issues. Planning applications should, where appropriate, demonstrate how proposed development accords with the policies to contribute to achieving the Plan objectives.
 - Rushcliffe Borough Council is responsible for implementing the Plan, by considering development proposals against the policies. Proposals that accord with the Plan (and with other relevant planning policies) should be approved, subject to all other relevant concerns. Proposals that do not accord with the policies (where appropriate) should not be approved, except where the policies are outweighed by other material considerations.



Key Issues and Opportunities
in
Radcliffe-on-Trent

2. Key issues and Opportunities in Radcliffe-on-Trent

- 2.1. In developing this Neighbourhood Plan care has been taken to investigate and balance a number of issues and opportunities identified for the parish of Radcliffe-on-Trent. Some of these key points have been highlighted through the public consultation undertaken (much of which was associated with the Parish's Community Plan) and other material identified from a thorough assessment of the plans and policies developed by other agencies, including the Local Planning Authority.
- 2.2. This chapter should be read alongside the much more detailed and comprehensive baseline assessment which covers a whole range of topics as outlined above. From this six themes have emerged, which link directly to the objectives in the following chapter of this plan. A brief introduction to each theme is set out below.

The Village Centre

- 2.3. Radcliffe-on-Trent benefits from a wide range of shops and services within the village centre or core (a broadly triangular area around Main Road, Shelford Road and New Road). This area includes a range of convenience (daily shopping for food etcetera) and comparison (specialist, non-daily items such as household and clothing) retailing. This area also includes the majority of the historical and traditional buildings within the settlement. The centre has a high proportion of independent or privately owned shops, cafes and businesses which demonstrates the strength of the retail centre. This centre not only services the parish but a wider rural hinterland including Holme Pierrepont, Shelford, Cropwell Butler and Upper Saxondale.
- 2.4. Some of the village centre contains poorer architectural and building quality, especially an area to the south of Main Road where post-war shopping parades, backland car parks and the pre-fabricated medical centre create a negative appearance and have the opportunity to be rejuvenated over the neighbourhood plan period to help improve the vitality and viability of the village centre /core which is considered to be a key aspiration of the Radcliffe-on-Trent Neighbourhood Plan.

Public Realm

- 2.5. The proximity of shops, services and public transport to the homes and businesses in the parish mean that the use of sustainable transport is a real possibility. Many people have commented that one of the key detractors from the quality of their village is the parking, pavements and roads within the centre of the village. Much of the centre of the village retains its existing street pattern, which, with the coming of motor vehicles has eroded the pedestrian realm of a once proud Victorian shopping street.
- 2.6. The Community Plan clearly set out the aspiration to ensure that the quality of the centre of the village in terms of its pavements, streets and the provision of parking. It is important that the village supports the overall commercial and retail elements within this area. Pedestrian links to the railway station are poor and

the waiting facilities at the station sub-standard and as such it does not (notwithstanding the poor and sporadic service) encourage the use of this important sustainable mode. This coupled with a limited service from the station means that this asset is not effectively used by local residents and businesses.

Transport and Access

- 2.7. On initial analysis Radcliffe-on-Trent is well served by a variety of transport modes. It has good access to the strategic road networks and a number of public transport options. Rail services from the village are substandard both in quality and frequency and are not coupled with an attractive station environment. The station has the potential to provide some dedicated all-day parking for commuters but this remains an ambition by many members of the community.
- 2.8. Bus services linking Nottingham and West Bridgford are very good but despite this there are still low levels of people within the parish using the bus to travel to their place of work. In that respect, the parish is a typically car-borne community. Parking facilities within the village centre, whilst very well-used, are poor quality. National Cycle Route 15 runs through the village however this does not appear to benefit from additional cycle infrastructure as it runs through the village.

Housing

- 2.9. The Rushcliffe Local Plan has set out that a minimum of 400 new homes will need to be built on greenfield land around Radcliffe-on-Trent to meet housing need. The community have acknowledged that there is a clear need for smaller homes for younger families and older people. The latter is a key issue for the parish with nearly half of the population being in the over 49 age group. Housing delivery in the last ten years has focused on 3 and 4 bedroomed houses, and as a result there is a need to rebalance the housing mix to meet the new and future demands.
- 2.10. However, the community remains concerned about the impact that new housing on greenfield sites will have on the setting and character of their parish. The plan seeks to positively address these issues. In the interim, a number of developers and landowners are actively pursuing planning applications and pre-application discussions on a number of sites in and around the Radcliffe-on-Trent village.

Business and Enterprise

- 2.11. Rushcliffe Borough Council's core strategy identifies that improving economic prosperity for all should be a key aim of planning within the Borough – including this Neighbourhood Plan. There are wide range of shops and a limited number of office based employer's right in the heart of the village. These include a wide range of different services, based heavily on the service sector. There are also a lot of disaggregated employment opportunities with a growth in residents working from home. In recent years there have been applications for the diversification of farms to rural employment including offices and small workshops. There is little

secondary (manufacturing) employment within Radcliffe-on-Trent Parish, and primary employment is restricted mainly to agriculture.

- 2.12. It has been acknowledged that the growth of the parish, in terms of new homes, should be supported by appropriate new economic development within the parish. The Greater Nottingham Sustainable Locations for growth strategy identifies Radcliffe-on-Trent as being very attractive for economic development due to its good transport links. More recently there has been a wider discussion about the potential role that Radcliffe-on-Trent could have in helping to realise economic development along a corridor stretching from West Bridgford (west) to the neighbouring settlement of Bingham (east). This collectively offers support for a policy focused on new / improved facilities as part of the parish's growth.

Design and Heritage

- 2.13. The Parish's built form is predominantly residential in character aside from the concentration of commercial, civic and retail uses within the centre of Radcliffe-on-Trent. The village has seen some post-war growth (1950 – 70's estates) however, in the latter part of the 20th century the village has been more contained (as a result of planning policies and the designation of the greenbelt). Most of the townscape is two or three storeys and there are no high-rise elements of note.
- 2.14. There are no conservation areas within Radcliffe-on-Trent village, however, Upper Saxondale (built in the grounds of a former hospital the majority dating from the first decade of the 20th century) is designated as such. The centre of the village however has number of listed buildings most of which are 19th century, including St. Mary's Church which dominates both the skyline and the townscape with its stone tower. Few buildings are given any statutory protection and as a result of this it is important that the Neighbourhood Plan seeks to retain and enhance the village's unique characteristics through appropriate policies.

Environment

- 2.15. The wider countryside around the settlement of Radcliffe-on-Trent is highly valued by its community. It is identified as being within the South Nottinghamshire Farmlands Character Area (NCC designation) and is described as being a rolling arable farmland landscape. Its protection and enhancement is a key goal for the neighbourhood plan as outlined by the community. A number of landscape features have some importance but not are statutorily protected but the landscape and local environment has some benefit for wildlife, specifically farmland birds.
- 2.16. The proximity to the River Trent not only offers a wide range of opportunities for recreation and leisure, but also means that some areas of the parish are unsuitable for development given their designation as being at flood risk. This is mainly to the north and west of the parish on low lying land adjacent to the River Trent. There are no directly relevant Air Quality issues within the parish, however, further along the A52 towards Nottingham City Centre are a number of Air Quality management Zones.



Our Vision and Objectives
for
Radcliffe-on-Trent

3. Our Vision and Objectives for Radcliffe-on-Trent

3.1. The following vision has been developed to guide the development of the objectives and the policies for the Neighbourhood Plan. The Vision takes forward the goals and aspirations of the Community Plan where they are relevant to land-use planning.

“Radcliffe-on-Trent aspires to be a vibrant village with a pedestrian focused approach to land-use planning whilst continually endeavouring to protect its strong sense of rural identity and community cohesion and enhance its rich and distinctive architectural, social and historical assets.”

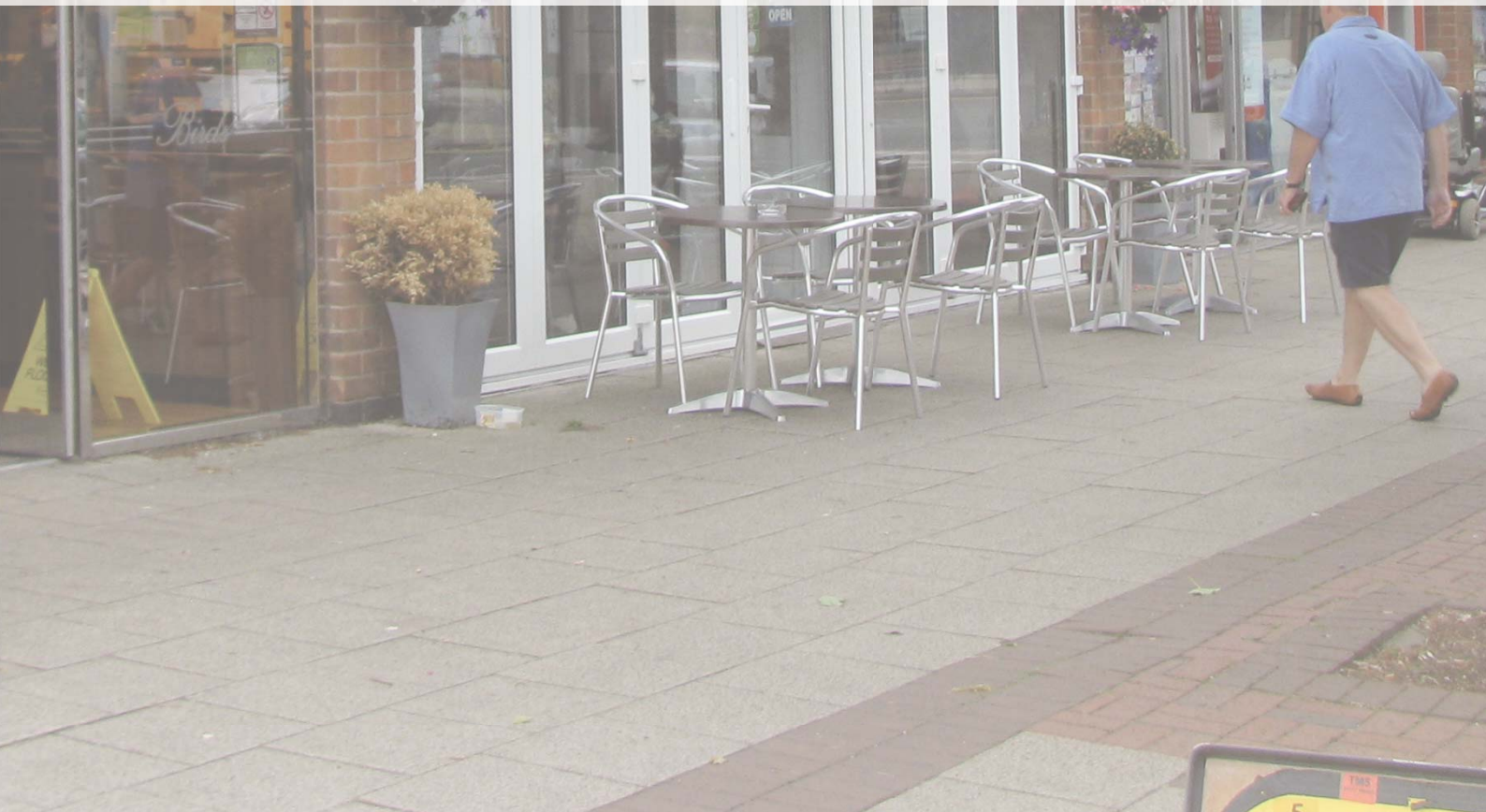
Objectives:

3.2. The following objectives have been developed to assist with the delivery of the policies and strategies that form this Neighbourhood Plan:

- **1 - Village Core** - To promote Radcliffe-on-Trent village centre as a thriving retail and service area supporting a range of independent shops.
- **2 - Public Realm** – To deliver a more pedestrian friendly village centre, with improved pedestrian and cycle routes and high quality and well-designed streets and spaces as part of new developments.
- **3 - Transport and Services** - To prioritise sustainable modes of transport, with particular focus on improving bus and rail provision, and promote good access for all to public services and facilities.
- **4 - Leisure** – To significantly improve the sports and leisure facilities for all residents by providing for new facilities (including places for young and old to socialise), whilst protecting those that exist.
- **5 - Housing** – To ensure that a balanced supply of housing is achieved in Radcliffe-on-Trent with focus on improving diversity of ages whilst promoting the sustainable location of new houses and setting of high standards of eco-design and energy efficiency.
- **6 – Employment** – To ensure that the existing businesses within the parish are supported in their operation and growth, whilst offering opportunities for new development which encourages the creation of small and medium sized enterprises to invest in the parish.
- **7– Design and Heritage** – To protect and enhance heritage and architectural assets whilst promoting high quality design in all new development in the parish contributing to the village sense of place and identity.
- **8 - Environment** –To protect and enhance the rural setting of the village and promote a network of green spaces and wildlife corridors connecting the village with the countryside.



A Spatial Framework for Radcliffe-on-Trent



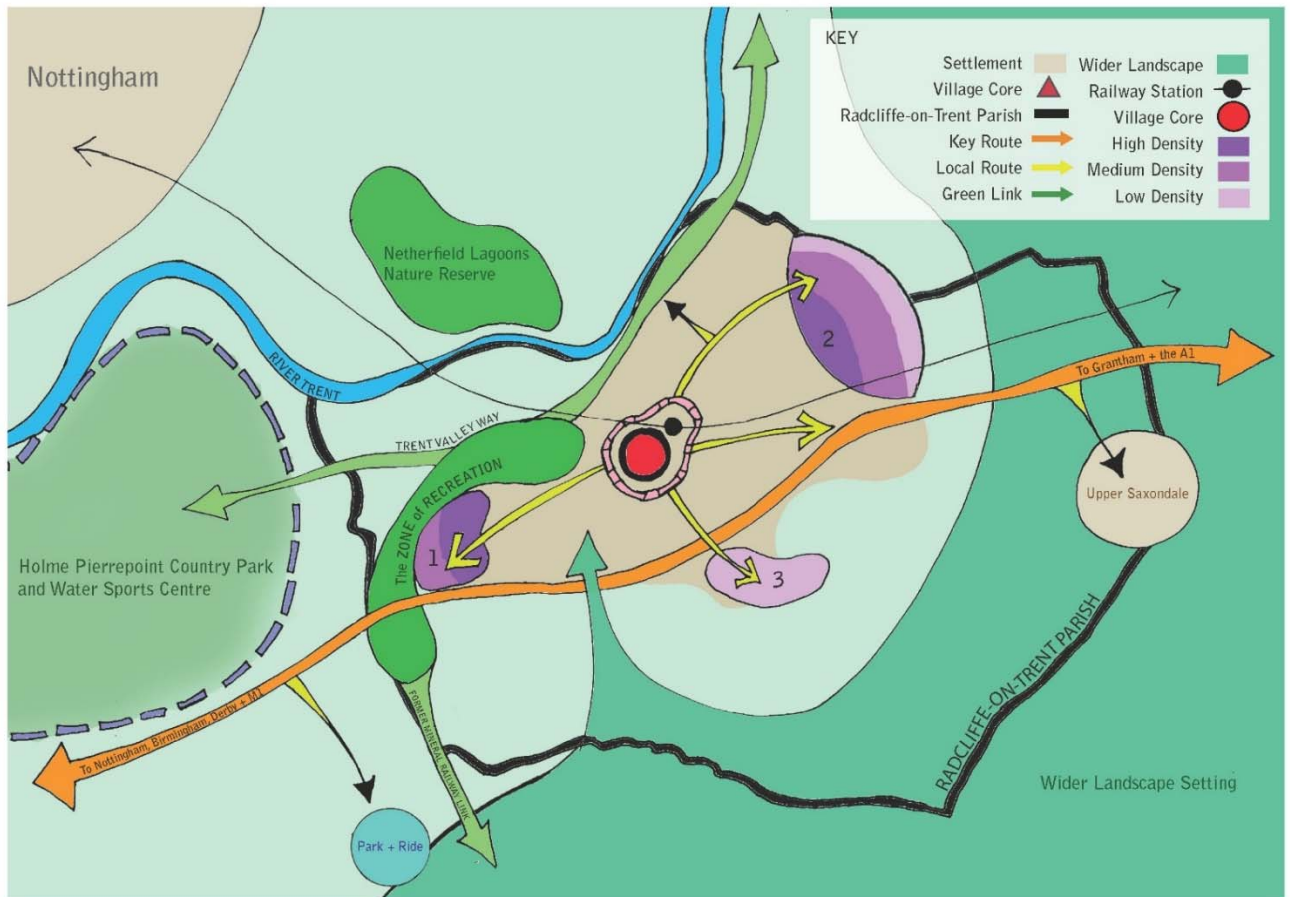
4. A Spatial Framework for Radcliffe-on-Trent

Sub-Regional Framework



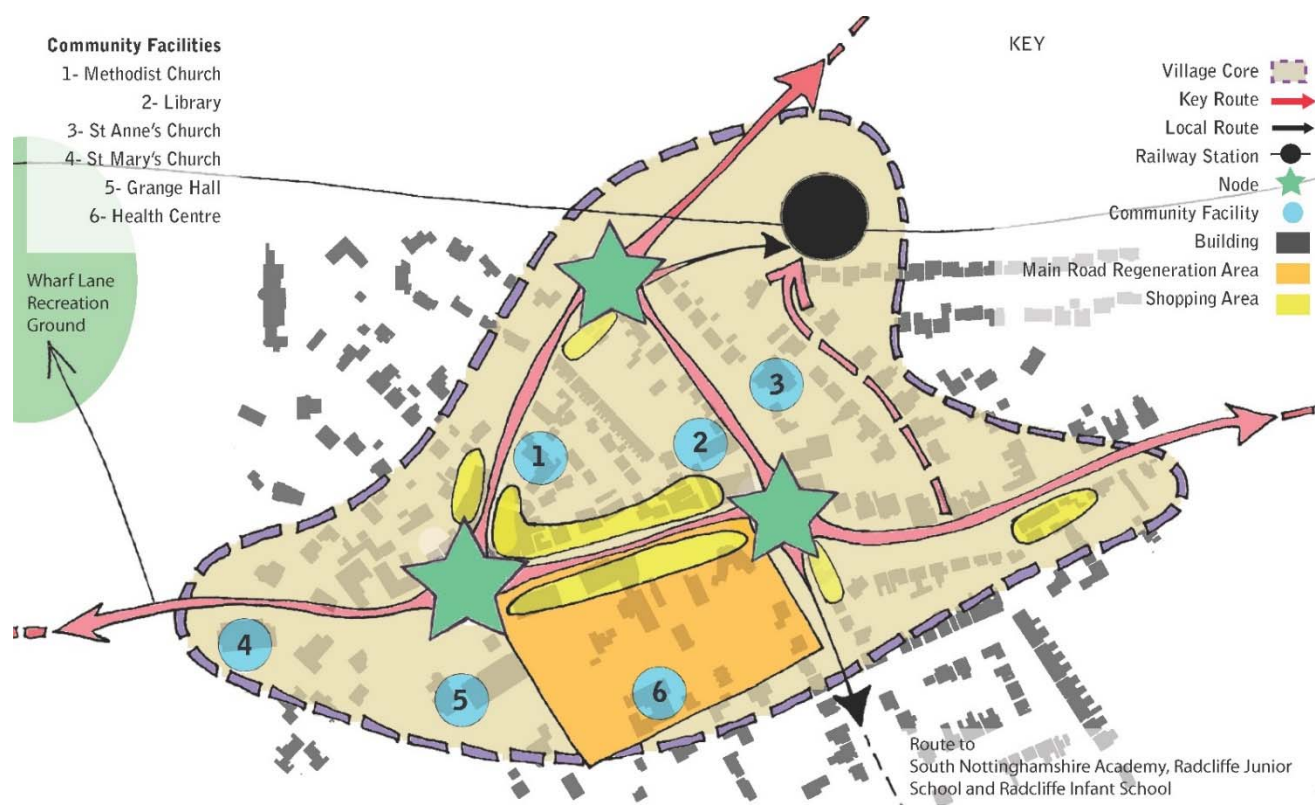
- 4.1. The Sub-regional Framework presents the village of Radcliffe-on-Trent within the wider context of the Growth Corridor which links West Bridgford, Radcliffe-on-Trent and Bingham. The diagram demonstrates how well connected Radcliffe-on-Trent parish is within a wider sub-regional setting and how this allows it to contribute in its own right to wider economic renaissance. Intersected by key arterial road and rail routes Radcliffe-on-Trent is conveniently located to provide valuable opportunities for living, working and spending leisure time in the area, with its unique offer.
- 4.2. In addition, this diagram demonstrates Radcliffe's location within a wider landscape setting. Two green wedges play a key role in preventing coalescence between Radcliffe and Nottingham and Radcliffe and Bingham. It is important that these are preserved as part of any ongoing greenbelt review to maintain the identity and distinctiveness of the settlements within this area. The diagram also highlights opportunities to link Radcliffe to nearby leisure and recreation resources at Cotgrave Country Park and the Water Sports Centre (both valuable sub-regional recreational resources) via existing walking and cycling links along the Trent Valley Way and a new link along the disused Cotgrave Mineral Railway.
- 4.3. Overall this strategic diagram highlights the importance for the Neighbourhood Plan to recognise, promote and encourage the role that Radcliffe plays within its wider sub-regional context. The village should be outward looking – contributing to the local area, whilst maximising the wider benefits the corridor provides the settlement. It demonstrates the crucial role of key links such as the Radcliffe Railway Station, frequent bus services and the Trent Valley Walk in providing residents with alternative sustainable modes of transport to key local and regional destinations. As a result, limited economic development, coupled with housing growth are, if sensitively delivered, able to contribute to the ongoing future of the village.

Radcliffe Parish Framework



- 4.4. The spatial strategy for the parish of Radcliffe-on-Trent is shown within this diagram. The village has a historical relationship with the rural hinterland, which remains important to residents and local businesses today. The Village Core is the point from which key routes through the village intersect and the location for the clustering of shops and services which serve the population. This diagram also demonstrates how the Neighbourhood Plan will seek to reinforce existing green links and the clustering of sports and recreation facilities. The Zone of Recreation is identified as the broad location in which new sports and recreation facilities will be considered appropriate.
- 4.5. The Neighbourhood Plan will not allocate specific housing sites but the spatial strategy indicates the broad locations where housing will be considered acceptable meeting the need identified by the Rushcliffe Local Plan. The relationship between the Village Core and the broad locations for growth, identified on the diagram in purple, is a key consideration of the Neighbourhood Plan to ensure the 'walkability' of the village is maintained. The appropriate density of housing in these broad locations is indicated by the shade of purple. In order to meet the housing targets assigned to Radcliffe as a parish a review of the green belt will be required, a task to be undertaken by Rushcliffe Borough Council. The spatial strategy proposes the majority of the release to the east and the west, allowing gaps in the settlement boundary to be 'infilled' preserving the separation between settlements to the east and west.

Radcliffe Village Framework



- 4.6. The Village Framework is based around the centre of the village, or the Village Core which includes a wide range of facilities. Community facilities, transport routes and key shopping areas all play key roles in making the Village Core vibrant and a key resource for residents of the wider parish. The Neighbourhood Plan focuses on making this Village Core a pedestrian friendly area with improvements being promoted for the general appearance and quality of the area. Wholesale improvements are identified for an area south of Main Road adjacent to the Main Road shopping area, an area that has strategic as well as local benefits.
- 4.7. The Village Core is considered to be the area within which the main community, commercial and retail uses within the village, and in fact the wider parish, are focused. Green stars indicate the nodes where key transport links intersect and interchange. These form the three corners of the triangle of economic activity which forms the heart of the village. The Village Core as a whole however, is the area within the purple dashed line. It is important that the railway station plays an increasingly central role in the future of the economic, environmental and social success of the village.

A photograph of a stone fountain with a dome and a flower bed in front of it. The fountain is made of light-colored stone and has a central dome with a finial. It is surrounded by a low stone wall. In front of the fountain is a large, rectangular stone planter filled with a variety of colorful flowers, including red, orange, and purple blooms. The background shows a large green tree and a white building with a window.

The Neighbourhood Plan POLICIES

5. The Neighbourhood Plan Policies

5.1. The following table demonstrates how all of the policies set out in the Neighbourhood Plan meet the objectives set out in Chapter 3. In all cases the policies developed should address more than one of the objectives, however, there are some very specific policies designed to deliver targeted and specialist elements of the objectives which may not address more than one.

	NEIGHBOURHOOD PLAN OBJECTIVES							
	Objective 1	Objective 2	Objective 3	Objective 4	Objective 5	Objective 6	Objective 7	Objective 8
A - The Village Core								
Policy 1: Village Core First	✓				✓		✓	
Policy 2: Public Space	✓	✓	✓				✓	✓
Policy 3: Main Road Regeneration Area	✓	✓			✓	✓	✓	✓
B - Recreation and Environment								
Policy 4: Local Green Space		✓		✓			✓	✓
Policy 5: Local Leisure Provision				✓	✓		✓	✓
Policy 6: Biodiversity Network		✓		✓				✓
C - Transportation and Connectivity								
Policy 7: Pedestrians First		✓	✓		✓	✓	✓	
Policy 8: Public Transport	✓		✓		✓			✓
Policy 9: Railway Station	✓		✓			✓		
D - Housing and Development								
Policy 10: Residential Development Strategy					✓			
Policy 11: Housing Mix					✓		✓	
Policy 12: Housing Density	✓				✓		✓	✓
Policy 13: Infill Development					✓		✓	
Policy 14: Business & Enterprise			✓			✓	✓	
E - Design and Heritage								
Policy 15: Design and Layout		✓		✓	✓	✓	✓	✓
Policy 16: Vernacular Architecture					✓	✓	✓	✓

A. The Village Core Policies

Introduction

- 5.2. The enhancement of the village centre of Radcliffe-on-Trent is key in drawing together the aspirations of the Neighbourhood Plan. Therefore many of the other issues and resultant policies in the Neighbourhood Plan are linked to the role of the centre of the village – identified as the Village Core which includes a triangle made up by Main Road, Shelford Road and New Road and also encompasses key services and facilities such as the railway station, library, health centre and The Grange. The Village Core is the focus of many aspirations, such as increasing pedestrian priority through improvements to public realm, traffic and parking and protecting and heightening the vibrancy of the parish.

Policy 1: Village Core First

The Neighbourhood Plan encourages the clustering of retail, commercial and community services (such as the health centre) developments within, or adjacent to, the ‘Village Core’ as identified on the proposals map. Outside of the Village Core, applications of this type will be resisted unless it can be demonstrated that they meet a specific localised need. Within this zone the diversification of existing public buildings for additional community uses will also be supported and encouraged.

Within the Village Core, the development of new shops (Use Classes A1-4) and other retail and commercial uses are encouraged, particularly where it can contribute to a strong active frontage. At ground floor level, proposed change from retail / commercial to residential within the identified retail frontages will be resisted unless it can be demonstrated that there is no viable retail use. Applications for proposals that involved takeaways (use class A5) will be determined on a case by case basis taking special account of the impacts on local parking and amenity.

Justification:

- 5.3. This policy will focus new retail, commercial and community services (such as the health centre) developments within the identified Village Core, with priority given to sites which can contribute to creating an attractive and vibrant village centre and benefit from the sustainable transport modes in that location. This policy is designed to support the vitality and viability of the shops and services within the village centre. It discourages loss of retail units on the ground floor within the Village Core through resisting their conversion to residential use. This policy also supports the diversification of uses of existing community buildings and spaces for wider / other community uses or to support retention of existing services. Whilst in principle new takeaways (A5 use class) are not discouraged by the Neighbourhood Plan, care needs to be taken that the impacts of amenity (noise, smells etcetera) and the impacts on local parking (including fly-parking) are properly considered.

Policy 2: Public Space

Where required, planning permission will normally be granted for schemes which singularly or cumulatively improve the public realm within the Village Core. Such schemes should purposefully prioritise pedestrians within road and junction layout design using high quality robust materials.

These improvements should focus on delivery of the following elements;

- Public realm improvements and improved pedestrian crossings
- Improved integrated parking provision (see parking policy)
- Improved accessibility for those with reduced mobility (disabled bays, ramps and additional seating areas)

Schemes within the Village Core should, where appropriate, contribute to the improvement of the public realm, including ensuring that pavements and forecourts are reinstated to a high quality in line with the criteria set out above. The Neighbourhood Plan supports the creation and enhancement of spaces for markets and community events along Main Road or adjacent to existing community facilities.

Justification:

- 5.4. This policy supports improvements to the public realm of the centre of the village by promoting a 'pedestrian first' approach to road and junction layout. Revitalisation of existing spaces is encouraged through use of innovatively designed shelters and seating areas in addition to public realm improvements and changes to ensure excellent access for all. This policy also seeks to provide new spaces within the village centre for residents to socialise, community events to be held and markets and fayres to take place.
- 5.5. The Parish Council and its partners will continue to work closely with the NCC Highways and the Rushcliffe Borough Council to deliver wider public realm improvements. It is hoped that this policy will work in partnership with their efforts, coordinating works by developers and investors.

Policy 3: Main Road Regeneration Area

The Neighbourhood Plan supports the regeneration of an area identified to the south of Main Road for mixed use redevelopment. Schemes which focus on retail and community uses with appropriate parking provision will be supported.

All schemes should ensure that they deliver strong links between this site and Main Road through well designed pedestrian and cycle routes and that they are responsive to the scale, form and layout of the surrounding townscape.

Justification:

- 5.6. An area to the south of Main Road has been identified as a key area for regeneration within the village core. The area is identified for redevelopment during the plan period with a focus on retail and community uses. Support will be given for mixed use schemes which include new or improved community uses and demonstrate high design quality.
- 5.7. The area currently is occupied by surface car parks, large sub-optimally developed sites and the health centre (which is identified as being in need of upgrading). Some of the buildings are poor quality in terms of design and detract from the overall character of the Village Core. This policy supports development schemes within this area to help lift the quality of the urban environment and make best use of the previously developed land within this area.

B. Recreation and Environment Policies

Introduction

- 5.8. Radcliffe-on-Trent benefits from being located in the setting of the Nottinghamshire countryside and contains a range of outdoor and indoor recreation and leisure facilities, though gaps in this provision have been identified. The Neighbourhood Plan will seek to protect and enhance these assets placing special value on elements which offer biodiversity and wildlife benefit whilst seeking access to such facilities for all residents.

Policy 4: Local Green Space

The Neighbourhood Plan designates the following areas as Local Green Spaces due to their special character and significance and recreational value as identified on the proposals map. These sites will be protected from inappropriate development. Where appropriate, recreational facilities (new or extensions to existing) will be supported.

1. Malkin Hill and cliff walk (Trent Valley Way)
2. Wharf Lane Recreation Ground
3. Dewberry Hill
4. The Grange Grounds
5. Rockley Park
6. The Lily Ponds
7. Allotments, Grantham Road
8. Allotments, Nottingham Road
9. Bowling Greens at Cropwell Road and Upper Saxondale
10. Cricket Club, Radcliffe Road
11. South Nottinghamshire Academy Bingham Road Playing Field
12. Radcliffe Junior School Playing Field
13. Orchard off Ridge Lane
14. Copse at Bingham Road
15. Valley Road Play Area
16. Amenity Space and gardens at the former hospital at Upper Saxondale

Justification:

- 5.9. This policy designates a number of Local Green Spaces. Local Green Spaces must meet certain criteria as set out within the National Planning Policy Framework paragraph 77 which states the designation should only be used where the green space is in reasonably close proximity to the community it serves, where the green area is demonstrably special to a local community and holds particular significance, where the green area is local in character and is not an extensive tract of land. The areas identified in this policy have been chosen for Local Green Space designation due to their contribution to the parish in a number of ways. Other areas do exist but are covered by landscape designations and therefore are already afforded sufficient protection.

Policy 5: Local Leisure Provision

The Neighbourhood Plan identifies the priority for the improvement of the village's formal sports facilities. Where appropriate, facilities required by the Rushcliffe Leisure Services Strategy should be replaced by contributions sought in lieu of on-site provision. These contributions should be targeted towards enhancement of existing, and provision of new, off-site facilities within the recreational zone as marked on the proposals map to enhance the sports hub for the use by the wider community.

New facilities, located adjacent to existing facilities, should focus on the provision of new sports pitches and associated facilities such as changing rooms, security fencing and lighting. Applications for such facilities will be supported subject to ensuring that they do not erode nearby residential amenities. The Neighbourhood Plan supports the provision of small scale children's play and ancillary open space as an integral part of new developments in line with the Rushcliffe Leisure Services Strategy where it is not appropriate for them to be co-located with the sports hub.

Justification:

- 5.10. The recreation zone (as identified within the spatial strategy) spans an area between the Cricket Club and The Wharf Lane Recreation Ground and is an area where there is an existing concentration of leisure and recreational facilities. The Neighbourhood Plan seeks to focus such facilities in this area to encourage a hub of such activities within accessible distance of the village centre.
- 5.11. Developers and applicants are encouraged make off-site contributions to larger-scale recreational facilities within the zone identified for recreation which is located to the north west of the settlement adjacent to the mineral line railway. This will allow new facilities to link or share facilities with other recreational activities within the area (including other links with Holme Pierrepont to the west). The focus will be on playing pitches and the creation of a linear park focused around a new footpath and cycle route along the mineral railway line. This strategy (set out within the spatial strategy) is designed to make best use of the existing facilities but to also address deficiencies identified by the community with facilities.
- 5.12. New residential development should have small scale active leisure facilities provided on-site (such as playgrounds for young children) to ensure that these are sustainable, attractive places to live and work. However, it may be appropriate to offer a commuted sum towards off site provision for larger sports and recreational facilities.

Policy 6: Biodiversity Network

Developments which include provision for, or contribute to, the establishment and retention of a network of green and blue infrastructure within the parish will be looked on favourably. Proposals which contribute towards new links and / or enhancement of the existing green infrastructure network will be supported.

Justification:

This policy promotes a network of green space to support wildlife and enhance the parish's habitat offer. The policy refers to a proposed green and blue infrastructure network which identifies key biodiversity corridors (hedgerows, rivers, footpaths) and green spaces (parkland, grassland) which contribute to this network and highlight areas where development can contribute to this network.

C. Transportation and Connectivity Policies

Introduction

- 5.13. Radcliffe-on-Trent benefits from bus services, a railway station and a village which is readily walkable however, there is still a heavy reliance on the car. The ability of parish residents to access facilities within the village and the ease at which they can get around the area is key to promoting a sustainable future and the wellbeing of the community over the plan period.

Policy 7: Pedestrian Focused Development

All residential schemes should provide a clear hierarchy of new streets and spaces as set out within the Rushcliffe residential design guide SPD (2009). Developments which take a pedestrian first approach to the design of streets and spaces and road layout, such as delivering 'home zone' designs will be supported.

Schemes should be designed with particular attention given to provision or improvement of off-road routes between the site and surrounding open spaces and facilities, the wider footpath network and where appropriate, key community facilities, specifically routes to the east of the village linking across the railway line. Schemes that do not take opportunities to improve or enhance this network may not be supported.

The following key routes are identified on the proposals map for protection and enhancement and where appropriate, may benefit from developer or other contributions;

- River Trent Walk
- The Trent Valley Way – inc. Malkin Hill / Holme Lane
- Former mineral railway line
- Public footpaths to the south and west of the village leading to Cotgrave Country Park

Justification:

- 5.14. This policy reflects the clear hierarchy of modes of transport as identified by national policy and guidance (including *Manual for Streets 1 and 2*) which is as follows – pedestrians and the disabled, cyclists, public transport services (bus and train), with private cars to have last priority. This approach is also supported by the Design Councils '*Building for Life 12*' scheme as outlined in policy 14 of this document. The policy identifies key routes for enhancement and investment – with particular focus on 'safe corridors' of travel and making use of existing assets such as the river bank and the former mineral railway line. Developer contributions may be sought to invest in these corridors. Improvement to off-road routes are encouraged as these will make it more attractive for new and existing residents to use sustainable modes - as outlined above - to access key services.

Policy 8: Public Transport

The Neighbourhood Plan seeks to encourage improvement to the parish's transport network making key services and facilities more accessible without the use of a car. All new housing developments should be located to take advantage of existing services and facilities, improving, where appropriate, facilities on, or adjacent to, development sites.

Residential developments will be located within walking distance of public transport (400m/¼ Mile) from the site's furthest point) and community facilities (1600m or 1 mile from the centre of the site). Where developments are significantly outside of these distances, new development is unlikely to be considered acceptable.

Where Travel Plans are required in line with the County Council 'Guidance on Transportation Assessment' (or any subsequent document) they should demonstrate clearly how workers and residents will commute to and from the site.

Justification:

5.15. The Neighbourhood Plan will focus on access to services and facilities and improving connectivity in the transport network for all members of the community to services and facilities and neighbouring settlements. New developments should seek to encourage walking and cycling and use of public transport. The policy encourages sites within 400m (¼ Mile) of a bus stop and 1.6 km (1 mile) from local facilities, such as the railway station, library and health centre as this is considered in best practice to be an appropriate distance for residents to walk (as set out in the *Guidance for Transport Assessments* standards prepared by the Department for Transport).

Policy 9: Radcliffe-on-Trent Railway Station

The Neighbourhood Plan supports the retention and enhancement of the Radcliffe-on-Trent railway station. Development which contributes towards or seeks to establish improved and formalised parking provision, access arrangements, waiting and information facilities (where these require planning permission) will be supported.

Schemes that would undermine the ability to access, or use the station facilities (including reducing car parking provision), both now, or in the future will be resisted.

Justification:

A key priority for the village is the protection and enhancement of the railway station both in terms of striving to retain and increase the services which currently stop at the village station and promoting the village's role within the growth corridor identified by Rushcliffe Borough Council. Additionally, the Neighbourhood Plan supports schemes which improve parking and access arrangements designed to encourage the use of this sustainable transport mode.

D. Housing Policies

Introduction

5.16. Radcliffe-on-Trent has been given a housing target of 400 homes to be provided within the parish over the plan period. The Neighbourhood Plan does not allocate specific sites within the parish to meet this need. Instead a broad strategy is outlined which details how the distribution of dwellings across the parish is to be balanced. The plan also seeks to encourage a balance of new and revitalised employment to support this housing growth in a sustainable manner. The policies in this section also set out the requirements for infill sites, depending on their proximity to the Village Core. Finally, in this section the Neighbourhood Plan sets out the types and density of housing to be provided by new housing developments.

Policy 10: Residential Development Strategy

The Neighbourhood Plan makes provision for the delivery of approximately 400 dwellings on greenfield sites outside of the existing built up area in accordance with Rushcliffe Borough Council's Local Plan: Part 1. In all cases, development sites should directly adjoin the current settlement edge, with sites bounded on two or more sides by existing built form being considered most appropriate.

These dwellings will be delivered (either as a result of allocations or planning permissions) to reflect the following broad locational strategy for new dwellings:

- **60% (Approximately 240 dwellings) to the east of the village / settlement,**
- **30% (Approximately 120 dwellings) to the west of the village / settlement; and;**
- **10% (Approximately 40 dwellings) to the south of the village / settlement.**

Justification:

5.17. This policy aims to locate new residential development on land that is directly adjacent to the existing village envelope and within a walkable distance of the village centre. It seeks to protect the viability of the Village Centre and not locate development within any areas at risk of flooding or areas with potential landscape impact. Therefore the split of housing numbers to meet a 400 dwelling target (set by the Local Plan: Part 1) will be 60% to the east of the village, 30% to the west of the village and the remaining 10% to the south of the settlement.

Policy 11: Infill Development

The Neighbourhood Plan supports infill development within the settlement boundary. A site constitutes infill development when it is bounded by existing development on two or more sides. Schemes which propose new development on previously developed site will also be supported where it can be demonstrated that the design and density reflects the immediate local surroundings subject to compliance with other development plan policies (specifically policies 13 and 14 of this plan). Within the Village Core a higher proportion of affordable houses and smaller, higher density units may be supported subject to compliance with other development plan policies.

Justification:

5.18. This policy specifically deals with residential schemes considered to be infill plots. For a site to be considered infill development it must adjoin the settlement on at least two of its boundaries. It also states that infill sites located within the Village Core will be required to make a greater contribution to the provision of affordable housing and will be able to provide smaller higher density units due to their more sustainable location.

Policy 12: Housing Mix

On all residential schemes in excess of 10 dwellings the following broad mix of types will be sought subject to viability and deliverability:

- 25% 1 & 2 bed properties for older persons either as retirement apartments or as bungalows
- 30% 2 bedroomed homes
- 25% 3 bedroomed homes
- 20% 4+ bedroomed homes

Schemes of less than 10 dwellings will be expected to provide 2-bed starter homes, bungalows for the elderly and / or 1 and 2 bedroomed flatted accommodation suitable for a variety of occupiers. The eventual mix will be defined by its proximity to public transport routes, local shops and community facilities.

In line with the Local Plan Part 1, the Neighbourhood Plan seeks the provision of 30% of dwellings to be affordable on schemes of 25 or more units with particular focus on providing homes for young people and young families.

Justification:

5.19. This policy seeks to ensure a mix of market housing types which is based on evidence gathered from a series of sources. The Rushcliffe Borough Council Local Plan (Part 1) sets a framework for setting out appropriate housing mixes based on local needs and the evidence within their Strategic Housing Market Assessment (SHMA) and Housing Strategy, as well as considering locational factors and demographics. It is abundantly clear from these sources that there is an overwhelming need for smaller properties for first time buyers and the elderly who wish to downsize. With a large proportion of the population being over 50 (see chapter 2) the pressures for older persons housing, bungalows and sheltered accommodation is an increasing possibility. The ward profile also indicates that the majority of recent building in the parish (since 2001) were 3 and 4 bed housing. The mix seeks to redress the balance in part by targeting a greater proportion of dwellings into these categories.

- 5.20. The policy supports the Local Plan target of achieving 30% to be affordable but sets out the target need based on the Local Planning Authority's Strategic Housing Market Assessment targeted for young people and the elderly. Provision of bungalows is also a high priority for the people of Radcliffe-on-Trent and this is prioritised within the policy – with a focus on larger market bungalows suitable for existing residents to downsize to. There are some broad goals for the type of housing required based on the Strategic Housing Market Assessment findings and the Rushcliffe Housing Strategy (2009).

Policy 13: Housing Density

Density should be appropriate to the location of the development in relation to the wider settlement, and where appropriate, reflect local features and settlement patterns. Schemes within the existing built up area and along arterial roads may utilise higher densities of around 40 – 50 dwellings per hectare (net) , whilst those on the periphery of the settlement, and on greenfield sites should exhibit a density of between 20 – 40 dwellings per hectare (net), with lowest densities presented to any new urban edge created.

Justification:

- 5.21. The density of residential schemes is addressed within this policy with high density schemes (40–50 dph) being restricted to the village centre and adjacent to arterial routes and lower density (20–40 dph) adjacent to the open countryside to ensure appropriate densities depending on location. Density should be calculated as a net figure, excluding all retained and proposed green infrastructure (existing trees, hedgerows and other physical features) and considering only the actual development parcels.
- 5.22. Mix and density are intrinsically linked, and it is considered that the larger greenfield sites that may come forward in the plan period at the edge of the settlement can reflect an appropriate mix whilst allowing a lower density to be achieved.

Policy 14: Business and Enterprise

The Neighbourhood Plan supports planning applications which encourage economic development and enterprise (including facilities for education and training). Applications for the expansion and diversification of existing business and employment uses within the parish will be supported subject to compliance with other development plan policies.

The Neighbourhood Plan also supports the development of new small and medium scale employment uses, specifically offices, research and development, small workshops and starter / incubator uses, (B1 use Class). Applications on previously developed land or as part of a mixed use development on a greenfield site will be looked upon favourably.

In all cases, applications for new or expanded employment and economic development must demonstrate:

- Safe and convenient access to the strategic highways network;
- Appropriate space for parking and servicing of the development within the application site;
- Adequate access from public transport and other sustainable transport modes;
- High quality buildings and spaces that are reflective of the surroundings; and
- High quality landscape proposals that cover the whole site and its boundaries.
- Applications that undermine nearby residential amenity where appropriate mitigation is not possible by virtue of noise, smells, vibration, hours of operation are unlikely to be acceptable.

Justification:

- 5.23. The community have been keen to identify that it is not sufficient to simply deliver new housing within the parish. To do so would encourage the development of a commuter / dormitory village. Alongside residential and leisure growth as outlined in previous policies this policy also seeks to support the growth and establishment of new types of employment. The policy also seeks to support and help to shape the emerging objectives of the newly formed growth board for the West Bridgford, Radcliffe-on-Trent, Cotgrave and Bingham growth corridor.
- 5.24. It is important that economic development does not undermine the objectives and goals of the other policies and therefore some specific criteria have been developed to ensure that new offices and starter units contribute to, rather than detract from, the overall quality of the parish. Industrial type development is unlikely to be acceptable in Radcliffe as a result of the environmental and amenity issues it would cause, however, smaller scale workshops, offices and business starter units are all possible ways to increase the economic strength of the parish.

E. Design and Heritage Policies

Introduction

- 5.25. The parish of Radcliffe-on-Trent contains a number of listed assets, non-designated heritage assets and a conservation area. A key wish of the community is to protect these assets and ensure that new development which takes place makes a positive contribution to the existing and historical identity of the parish. The Neighbourhood Plan seeks to achieve this through both protecting and preserving existing assets and character but also by promoting high quality design in any new development.

Policy 15: Design and Layout

Where appropriate all planning applications should demonstrate how the design of the new development will make a positive contribution towards the identity and character of the village and the parish and respond, where relevant, to the following criteria;

- **To provide a strong network of new and enhanced green and blue infrastructure, where appropriate, and a strategy which seeks to improve biodiversity and accommodates a Sustainable Drainage System (SuDS) hierarchy, in line with the Construction Industry Research and Information Association (CIRIA) Good Practice Guide;**
- **To propose a road and pedestrian route layout which integrates well with the surrounding network demonstrating a clear hierarchy of streets and spaces where pedestrian access is the priority avoiding 'rat-running';**
- **To create a public realm which is welcoming, attractive and promotes a feeling of safety;**
- **To ensure that new development has a positive relationship with the highway and public footpaths and where appropriate, the surrounding landscape setting, avoiding rear boundaries to key routes and / or public areas and the surrounding landscape;**
- **To create a layout and design which is consistent with 'Secured by Design' (the official police secure initiative) guidance and best practice; and;**
- **To minimise the production of carbon emissions through sustainable construction techniques, reuse of materials and integrate renewable and low energy design solutions.**

Justification:

- 5.26. This policy seeks to ensure that new residential and non-residential additions to the village reflect and respect the existing vernacular making a positive contribution and reinforcing the settlement's distinctiveness.
- 5.27. The policy will set the standard of good design according to the 7 Objectives of Urban Design set out in the seminal text, *By Design: Urban Design and the Planning System* - character, continuity and enclosure, ease of movement, legibility, adaptability and diversity. The policy also seeks to support the overall objectives of the design policies of the Local Plan: Part 1 and the design guide prepared by the Local Planning Authority.
- 5.28. For proposed residential development, regardless of scale, developers and applicants are strongly advised to use the 'Building for Life 12' guidance which is a practical way of measuring and ensuring the delivery of the above criteria.

Policy 16: Vernacular Architecture

The Neighbourhood Plan seeks to ensure that the character and identity of the parish is reinforced through locally distinctive design and architecture by taking account of the scale, mass, layout, design and materials found elsewhere within the parish and other nearby settlements.

The following points summarise the key design elements that should be considered as part of developing both a layout and architectural design for future development in the parish;

- Roofs should be pitched or hipped, with gables used where consistent with the surrounding context;
- Inclusion of bay and bow windows as a key feature of principal elevation(s);
- Design of residential properties at two storeys, with occasional one or three storey houses and terraces;
- Use of symmetrical design for semi-detached houses and terraces whereas asymmetrical designs should be encouraged for detached properties and flats; and
- Inclusion of archways especially above doorways and pathways.

The use of natural building materials such as brick, stone, slate and timber should be encouraged, however this should not preclude the use of contemporary or innovative design. Where rendering is used on the whole or part of buildings, white and pastel shades should be used for consistency with the local vernacular.

Justification:

5.29. Radcliffe-on-Trent is characterized by a human scale streetscape that has developed organically over time. New and old buildings reflect the changing styles of residential architecture from the 19th century through to the present day. The varying styles are knitted together by consistency of materials, building size and density of development. Buildings that stand out in terms of size and materials are distinguished by their public function (for example, churches and pubs). This policy seeks to identify key features within the local vernacular in order to guide design and suggest key features which will help integrate new development within the context of the parish. The items set out within this policy are based on a vernacular study of the parish and in consultation with local residents.



Monitoring and Review



6. Monitoring and Review

Monitoring

- 6.1. The Neighbourhood Plan, once made, will form part of the Development Plan for Rushcliffe Borough, it will be subject to the Borough Council's Local Plan Annual Monitoring Report (AMR) regime. The AMR provides many of the monitoring and review mechanisms relevant to the Neighbourhood Plan policies, as they sit within the wider Strategic Policies of the Local Plan, including matters of housing and employment delivery.
- 6.2. As a result it is considered that the existing monitoring arrangements for the strategic policies of the Local Plan: Part 1 - and any developed as part of the Part 2 – will be sufficient for most of the Neighbourhood Plan policies.
- 6.3. It may be necessary to monitor separately a number of other specific indicators which should be conducted in partnership between the Borough Council and the Parish Council on a bi-annual basis. These indicators will establish if the policies are acting as they intended when designed and will highlight policies that require immediate or timely review to help them to better meet the initial intended purpose.
- 6.4. The key indicators identified to respond to the Neighbourhood Plan are as follows (allied to relevant policies), mainly based on material that can be gathered from approved planning applications which should cover application only within Radcliffe-on-Trent:
 - Schemes and scale of retail, commercial and community services development within the Village Core and outside of the Village Core – i.e. that which is to meet localised need (Policy 1).
 - Planning applications, pre-application, submitted and / or permitted, within the Main Road Regeneration Area (Policy 3).
 - Development proposals submitted and / or permitted on sites designed as Local green Spaces and their outcome (Policy 4).
 - New sports and recreation facilities provided within the Recreation Zone (Policy 5).
 - Quantum of new residential development permitted and set against the locational strategy - a rolling cumulative assessment for the plan period (Policy 10 and 11).
 - The type of housing permitted as a percentage split - a rolling cumulative assessment for the plan period (Policy 12).

Review

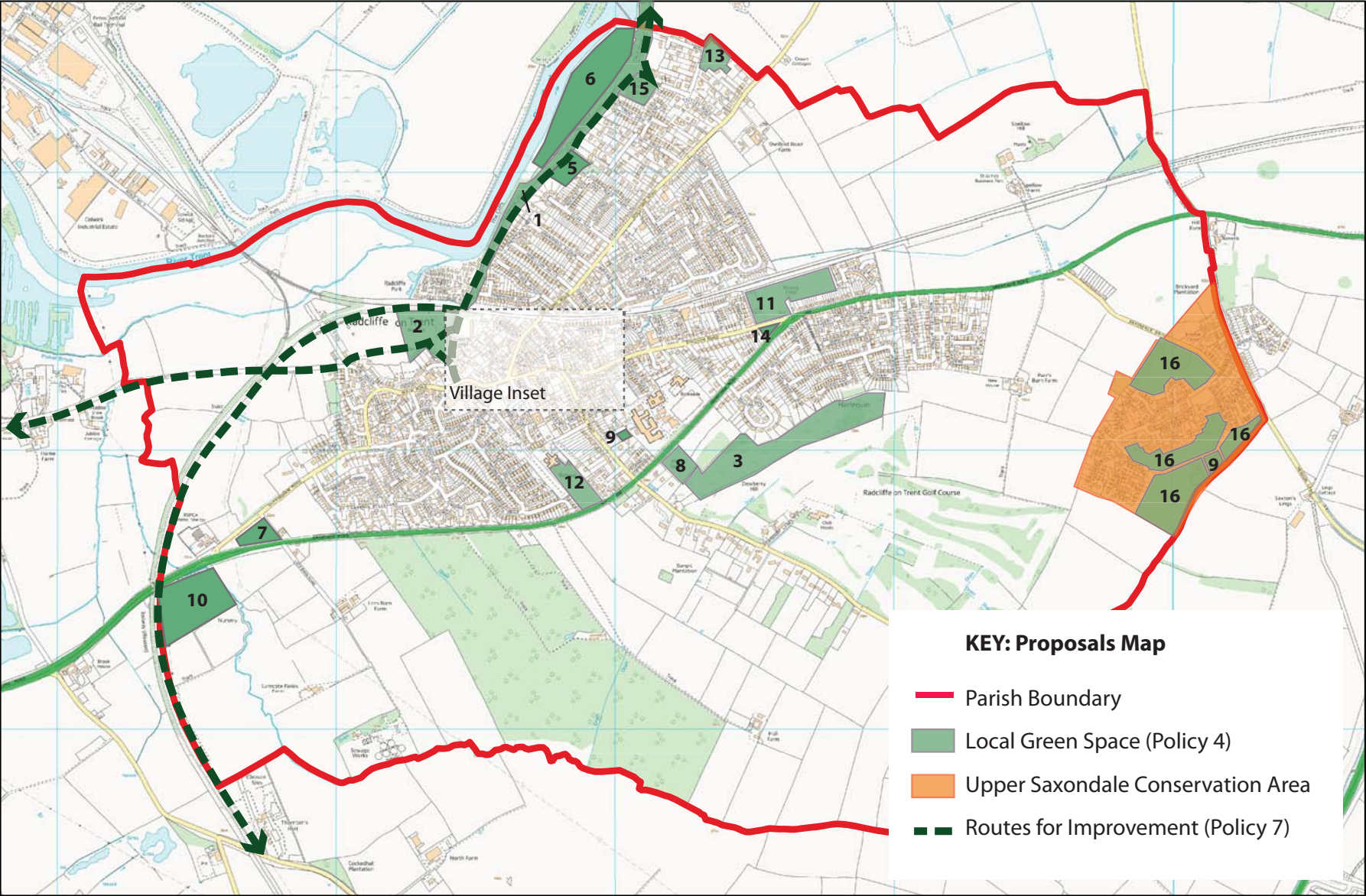
- 6.5. The Neighbourhood Plan has been prepared to guide development up to 2028. This is in line with the Local Plan: Part 1 for Rushcliffe Borough Council – the document which provides the strategic context for the Neighbourhood Plan. It is unlikely that the Neighbourhood Plan will remain current and completely relevant for the entire plan period and may, in whole or in part, require some amendments before 2028.
- 6.6. There are a number of circumstances under which a partial review of the plan may be necessary. These may include revision of the following existing local planning documents or in the event that the monitoring of the policies listed under para 7.4 are not adequately addressing the objectives set for the plan. In all cases, the Parish Council and its partners should consider undertaking a partial review of the Neighbourhood Plan in five to six years from adoption (around 2020-21) and then a full review should be no later than 2025.



Appendix:
The Proposals Map
The Proposals Map Inset
Glossary



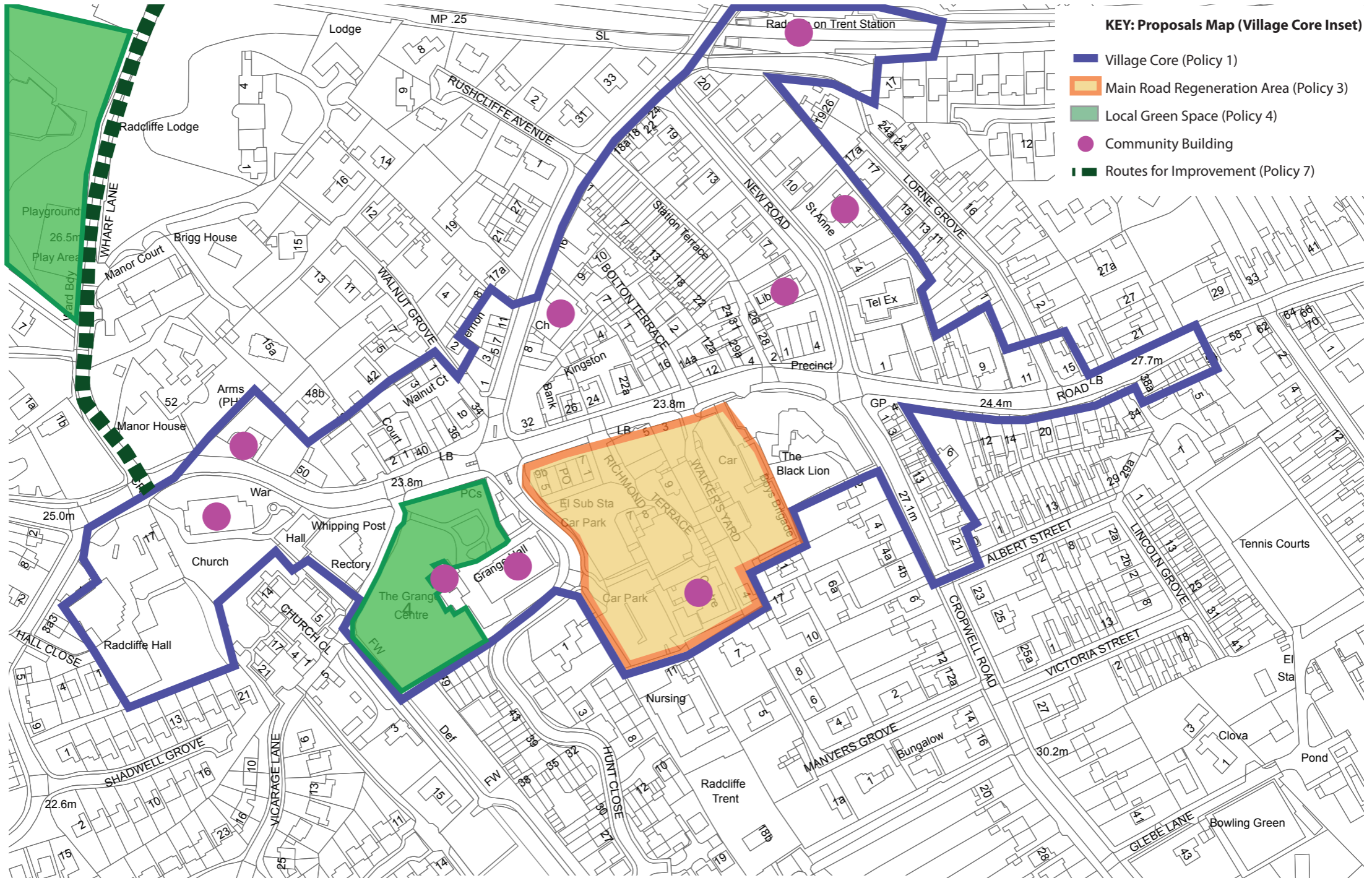
Radcliffe-on-Trent Neighbourhood Plan PROPOSALS MAP



**Radcliffe on Trent
Parish**

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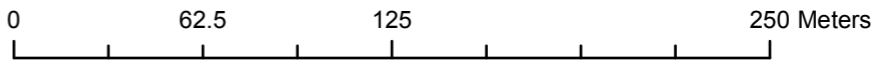
KEY: Proposals Map (Village Core Inset)

- █ Village Core (Policy 1)
- Main Road Regeneration Area (Policy 3)
- Local Green Space (Policy 4)
- Community Building
- Routes for Improvement (Policy 7)



Radcliffe on Trent Shopping Area

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Neighbourhood Plan Glossary

Term	Definition
Affordable Housing	<p>Affordable housing is sub-divided into three distinct types of housing:</p> <ul style="list-style-type: none"> • Social Rented • Affordable Rented; and • Intermediate Housing <p>Affordable Housing: Social Rented, Affordable Rented and Intermediate housing which is provided to eligible households whose needs are not met by the market and which will remain affordable unless the subsidy is recycled for alternative affordable housing provision.</p> <p>Affordable Rented Housing: Housing which meets the Housing Corporation's Design and Quality Standards (or replacement standards) and which is let by a Registered Provider of Social Housing to a person allocated that Dwelling in accordance with the Council's Allocation Scheme at a controlled rent of no more than 80% of the local market rent.</p> <p>Intermediate Housing: Discounted Sale housing and Shared Ownership housing.</p> <p>Social Rented Housing: Housing which meets the Housing Corporation's Design and Quality Standards (or replacement standards) and which is let by a Registered Provider of Social Housing to a person allocated that dwelling in accordance with the Council's Allocation Scheme at a rent determined through the national rent regime (Rent Influencing Regime guidance).</p>
Annual Monitoring Report (AMR)	<p>This report monitors the Local Planning Authority's progress towards production of its Local Development Framework and the implementation of the strategies and policies already produced specifically those in the Core Strategy and the Allocations and Development Management DPD.</p>
Blue Infrastructure	<p>The network of rivers, streams, ponds and other water bodies which collectively form an interconnected network for the benefit for ecology and for public enjoyment.</p>
Developer Contribution	<p>Developer contributions are often referred to as Section 106 planning obligations but may not always be so. In many cases, these planning obligations provide a means of ensuring that developers contribute towards the infrastructure and services needed to make proposed developments acceptable in land use planning terms. Contributions may be made as financial payments or as direct works on or off-site.</p>
Development	<p>Development is defined in planning terms under the 1990 Town and Country Planning Act. Broadly, it is considered to be 'the carrying out of building, engineering, mining or other operation in, on, over or under land, or the making of any material change in the use of any building or other land'. Most, but not all, forms of development require planning permission.</p>
Conservation Areas	<p>Areas of special architectural or historic interest within which it is desirable to preserve or enhance the character or appearance. Within conservation areas there is extra control over a range of planning and design matters.</p>
Greenfield	<p>Land which has not previously been used for any type of previous use with the exception of agricultural use and forestry. In most cases this refers to 'green' fields at the edge of settlements formerly used as arable or pastoral farming. National policy guides development to previously developed or brownfield site first before greenfield will be released for development.</p>
Green Infrastructure	<p>Green Infrastructure is a network or collection of quality green spaces and other environmental features that interlink and serve both nature conservation and health & wellbeing purposes.</p>
Heritage Assets	<p>A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).</p>

Infill Plots	Plots of land located within a built-up area that is currently not developed on for further construction, especially as part of a community redevelopment or growth management program.
Listed Buildings	A building or structure which is considered to be of 'special architectural or historic interest' and merits consideration in planning decisions.
Local Green Space	It is a designation which provides special protection against development on a particular green area which is important to local communities.
Localism Act	The Localism Act (2011) was a feature introduced by central government containing a number of proposals to give local authorities new freedoms and flexibility. Devolving power from local government to the community level.
Local Plan	The Local Plan expresses the vision, objectives, overall planning strategy, and policies for implementing these, for the whole Borough. It is the policy against which development requiring planning consent in local authorities is determined.
Local Planning Authority (LPA)	A local planning authority is the local authority of council that is empowered by law to exercise statutory town planning functions for a particular area.
Market Housing	Open market housing is housing which has no occupancy restriction or legal tie and that can be bought by anyone.
National Planning Policy Framework (NPPF)	Guidance provided from central government for local planning authorities and decision-takers, on drawing up plans and making decisions about planning applications.
Neighbourhood Plans	A Plan prepared by a Parish Council of Neighbourhood Forum for a particular neighbourhood area (made under the Planning and Compulsory Act 2004) which sets out specific planning policies for the parish which are the primary policies for determining planning applications within that parish.
Previously Developed Land	This refers to land or buildings that have previously been used prior to their current or proposed use. In many cases this is known as brownfield land and may be despoilt or contaminated depending on the nature of its former use.
Principal Elevation	The principal elevation is the front of a house which usually faces the road.
Public Realm	The space between buildings comprising the highways land, footpaths and verges.
Sustainable Development	The Bruntland Report provides the accepted definition of sustainable development as 'Development that meets the needs of the present without compromising the ability of future generations to meet their own needs' (WCED, 1987). The principle of sustainable development may be broadly described as encompassing social, environmental and economic issues, and also entailing concern with intra-generational and inter-generational themes.
Sustainable Modes	Transportation types or modes which do not rely on the use of the private car. Walking, cycling and public transport are all sustainable modes, with pedestrians and cyclists being counted as the most sustainable.
Use Classes Orders	The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as 'Use Classes'. Examples of use classes include Shops (A1), General Industry (B2) and Dwelling House (C3).