



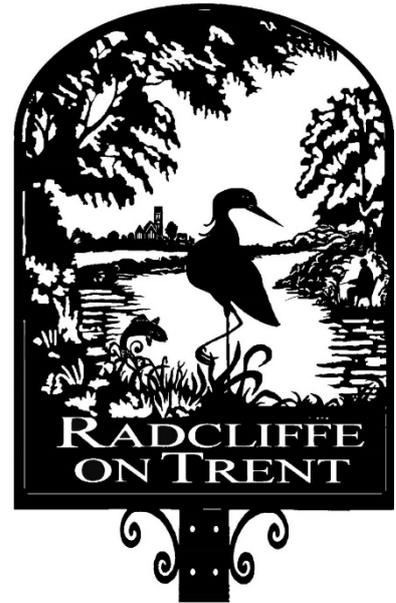
Neighbourhood Plan

First review

Radcliffe-on-Trent Neighbourhood Plan Steering Group

October 2022





Radcliffe-on-Trent Neighbourhood Development Plan – First Review

2022-2028

On behalf of

Radcliffe-on-Trent Neighbourhood Plan Steering Group

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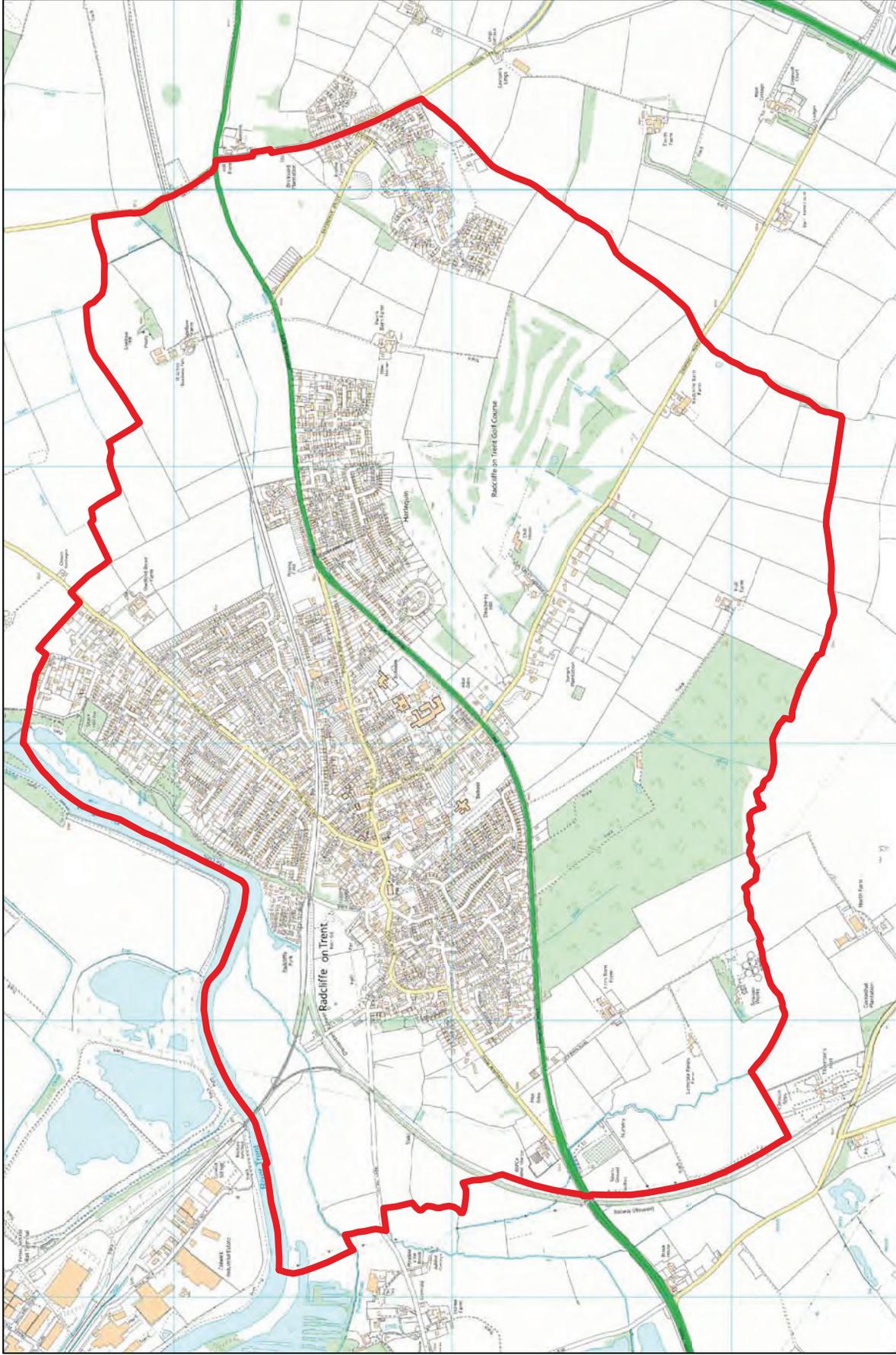
This Neighbourhood Plan was promoted by the Radcliffe-on-Trent Parish Council in 2014 and managed by a Steering Committee with professional assistance from Urban Imprint (formally BPUD Ltd, Town Planning & Urban Design Consultants) and the support of Rural Communities Action Nottinghamshire (RCAN) and in consultation with the residents of Radcliffe-on-Trent. The Steering Committee acknowledges the significant help that was given by the Radcliffe-on-Trent Community Plan Group and especially the residents' survey 2013 which was delivered to every household in the parish and had a 52% response rate.

The original Steering Committee comprised the following members (in alphabetical order):

- Keith Agar (Vice Chairman)
- Rodney Brears
- Sue Clegg
- Paul Collins
- Martin Culshaw
- Kay Cutts
- David Eggleston
- Jacki Grice (Committee Clerk)
- Maggy Holmes
- Sally Horn (Treasurer)
- Jenny Kirkwood
- Philip Marshall
- Georgia Moore
- Alex Raynor
- Martin Ryder
- Mark Shardlow
- Jo Spencer
- Paul Spencer
- Jean Smith
- Hollie Thacker
- Mike Tomlinson
- Roger Upton (Chairman)
- Alison Williams

The Steering Committee would also like to acknowledge the help and assistance given by Cllr Kay Cutts, Cllr Neil Clarke, Cllr Roger Upton and officers from Radcliffe-on-Trent Parish Council, Rushcliffe Borough Council and Nottinghamshire County Council along with the many volunteers and organisations who have all contributed in many different ways towards this Neighbourhood Plan.

Designated Neighbourhood Plan Area



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Radcliffe on Trent Parish Council

Radcliffe on Trent Parish

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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. They contain policies written by the community to shape how their local area may change over the Plan period.
- 1.2. Neighbourhood Planning was introduced by the Localism Act 2011 and is recognised in the National Planning Policy Framework (NPPF), March 2012, which has since been updated, with the latest revision being released in July 2021. 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, NDP) must be in general conformity with the Strategic Policies of the Local Planning Authority's (LPA) Rushcliffe Borough Council Local Plan which is in two parts.
- 1.3. The designated Neighbourhood Plan area is the Radcliffe-on-Trent parish boundary. The Parish Council sought to ensure the Neighbourhood Plan represented the wishes of the whole community and so established a Steering Committee to facilitate the project and make recommendations on the content of the Plan. The Steering Committee commissioned Town Planning and Urban Design consultancy Urban Imprint (formally known as BPUD Ltd) to assist as specialist advisors, particularly in the technical writing of the policies. The Steering Committee 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 Urban Imprint on the background and content of the final document.
- 1.4. Neighbourhood Plans are to be shaped by the local community. The role of the Steering Committee 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 has been subject to discussion and comments from Nottinghamshire County Council, Rushcliffe Borough Council, Statutory Consultees and other organisations with an interest in the parish, local residents and neighbouring parish councils.
- 1.5. This document is the first (partial) review of this neighbourhood plan and has been prepared in line with the original neighbourhood plan's monitoring and review strategy. Since the adoption of the policies in the Rushcliffe Borough Council Local Plan Part 2: Land and Planning Policies (2019) has also come into force, and national policy has also been updated. The changes brought forward in this first review are designed to ensure that the neighbourhood plan can respond to the Local Plan (Part 2) and the revisions to national policy as set out in the NPPF 2021. Whilst a full replacement plan was scheduled for 2025, the changes made to this plan will allow the plan's longevity and relevance to be extended to the end of the Local Plan period of 2028.

Preparation of the review and the principle of changes

- 1.6. The original plan was adopted in 2017, shortly after the adoption of the Local Plan Part 1 (LP:Pt1). The policies therefore pre-date both the Local Plan: Part 2 (LP:Pt2) and the NPPF. The LP:Pt2 sets a number of sites around Radcliffe-on-Trent for a significant number of houses, doubling the number of new dwellings that were envisaged at that time as part of the LP:Pt1. This was in order to rebalance the delivery strategy and overcome shortfalls on the larger urban extensions elsewhere in the Borough. This means that the spatial strategy that underpinned the Neighbourhood Plan is now very different.
- 1.7. Starting in June 2020, the policies adopted in the 2017 Radcliffe Neighbourhood Plan were assessed against the updated 2021 NPPF and the Rushcliffe Borough Council Local Plan Part 2: Land and Planning Policies and a report was made to the Parish Council which recommended a series of changes and deletions from the plan. These recommendations have been the subject of ongoing discussions with the Parish Council during the pandemic. Whilst the goals of the policies within the plan remain unchanged, the review is simply designed to allow for the plan to better reflect the updated national and local planning policy position. Compliance with national and local policies is a requirement of the legislation under which neighbourhood plans are developed - known as the basic conditions.
- 1.8. Furthermore, since the release of the Local Plan Part 2 and the growth of the design agenda as outlined in chapter 12 of the NPPF, which now includes the associated national design guide and code (2019 and 2021 respectively), the importance of Radcliffe's built character requires a greater level of consideration than what was originally included. This review seeks to ensure that this emerging focus on design in national policy is reflected in the policies, since it did not exist at the time of drafting and adopting the Local Plan, tying the policies into the new national design agenda which was set out in the ministerial statement in 2021:

"The Government has set out to put beauty and design, for the first time, at the heart of the local planning system. To that end, we are changing the system so that local people are empowered to set standards for beauty and design in their area."
- 1.9. The changes to the policies introduced as part of this first review are all relatively minor, mainly focused on providing additional details and cross references as part of the policy explanatory in order to ensure consistency between policies documents and ensure ease of use for those applicants and decision takers. The only large change is the removal of what was known as policy 10, and set out a strategy for the delivery of larger allocated sites since the LP:Pt2 had at that time not been brought forward. Further detail is provided as part of the housing and employment chapter.
- 1.10. Following the 'making' of this first review of the plan, the policies listed sit alongside the Rushcliffe Local Plan Parts 1 and 2 and will collectively form the development plan for the determination of planning

applications. All of the policies are now considered to reflect the strategic policies of the Local Plan and the latest version of the NPPF (2021), which is something that the Local Plan is unable to achieve.

- 1.11. This first review of the Neighbourhood Plan will be subject to further community consultation and engagement for a period of six weeks and the feedback on this will be used to refine the plan which will be put forward for examination to formally replace the 2017 version.

How to use this document

- 1.13. This plan contains policies and guidance that are intended to shape development in Radcliffe-on-Trent Parish concurrently with the Rushcliffe Borough Council Local Plan Part 1: Rushcliffe Core Strategy 2014-2028 and the Rushcliffe Borough Council Local Plan Part 2: Land and Planning Policies, released in October 2019.
- 1.14. The Plan can be used by different people, but 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)
- 1.15. 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 with 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 comply 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 policies at the local and national levels, 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 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 the original Neighbourhood Plan (2017), care was 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 Community Plan) and other material identified from a thorough assessment of the plans and policies developed by other agencies, including the Local Planning Authority. The consultation and engagement that was undertaken at that time remains fundamental to the neighbourhood plan, but this is now balanced against the updated policy agenda.
- 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, seven 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 - a broadly triangular area around Main Road, Shelford Road and New Road. This area includes a range of convenience (daily shopping for food etc.) 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. As a result of the role of the retail centre, the Local Plan Part 2 has identified the retail and commercial core of the village as a local centre, which is a mid-level retail and community area which would serve an immediate local hinterland.
- 2.4. Some of the Village Centre has arguably poor architectural and building quality, especially an area to the south of Main Road where a shopping parade, surface car parks and the health centre are located, and there may be opportunities to rejuvenate this area during the Neighbourhood Plan period to help improve the vitality and viability of the Village Centre. This 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 means that the use of sustainable transport is a real possibility. Some of the key detractors from the quality of the village are the lack of adequate car parking, narrow pavements and congested roads within the centre of the village. Much of the centre of the village retains its historical street pattern which, with the coming of motor vehicles has eroded the pedestrian realm.
- 2.6. The Community Plan clearly set out to improve the quality of the centre of the village in terms of its pavements, streets and the provision of parking, as it is important that the village supports the overall commercial and retail elements within this area.

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 however substandard, both in quality and frequency and are not coupled with an attractive station environment. Access to the eastbound platform for people with physical disabilities is poor and the waiting facilities on both platforms need to be improved. Much needed improvements are currently underway to improve the quality of the station car park.
- 2.8. Bus services linking Nottingham and West Bridgford are good but despite this, there are still comparatively low numbers of people within the parish using the bus to travel to work. In this respect, the parish is a typical car-borne community with over 75% of the population using a car or van for the daily commute as opposed to 65% nationally (Source: Census 2011). Parking facilities within the Village Centre, whilst very well-used, are insufficient for the needs of the Village Centre. National Cycle Route 15 runs through the village but needs significant investment in its infrastructure as it is neither a specific off-road route nor delineated within the road space.

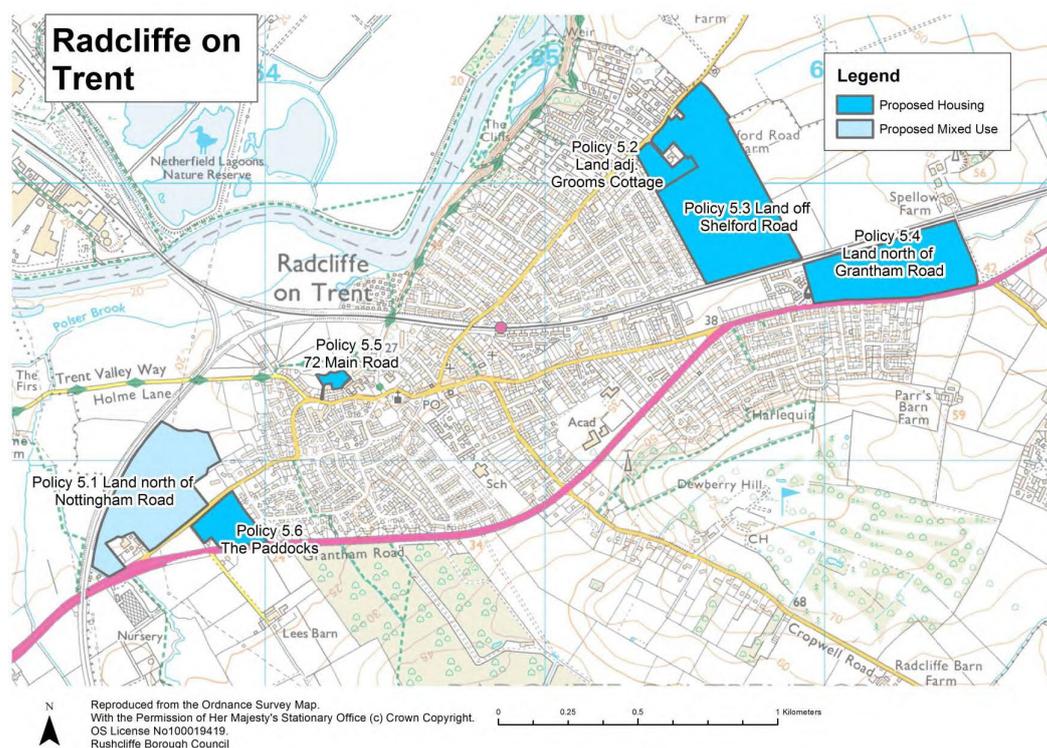
Housing

- 2.9. The Local Plan Part 1: Rushcliffe Core Strategy required that a minimum of 400 new homes will need to be built on greenfield land around Radcliffe-on-Trent, with sites to be identified in Local Plan Part 2. The community has acknowledged that there is a clear need for smaller homes for younger families and older people. This 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 new and future demands.
- 2.10. However, the Rushcliffe Local Plan Part 2: Land and Planning Policies has allocated housing sites for Radcliffe, to a figure ranging from 920-970. Six proposed housing sites have now been allocated, with one

site being of mixed use for housing and employment, with their location, if not the overall numbers, being in line with the strategy that was included in the original 2017 Neighbourhood Plan. The policy references given below are taken from the local Plan: Part 2:

- Policy 5.1 is a housing allocation of between 150 and around 200 homes and a minimum of 3 hectares of employment on land north of Nottingham Road, Radcliffe on Trent. The employment sites on this will be for employment uses B1, B2, and B8.
- Policy 5.2 is a housing allocation of 50 homes on land adjacent of Grooms Cottage, Radcliffe on Trent. 30% of this development must include affordable homes.
- Policy 5.3 is a housing allocation of around 400 homes on land off Shelford Road, Radcliffe on Trent. 30% of this development must include affordable homes.
- Policy 5.4 is a housing allocation of around 240 homes on land north of Grantham Road, Radcliffe on Trent. 30% of this development must include affordable homes.
- Policy 5.5 is a housing allocation of around 5 homes at 72 Main Road, Radcliffe on Trent.
- Policy 5.6 is a housing allocation of around 75 homes at The Paddocks, Nottingham Road, Radcliffe on Trent. 30% of this development must include affordable homes.

A map extract from the Local Plan is included below for completeness. At the time of the original drafting of the Neighbourhood Plan, the site, which is the subject of policy 5.4, was not considered suitable or necessary to meet the housing targets.



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. There is a good variety of retail services within the Village Centre, including convenience goods stores, financial and professional services, pharmacies, cafes and eateries and specialist retail stores. These include a high proportion of independent retailers (Baseline survey 2015). There are very few offices or office based companies in the parish but those that do exist are based heavily on the service sector.
- 2.12. There is also an increasing growth in residents working from home which further diversifies the employment opportunities within the Parish (Source: Census 2011). 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 (Source: Census 2011).
- 2.13. 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 many and varied transport links. More recently there has been a wider discussion about the potential role that Radcliffe-on-Trent could have in helping to create economic development along a corridor stretching from West Bridgford (west) to the neighbouring settlement of Bingham (east), discussed as part of the ongoing strategy development prepared by the local growth board. This collectively offers support for a policy focused on new and improved business and enterprise facilities as part of the parish's growth.
- 2.14. Policy 5.1 of the Local Plan Part 2 includes employment allocation for business use classes B1, B2 & B8, covering land of a minimum of 3 hectares on Land north of Nottingham Road. A small section of this site is encompassed with a flood zone 3, this section will not be developed. This was in line with the neighbourhood plan as originally drafted and made in 2017.

Design and Heritage

- 2.15. The parish's built form is predominantly residential in character apart from the concentration of commercial, civic and retail uses within the centre of Radcliffe-on-Trent. The village has had some post-war growth (1950–1970s estates) although, 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.

- 2.16. There are no Conservation Areas within Radcliffe-on-Trent village, but Upper Saxondale, built on the grounds of a former hospital dating from the first decade of the 20th Century, is so designated. The centre of the village has a 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 so it is important that the Neighbourhood Plan seeks to retain and enhance the village's unique characteristics through appropriate policies.
- 2.17. The community remain concerned about the built character of Radcliffe being protected as part of this review, so as to not lose their identity. The Parish Council are keen to ensure that the Neighbourhood Plan recognises the growth in the importance of the contextually responsive design as part of the national policy agenda, tying in elements of the National Design Guide (2019) and the Model Design Code (2021). It is in response to the government's design agenda, as outlined in a ministerial statement dated 20 July 2021, that the majority of the changes have been made as part of this first review.

Environment

- 2.18. The wider countryside 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 none are statutorily protected but the landscape and local environment have some benefit for wildlife, specifically farmland birds. In addition, a number of Local Wildlife Sites (LWS) are identified within the parish.
- 2.19. 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 at risk of flooding (see appendix 4 for the most up-to-date flood-risk mapping). This is mainly to the north and west of the parish, predominantly north of the railway embankment, on low-lying land adjacent to the River Trent. There are no directly relevant air quality issues within the parish, but further along the A52 towards Nottingham City Centre there are Air Quality Management Zones.

A large, leafy tree with a thick trunk stands in a park-like setting. In the background, there is a brick building with a wooden fence and a picnic table. A paved path and a black bench are visible in the foreground. The scene is captured in a slightly overcast, natural light.

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 development of the objectives and policies for the Neighbourhood Plan. These are unchanged from the original version of the Neighbourhood Plan and are agreed as remaining relevant and practicable, and collectively are all in line with national policy as outlined in the NPPF (2021). 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 and sustainable 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:

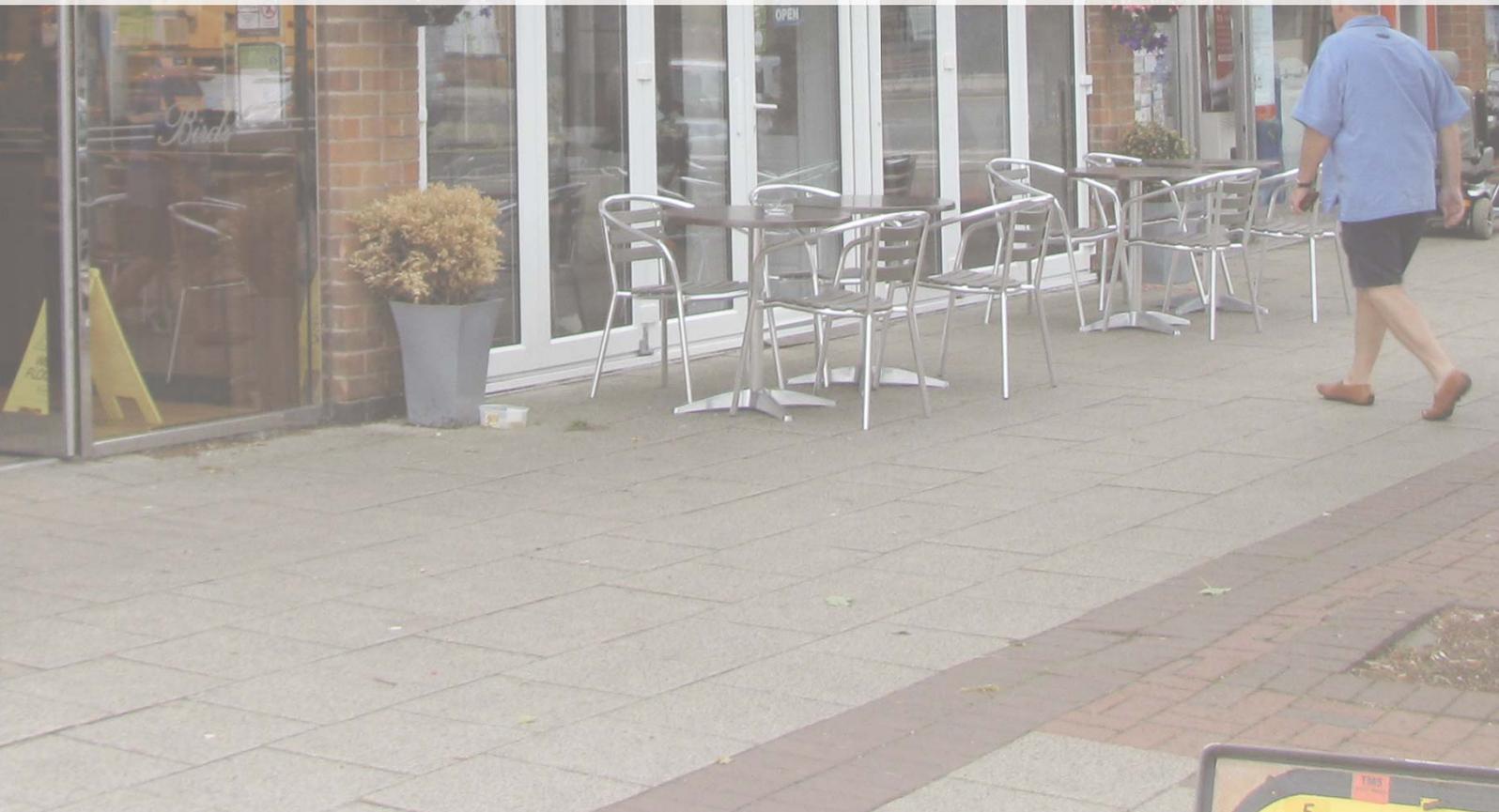
3.2. The following objectives have been developed to assist with the delivery of the policies and strategies that form this Neighbourhood Plan:

- **1 - Village Centre** - To promote Radcliffe-on-Trent Village Centre as a thriving, attractive and safe 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, safe 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, focussing on improving choices for different age groups whilst promoting sustainable location of new houses and setting 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 sustainably located opportunities for new development encouraging the creation of small and medium sized enterprises and their investment 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 and local biodiversity of the village and parish and promote a network of green spaces and wildlife corridors connecting the village, the River Trent and the countryside.



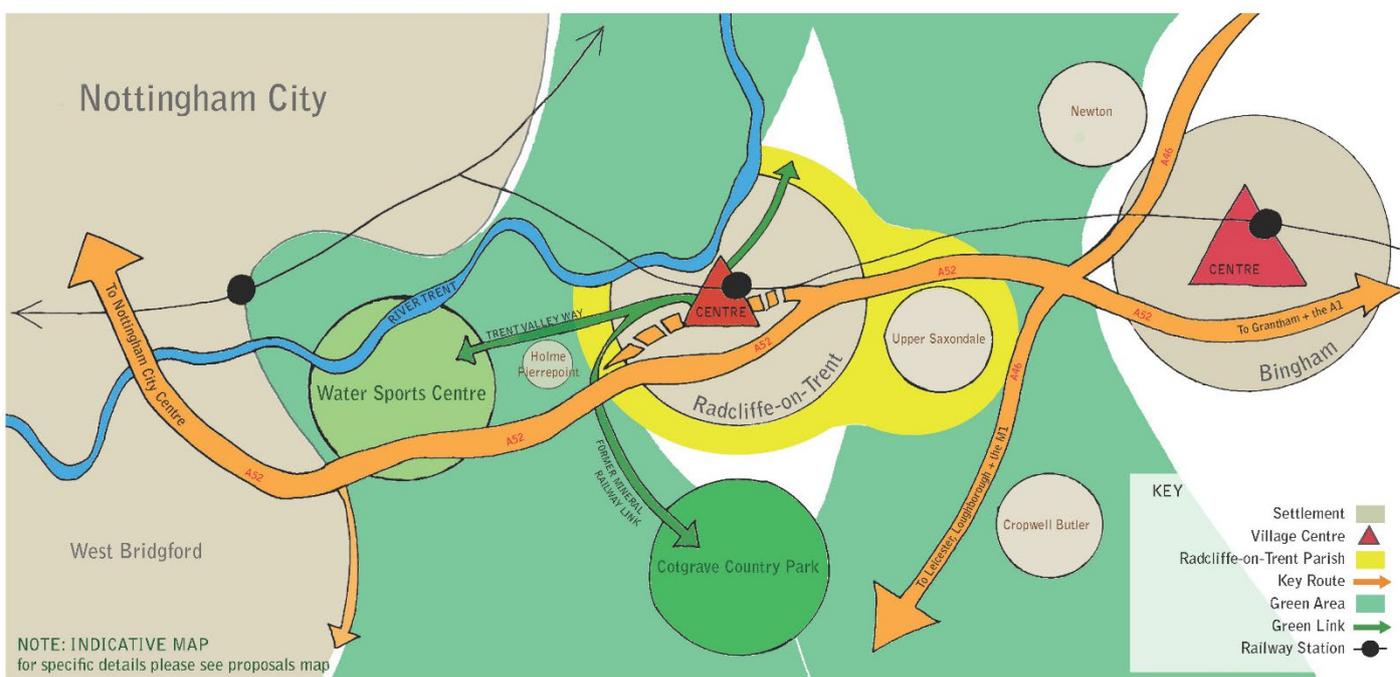
A Spatial Framework for Radcliffe-on-Trent



4. A Spatial Framework for Radcliffe-on-Trent

- 4.1. The neighbourhood plan, as first drafted in 2016, was based not only on the vision and objectives (see previous chapter) but also on a spatial strategy, which sought to reflect the communities desire for how the parish should accommodate development in a spatial manner. This approach still underpins the neighbourhood plan following this first review. This spatial strategy should not be confused with the Local Plan proposals map which is included in appendix 5.

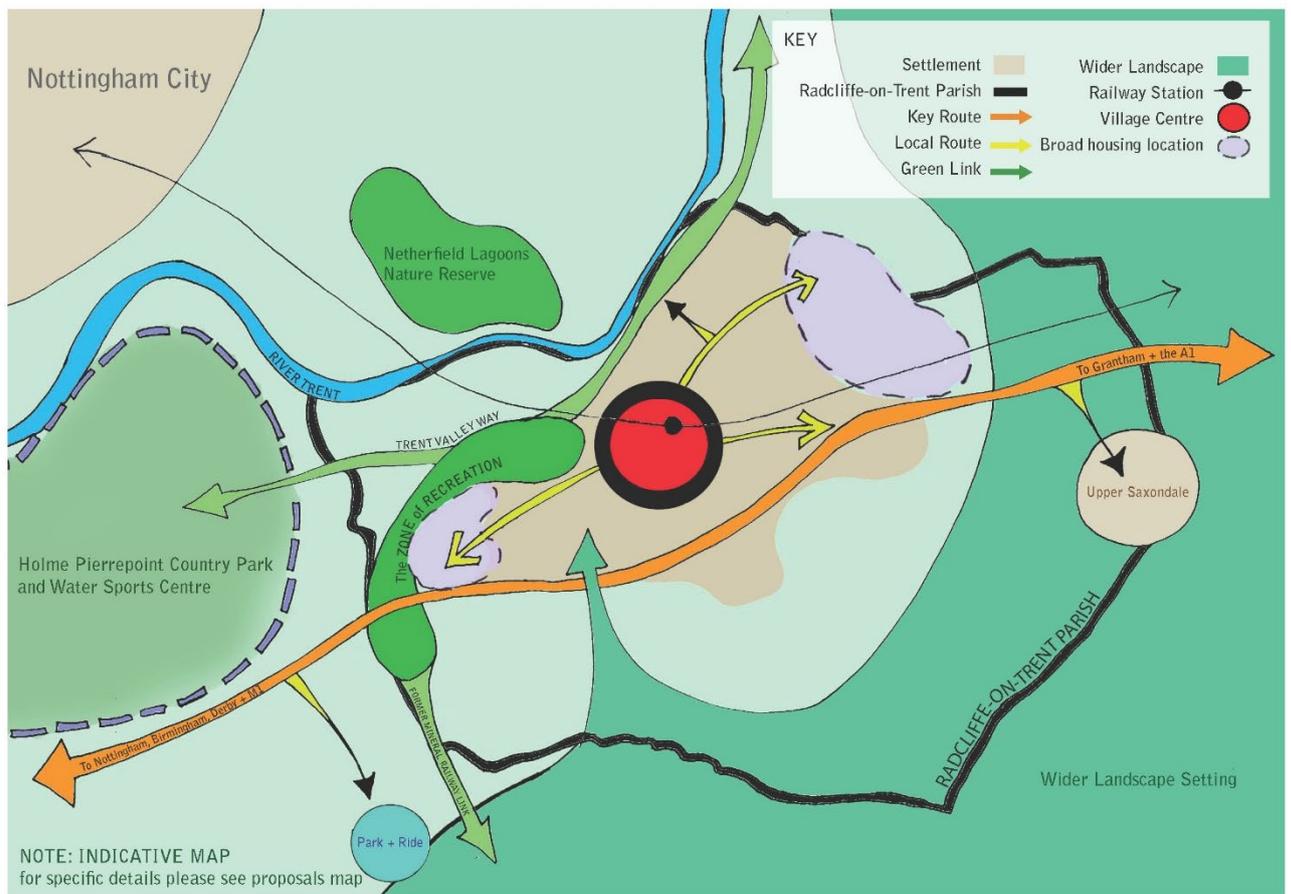
Sub-Regional Framework



- 4.2. The Sub-Regional Framework presents the village of Radcliffe-on-Trent within the wider context of the Growth Corridor linking West Bridgford, Radcliffe-on-Trent and Bingham. The diagram demonstrates how well connected Radcliffe-on-Trent is within a wider sub-regional setting and how this allows it to contribute singularly to a 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.
- 4.3. In addition, this diagram demonstrates Radcliffe-on-Trent's location within a wider landscape setting. Two green areas 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-on-Trent 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 which was opened in 2019 after the original plan was produced.

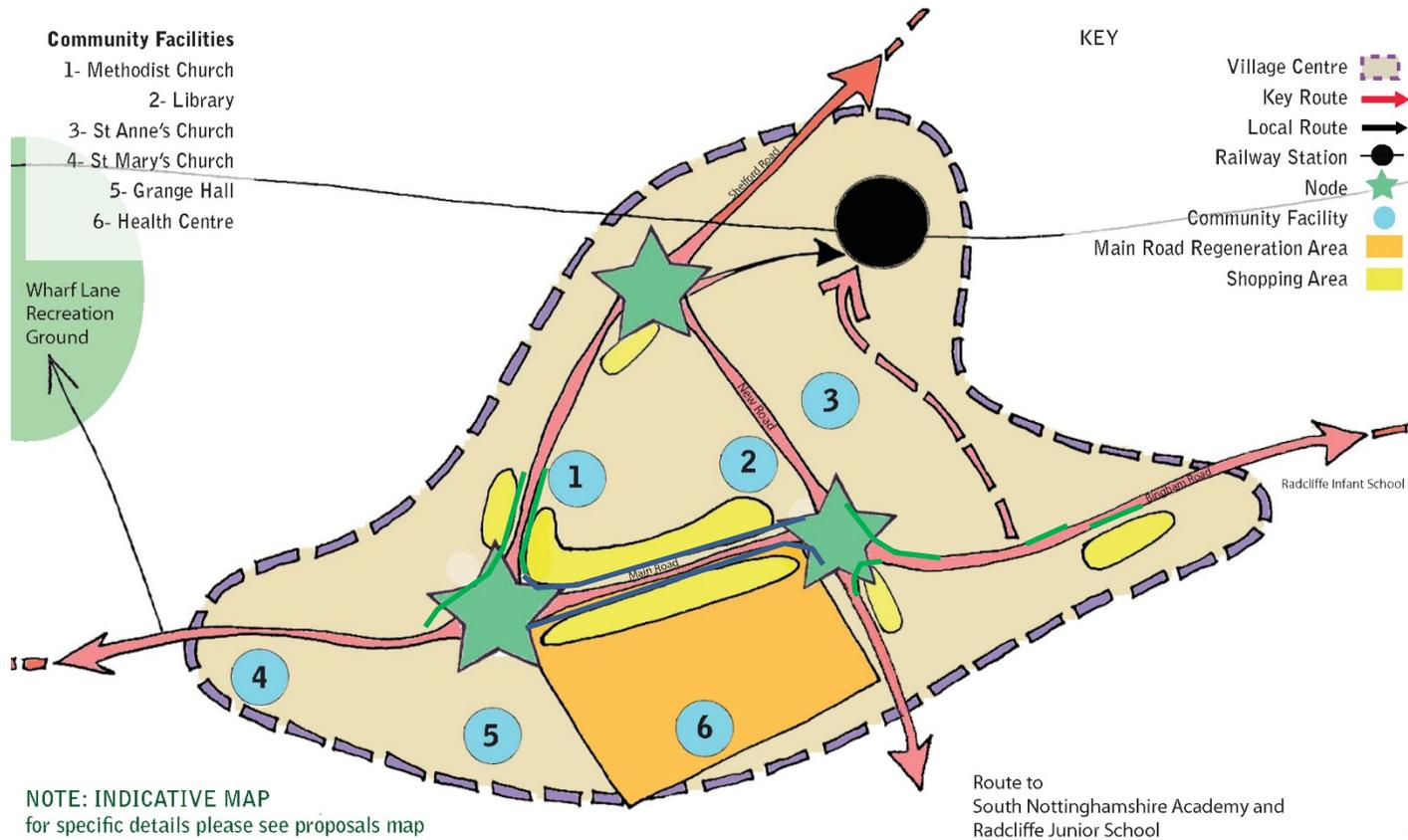
4.4. Overall this strategic diagram highlights the importance for the Neighbourhood Plan to recognise, promote and encourage the role that Radcliffe-on-Trent plays within the wider sub-regional context. The village should be outward looking, contributing to the local area, whilst maximising the wider benefits provided by the corridor to the settlement. It demonstrates the crucial role of key links such as Radcliffe Railway Station, frequent bus services and the Trent Valley Way and National Cycle Route 15, 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-on-Trent Parish Framework



- 4.5. The spatial strategy for the parish of Radcliffe-on-Trent is shown in the above diagram. The village has a historical relationship with the rural hinterland, which remains important to residents and local businesses today. The Village Centre 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.
- 4.6. The Neighbourhood Plan will not allocate specific housing sites but the spatial strategy indicates the broad locations where housing may be considered acceptable in meeting the need identified by the Rushcliffe Local Plan: Part 2. A key consideration of the Neighbourhood Plan is 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, a review of the Greenbelt will be required. 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-on-Trent Village Framework



- 4.7. The Village Framework is based around the centre of the village, which includes a broad selection of facilities. Community facilities, transport routes and key shopping areas all play key roles in making the Village Centre vibrant and a key resource for residents of the wider parish. The Neighbourhood Plan focuses on making this Village Centre a pedestrian-friendly area with improvements in the area’s general quality and appearance. Wholesale improvements are identified for an area south of Main Road adjacent to the shopping area, an area that has strategic as well as local benefits.
- 4.8. The Village Centre is the focus of main community, commercial and retail uses. Green stars indicate the points where key transport links intersect and interchange. These make up three corners of a triangle of economic activity comprising the heart of the village. The Village Centre 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 the policies set out in the Neighbourhood Plan meet the objectives set out in Chapter 3. In each case, the policy developed should address more than one of the objectives, although 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 Centre								
Policy 1: Village Centre 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: Pedestrian & Cycle Focused Development		✓	✓		✓	✓	✓	
Policy 8: Public Transport	✓		✓		✓			✓
Policy 9: Railway Station	✓		✓			✓		
D - Housing and Development								
Policy 10: Infill Development					✓		✓	
Policy 11: Housing Mix and Density	✓				✓		✓	✓
Policy 12: Business & Enterprise			✓			✓	✓	
E - Design and Heritage								
Policy 13: Design and Layout		✓		✓	✓	✓	✓	✓
Policy 14: Local Architectural Styles					✓	✓	✓	✓

A. The Village Centre Policies

Introduction

- 5.2. Enhancement of the shopping and community centre of the village of Radcliffe-on-Trent is key in drawing together the aspirations of the Neighbourhood Plan. Consequently, many other issues and resultant policies in the Neighbourhood Plan are linked to the role of the village centre, which has been defined by the Local Plan as a local centre based on the boundary from the original draft of the neighbourhood plan. The village centre includes a triangle bounded by Main Road, Shelford Road and New Road and also encompassing key services and facilities such as the railway station, library, health centre and The Grange / Grange Hall Community Centre. The Village Centre is the pivot of many aspirations, from increasing pedestrian priority through improvements to the public realm, traffic and parking, to protecting and heightening the vibrancy of the parish.

Policy 1: Village Centre First

The Neighbourhood Plan encourages the clustering of retail, commercial and community services within, or adjacent to, the village Centre as identified by the Local Plan (Part 2), subject to ensuring adjacent access and parking. Outside of this area, applications which will result in over 280sq/m of retail space, will be resisted, unless it can be demonstrated that they meet the sequential and impact tests. Within the village centre, the diversification of existing public buildings for additional community uses will also be supported and encouraged.

Within the village centre, the development of new shops (Use Class E(a)) and other retail and commercial uses are encouraged, particularly where they can contribute to a strong active frontage. At ground floor level, the proposed change from retail/commercial to residential within the identified retail frontages (policy 25 of the LP:Pt 2) will be resisted, unless it can be demonstrated that there is no viable retail use. Applications for proposals that involve takeaways (Sui generis Use Class) will be determined on a case-by-case basis, taking special account of the impacts on local parking and amenity.

Development, wherever located, that is able to positively contribute to reducing traffic flows and impacts through the Village Centre, or mitigating traffic impacts on the Village Centre, will be looked upon favourably.

Justification:

- 5.3. This policy will focus on new retail, commercial and community services (such as the health centre developments), with priority given to sites which can contribute towards the creation of an attractive and vibrant centre for the community 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. The policy also limits retail development outside of the village centre, to only 280sq/m (a size for a small retail store of a size that is exempt from Sunday trading laws as it provides the function of a convenience store as defined by HMRC). Furthermore, the policy discourages the loss of retail units on the ground floor within the Village Centre 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 (Sui generis Use Class) are not

discouraged by the Neighbourhood Plan, care needs to be taken that the impacts (noise, smells) on amenity 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 centre. 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 vehicle parking provision and cycle facilities**
- **Improved accessibility for those with reduced mobility or visual impairment (disabled bays, ramps and additional seating areas)**
- **Ensuring that designs and proposals consider access for all, including the visually impaired and those of impaired mobility.**

Schemes within the village centre 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, which is reflective of the guidance within the National Design Guide (paragraphs 74 – 88). Revitalisation of existing spaces is encouraged through the 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 centre of the village 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 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. The overall strategy for this area was set out within the Economic Masterplan for Radcliffe on Trent (Latham's, 2017).

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 subject to ensuring the long term viability of new and existing uses. Where appropriate, schemes should contribute to create a pedestrian friendly environment along Main Road, limiting traffic flow and ensuring appropriate parking and servicing in line with guidance contained within the National Design Guide or subsequent replacement document.

All schemes, whether for all or part of the regeneration area, should ensure that they contribute to the delivery of strong links between this site and other areas within the Village Centre (including 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 was identified as a key area for regeneration as part of the original version of the Neighbourhood Plan. The importance of the site for economic growth was further highlighted in the Economic Masterplan for the village (2017) prepared by Latham's, with their first two sites falling within the area identified above. Whilst the pandemic has slowed development, it is considered that there is still a very real prospect of this land being the subject of new development and the neighbourhood plan continues to allocate this site. The area is identified for possible 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, demonstrating high quality design.
- 5.7. The area is currently occupied by surface car parks, large under-developed sites and the health centre, which is identified as requiring upgrading. Some buildings are poor quality in terms of design, detracting from the overall character of the Village Centre. This policy supports development schemes in this area to help lift the quality of the urban environment and make best use of previously developed land within this area. Further information on the opportunities and constraints within this area are contained within the 2017 Economic Masterplan projects 1 and 2.

B. Recreation and Environment Policies

Introduction

- 5.8. Radcliffe-on-Trent benefits from being located in the Nottinghamshire countryside with many outdoor and indoor recreation and leisure facilities, although gaps in this provision have been identified. The Neighbourhood Plan seeks to protect and enhance these assets, placing special value on elements which offer biodiversity and wildlife benefits whilst seeking access to these 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 in accordance with policy 33 of the LP:Pt2. Where appropriate, new or extensions to existing recreational facilities, 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 Memorial 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. Copse/Triangle at Bingham Road
14. Valley Road Play Area
15. Amenity Space and gardens at the former hospital at Upper Saxondale

Justification:

- 5.9. This policy designates several Local Green Spaces. These designated sites should be managed in accordance with policy 33 of the LP:Pt2. These must meet certain criteria, as set out within the National Planning Policy Framework (2021) paragraphs 101 and 102 which states that designation should only be used where the green space is in reasonably close proximity to the community it serves, is demonstrably special to a local community and holds particular significance, 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 other landscape designations, already being afforded sufficient protection. The Golf Club is not included as this is considered to be an extensive tract of land and so does not meet the appropriate tests.

Policy 5: Local Leisure Provision

The Neighbourhood Plan identifies the priority for the improvement of the Village's formal sports facilities for all ages in accordance with Local Plan policy 32. These contributions could be targeted towards the enhancement of existing, and provision of new, off-site facilities within the recreational zone as marked on the proposals map, to enhance and create the sports and recreation hub for use by the wider community. Where appropriate, financial contributions may be sought from developers, in lieu of on-site provision in line with guidance in the LP: Pt2, in partnership with the Parish Council.

New facilities, located adjacent to existing ones, should focus on the provision of new sports pitches and associated requirements such as changing rooms, security fencing and lighting. Applications for these will be supported providing that they do not erode nearby residential amenities and are located to benefit from sustainable transport links (walking, cycling and public transport). The Neighbourhood Plan supports the provision of small scale children's play and ancillary open space as an integral part of new developments where it is not appropriate for them to be co-located with the sports and recreation 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 and where it is considered by the community that investment can have the most benefit. The Neighbourhood Plan seeks to focus these here to encourage a hub of such activities within accessible distance of the Village Centre. Policy 5 of the Neighbourhood Plan, in parallel with Policy 4, seeks to protect and enhance existing recreation facilities, such as the Bingham Road Playing Fields.
- 5.11. Developers and applicants are encouraged to make off-site contributions where it is not possible to deliver their requirements on site to larger-scale recreational facilities within the zone identified for recreation, which is located to the north west of the settlement adjacent to the disused mineral railway line to Cotgrave. This will allow new facilities to link or share with other recreational activities nearby, including other links with Holme Pierrepont to the west. The focus will be on playing pitches and the creation of a linear park linked with a new footpath and cycle route along the disused mineral railway line to Cotgrave. This strategy (set out within the Spatial Strategy) is designed to make the best use of existing facilities but to also address any deficiencies identified by the community.
- 5.12. New residential development of over 50 units should have small scale active leisure facilities provided on-site, such as playgrounds for young children, to enhance the sustainability and attractiveness of these living and working locations. It may be appropriate for developers to offer a financial contribution towards off site provision for larger sports and recreational facilities as part of planning applications for larger schemes.
- 5.13. This overall approach is reinforced by the policies in the LP: Pt 2, specifically policy 32 (Recreational open space), which sets out the importance of providing recreational open spaces on existing sites, or nearby. By identifying the 'recreation zones' which are partly on allocated sites and partly on land that is managed by the Parish Council. Local Plan policy 32 sets out that developers and the LPA will work with the Parish Council to provide and manage these 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, both in and out of the parish, in line with guidance in LP: Pt2 policies 34 and 35

Proposals should consider opportunities to retain, enhance and incorporate features which are beneficial for wildlife and habitat creation through their landscape proposals and design.

Justification:

- 5.14. This policy promotes a network of green spaces to support local wildlife and its habitat offered both inside and beyond the parish. It refers to a proposed green and blue infrastructure network which identifies key biodiversity corridors (hedgerows, rivers, footpaths) and green spaces and highlights areas where development can contribute to this. Developments can assist by incorporating habitat enhancing features, such as bird or bat boxes or appropriate native woodlands, planted tree and hedgerow boundaries, ponds, wetlands and meadows or other enhancing features.
- 5.15. The Parish includes two important biodiversity assets (the Lily Ponds and Dewberry Hill) identified within the *Rushcliffe Biodiversity Opportunity Mapping Report* – C Jackson and N Crouch 2015 – published by Nottinghamshire Biodiversity Action Group, which are managed by the Parish Council and its partners. The parish, therefore, is important for its biodiversity and opportunities exist to protect and enhance this network, including by providing new linkages between sites and ensuring the appropriate management of existing sites and green spaces.

C. Transportation and Connectivity Policies

Introduction

- 5.16. Radcliffe-on-Trent benefits from bus and rail services and whilst some areas of the village are walkable, there is still a heavy reliance upon the car – especially from locations where new development is proposed in the Local Plan: part 2. The ability of parish residents to access facilities within the village and the ease with which they can move around the area are key to promoting a sustainable future and the wellbeing of the community over the plan period. In connection with these policies, it is important that traffic through the village is discouraged wherever possible and that pedestrian safety is enhanced through appropriate speed reduction measures.

Policy 7: Pedestrian and Cycle Focused Development

All residential schemes should provide a clear hierarchy of new streets and spaces as set out within the National Design Guide (2019). Developments should prioritise the needs of pedestrians and cyclists within the design of streets and spaces and road layout, ensuring that routes are safe and accessible for all.

Schemes should be designed with particular attention given to the 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 and specific routes to the east of the village linking across the railway line. Schemes that do not take opportunities to improve or enhance this network should be refused.

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

- The Trent Valley Way – including Malkin Hill Cliff Walk / Holme Lane
- Disused mineral railway line to Cotgrave
- Public footpaths to the south and west of the village leading to Cotgrave Country Park
- National Cycle Route 15

Justification:

- 5.17. This policy reflects the clear hierarchy of the modes of transport, as identified by national policy and guidance (including *Manual for Streets 1 and 2*, and the *National Design guide*, published in late 2019), which is as follows: pedestrians and people with disabilities, cyclists, public transport services (bus and train), with private cars having last priority. This approach is also supported by the Design Council's '*Building for healthy life*' (2020) as outlined in policy 14 of this document. This applies to new route networks created within developments, as well as the connections that they make to the surrounding neighbourhoods. It would be expected that developers and applicants make reference to how they have addressed the guidance in these documents as part of submissions.
- 5.18. The policy identifies key routes for enhancement and investment with a particular focus on 'safe corridors' of travel and making use of existing assets, such as the river bank and the former mineral railway line, which

has recently been implemented but does not connect well within the Parish. Developer contributions may be sought to invest in these corridors. Improvement to off-road routes for pedestrians and cyclists 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. The community, through consultation, has identified that a pedestrian crossing of Shelford Road between Queens Road and Clumber Drive, would be supported. A new link across the railway line to the east of the village would also be beneficial.

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, regardless of scale and including allocated sites, should be designed and implemented to take maximum advantage of existing services and facilities and existing public transport facilities.

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 be encouraged to commute to and from the site using public transport.

Justification:

5.19. 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 the use of public transport. The new National Design Guide highlights the importance of making sure that public transport connections are central to any decision making about a scheme's acceptability. This may not always mean providing new connections of routes, but rather ensuring that new development is able to connect to existing facilities, such as the railway station and the bus routes. Whilst the bus connections between Nottingham and Bingham (through Radcliffe-on-Trent) is good quality, other bus routes connecting the proposed development sites to the north-east and the large developments at Newton are insufficiently regular to truly encourage the use of sustainable modes.

Policy 9: Radcliffe-on-Trent Railway Station

The Neighbourhood Plan supports the retention and enhancement of the Radcliffe-on-Trent railway station. Development that 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. The Neighbourhood Plan particularly support schemes which increase or improve car parking provision at the station.

Schemes that would undermine the ability to access for people of all abilities, or use the station facilities both now and in the future, will be resisted.

Justification:

5.20. 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. It is considered that the levels and frequencies of services from the railway station are insufficient to meet the increase demands of new homes and business within the village and in nearby settlements. The 2017 *Radcliffe on Trent Economic Masterplan* (Latham's et al) highlighted the importance of the railway station to the economic prosperity of the village and its hinterland. One of the key projects identified within that document was to further enhance the quality of the environment and service at the railway station. Additionally, the Neighbourhood Plan supports schemes which improve parking and access arrangements designed to encourage the use of this sustainable transport mode.

D. Housing and Employment Policies

Introduction

- 5.21. The Local Plan: Part 2 collectively has allocated five sites for housing and employment development in the Parish designed to help the Borough meet the need for housing over 950 dwellings. This is more than double the suggested housing allocation that was put forward at the time of drafting the original neighbourhood plan, which was based on the 400 – 450 dwellings outlined in the Local Plan Part 1. At that time, the Neighbourhood Plan did not allocate specific sites to meet the housing need, but instead detailed a broad strategy (outlined as part of a policy) based on the spatial strategy (see earlier chapters) for how the distribution of new dwellings across the parish is to be approached as part of further allocations. In some broad ways this has been followed when allocating these sites, but ultimately overtaken by the change in the numbers proposed.
- 5.22. The original strategic housing policy is therefore removed from the neighbourhood plan and is replaced by the Local Plan allocations policies 5.1 to 5.6. Therefore, applications should be considered against these policies, in addition to any relevant policies of this specific neighbourhood plan. Particular attention should be made to the following section on design and heritage.
- 5.23. However, beyond the larger allocations applications for smaller scale housing and employment continues to come forward. The policies in this section also set out the requirements for smaller housing schemes and the development of new and improved employment opportunities. The policies set out the types and density of housing that should be provided by new housing developments, which is unchanged from the needs identified in 2016 and the production of the initial plan. Collectively, these policies will help guide decisions on housing and employment proposals within the parish of which there are still a great number of infill and windfall sites that will continue to come forward outside of the strategy development sites.

Policy 10: Infill Development

The Neighbourhood Plan considers that infill development within the settlement boundary may be appropriate. A site constitutes infill development when it is bounded by existing development on two or more sides and is within the existing settlement boundary (as defined by the Local Plan: Part 1).

Schemes which propose new development on a previously developed sites 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).

The design and layout of all infill development requires careful attention to relate to its existing settlement context and character, in line with guidance within the National Design Guide (2019) and consideration of the following elements:

- Respect the existing built form including massing heights of buildings within their immediate locality.
- Front and rear building lines and side spacing should be continued where these are well established and clearly defined as part of the existing settlement pattern.
- Overshadowing or overlooking of both new and existing dwellings should be avoided or minimised through careful attention to design privacy and there should be a clearly defined and well related external amenity spaces.

Within the village centre a higher proportion of affordable houses and smaller, higher density units may be supported, subject to compliance with other development plan policies, in order to make efficient use of land in sustainable locations and support local services.

Justification:

- 5.24. This policy specifically deals with residential schemes considered to be infill plots. For a site to be considered infill development it must adjoin existing development on at least two of its boundaries and be within the settlement boundary. This is mainly because the remainder of the land outside of the settlement boundary is within the Green Belt the policies at the local and national level meaning that there are specific circumstances where development will be considered appropriate.
- 5.25. It also states that infill sites located within the village centre 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. This approach is in line with paragraph 124 of the NPPF (2021) where housing should be targeted to accessible locations close to shops and services. In these locations, infill development will be able to benefit from the relationship with the village centre and public transport connections.

Policy 11: Housing Mix and Density

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

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

Schemes of fewer than 10 dwellings should seek to provide 2-bed starter homes, bungalows for the elderly, and/or 1 and 2 bed roomed flat accommodation, suitable for a variety of occupiers and demonstrate the ability to deliver quality outdoor amenity spaces in line with section H2 of the National Design Guide (2019) or subsequent replacement document

The eventual mix will be defined by its proximity to public transport routes, local shops and facilities and the location within the settlement reflecting local built character and density, ensuring that higher densities are placed adjacent to arterial routes and within the centre of the settlement. Schemes which form a new edge to the settlement must ensure that densities are commensurate with the surrounding townscape and landscape character and may result in lower densities. The design and layout of schemes should ensure that where possible the above mix is achieved.

Affordable Housing:

In line with the Local Plan Part 1, any residential scheme of 5 or more units, regardless of mix or location, will seek the provision of 30% affordable housing where viable with a particular focus on providing homes for young people and young families.

Justification:

- 5.26. 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, which dates from 2007 but was considered relevant and acceptable in the LP: Pt2 examination in 2018, 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 buildings in the parish (since 2001) were 3 and 4 bed housing. The proposed housing mix seeks to redress the balance in part by targeting a greater proportion of dwellings in these categories. This position is unchanged, and the evidence presented at the LP:Pt2 examination has further reinforced the importance of smaller housing for the elderly, those downsizing and younger people.
- 5.27. 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. Policy 8 of the Local Plan: Part 1 on which this affordable housing target is based is now supported by the requirement for 30% affordable housing as part of the five allocations within Radcliffe-on-Trent, which has been tested for robustness and viability.

- 5.28. 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 to which existing residents can downsize. 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).
- 5.29. The density of residential schemes is also addressed within this policy with high density schemes being restricted to the Village Centre and adjacent to arterial routes and lower density adjacent to the open countryside to ensure appropriate densities relating to their location. This approach is commensurate with the guidance within the NPPF (paragraphs 124 and 125 -achieving appropriate densities) as well as the guidance within the National Design Guide 2019), which provides significant guidance on how an appropriate balance between character and density can be achieved. Applicants may find it useful to use the national design guide when responding to this policy.
- 5.30. 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 12: 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 (non-retail), specifically flexible spaces for offices, research and development, small workshops and starter/incubator uses, especially where these are mixed use.

In all cases, applications for new or expanded employment and economic development must demonstrate how it has met the criteria for new development of this type, as outlined in Policy 15 (section 2) of the Local Plan: Part 2 as well as these additional criteria from the National Design Guide

- New or altered buildings, streets and spaces are of high quality and are reflective of the surroundings;
- Landscape proposals that cover the whole site and its boundaries to ensure that appropriate green infrastructure is delivered, where appropriate;
- Adequate access to public transport and other sustainable transport modes;
- Appropriate space for parking and servicing of the development within the application site

Justification:

- 5.31. The community has identified that it is not sufficient to simply deliver new housing within the parish, as to do so would result in the development of a commuter/dormitory village. Alongside residential and leisure growth in the village centre 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 shape the objectives of the Strategic Growth Board for the West Bridgford, Radcliffe-on-Trent, Cotgrave and Bingham Growth Corridor. It is not the intention of this policy to deliver this economic growth through retail provision which would otherwise be subject to the limitation of 280sq/m as set out in policy 1 of this Neighbourhood Plan.
- 5.32. 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. The National Design Guide includes design guidance which is equally relevant to the employment uses identified above, including the provision of public spaces and the design of streets and spaces. Heavy industrial development is unlikely to be acceptable in Radcliffe as a result of the environmental and amenity issues it would cause, although smaller scale workshops, offices and business starter units are all possible ways to increase the economic strength of the parish. All of these uses are considered to be appropriate and are now covered by the new use class E.

E. Design and Heritage Policies

Introduction

- 5.33. Radcliffe-on-Trent contains a number of listed assets, non-designated heritage assets (as set out in the Historic Environment Register) and a Conservation Area, as well as an attractive and unique townscape. The community wants to protect these assets and to ensure that new development that takes place makes a positive contribution to the identity of the parish alongside these assets. 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.
- 5.34. Paragraph 134 of the NPPF (2021) states that “development that is not well designed should be refused, especially where it does not reflect local design policies and government guidance” which reinforces the importance of the policies contained within this section. The neighbourhood plan group, in preparing this version of the policies have been keen to reflect the advice and recommendations within the National Design Guide (2019) (as outlined in paragraph 129 of the NPPF). Paragraph 127 sets out that a Neighbourhood plan can play a significant role in setting out a clear vision for good design and identifying the special qualities of a place and reflecting how this should be in development which is not present to the degree of specificity included as part of the neighbourhood plan. Therefore, the policies in this section apply to all development types, including small scale infill applications and extension and alterations to existing buildings.
- 5.35. The two policies in this section are a direct reflection of this and have been updated to reflect the wealth of newly introduced documentation. It should be noted that where development is not able to specifically reflect the policy requirements, applicants will be required to justify why their design response is still appropriate. Collectively, they are designed to offer maximum clarity to applicants, up front, as to the expectations for the design of new development. The Parish Council and the wider community are keen to engage positively with applicants of larger strategic sites in achieving high quality design responses on the basis of these policies and those within the Local Plan and National Design Guidance.

Policy 13: Design and Layout

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, 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 accommodating a Sustainable Drainage System (SuDS) hierarchy, in line with the Construction Industry Research and Information Association (CIRIA) SuDS Manual (2015).
- To ensure that the landscape proposals positively respond to the landscape condition and sensitivity actions as outlined within the Landscape Character Assessment (2009) or any subsequent document.
- 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 and discouraging vehicular 'rat-running'.
- To create a public realm which is welcoming, attractive and promotes a feeling of safety which enables access for all.
- 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.

For proposed residential development, in excess of 10 dwellings, developers and applicants will be expected to use the 'Building for a Healthy Life' guidance (or any successor standards) to demonstrate the design approach taken.

Justification:

5.36. This policy is based on the National Design Guide that was published in 2019 and provides the most contemporary guidance on how design should be delivered. Applicants are encouraged to showcase their response to the National Design Guide as part of their submissions, as this will ensure that they have addressed the policy set out above. 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.

The document *Building for a Healthy Life*, mentioned as one of the specific criteria, is a practical way of measuring and ensuring the delivery of the above criteria for residential developments. It uses a simple traffic light system to ensure that new homes and neighbourhoods are highly sustainable and attractive places to live. A previous version of this document forms part of the Borough Council's design policy within the Local Plan: Part 1. Measures to minimise the production of carbon emissions through sustainable construction techniques, the reuse of materials and the integration of renewable and low energy design solutions will be sought through Building Regulations, having regard for viability and deliverability in particular cases. SuDS features should be included within the design and layout of new developments at an early stage to secure the best outcome for flood risk management, and enhancements to biodiversity, landscape and recreational areas, with further guidance provided both within the National Design Guide and the CIRIA SuDS manual – all of which can be downloaded for free.

Policy 14: Local Architectural Styles

The Neighbourhood Plan seeks to ensure that the character and identity of the parish are 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, in accordance with the National Design Guide (2019) or any subsequent replacement document.

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 as they reflect the dominant character and features.

- 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 mostly at two storeys, with one or three storey dwellings in suitable locations where good design principles are followed.
- Use of symmetrical design for semi-detached houses and terraces whereas asymmetrical designs should be encouraged for detached properties and flats.
- Inclusion of archways, especially above doorways and pathways.

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

Development which proposes creation, replacement or alteration to a shop frontage (including installation of grilles or shutters), applicants must demonstrate how they have considered surrounding architectural styles and used proportionate fascias and windows. Solid shutters, overbearing signs and obscure windows are to be avoided.

Justification:

- 5.37. 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 the consistency of materials, building size and density of development as well as a few architectural details such as hipped roofs and arched topped doorways. Buildings that stand out in terms of size and materials (for example, churches and pubs) are distinguished by their public function, however, the majority of other buildings within the Parish have a common palette of colours and features.
- 5.38. This policy seeks to identify key features within the local vernacular in order to guide design. This will also suggest key features already identified as part of a townscape and landscape assessment of the parish and its built form, helping to integrate new development within the context of the parish. Paragraphs 49 – 59 of the National Design Guide (2019) set out clear guidance on how applicants can respond to these matters as part of planning submissions.

5.39. This policy seeks to ensure that new residential and non-residential developments, including new and alterations to shop frontages, in the village reflect and respect the existing vernacular, making a positive contribution and reinforcing the settlement's distinctiveness. The items set out within this policy are based on a vernacular study of the parish undertaken in 2015 and in consultation with local residents during the formation of the original version of the neighbourhood plan.



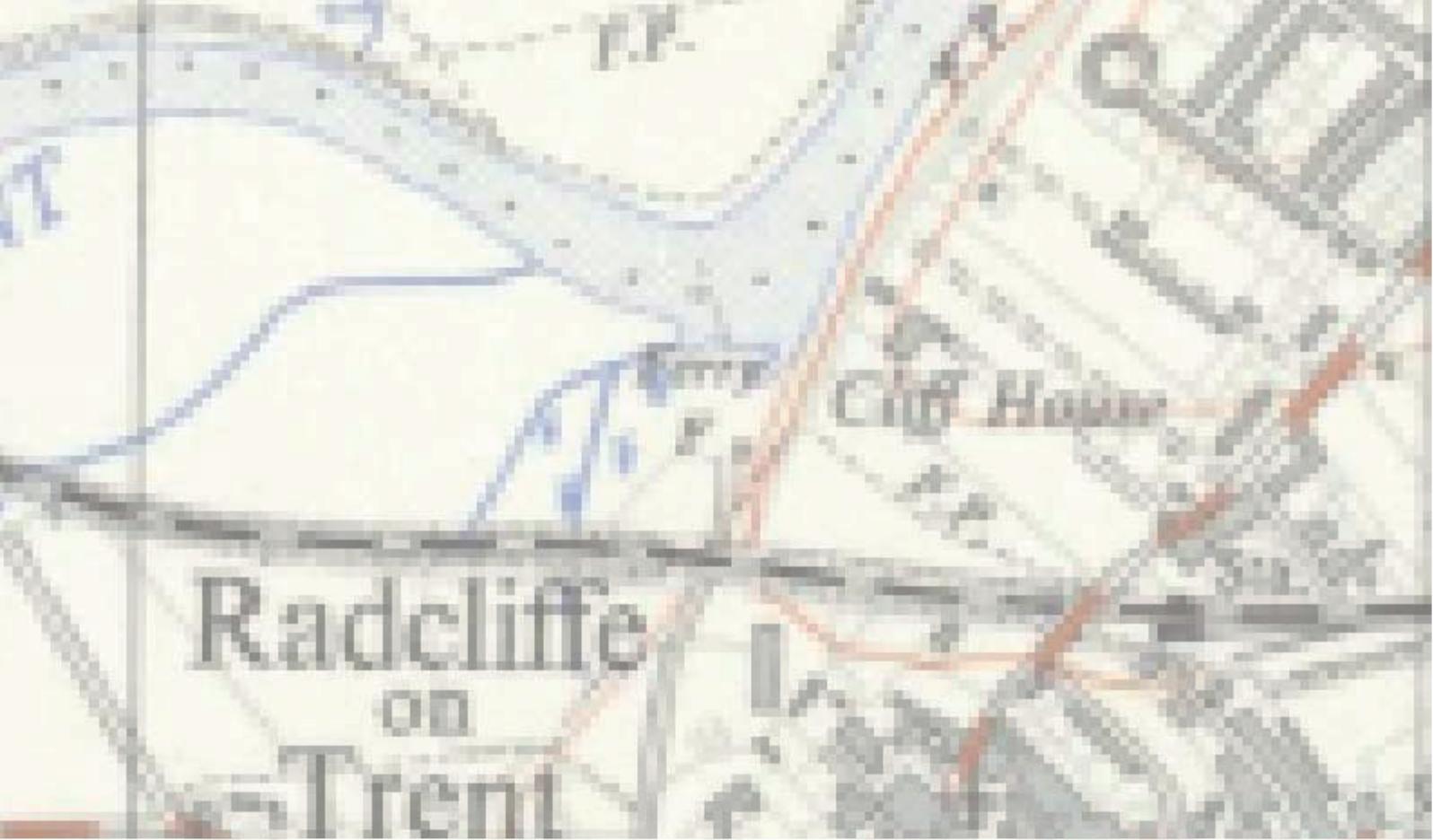
Monitoring and Review



6. Monitoring and Review

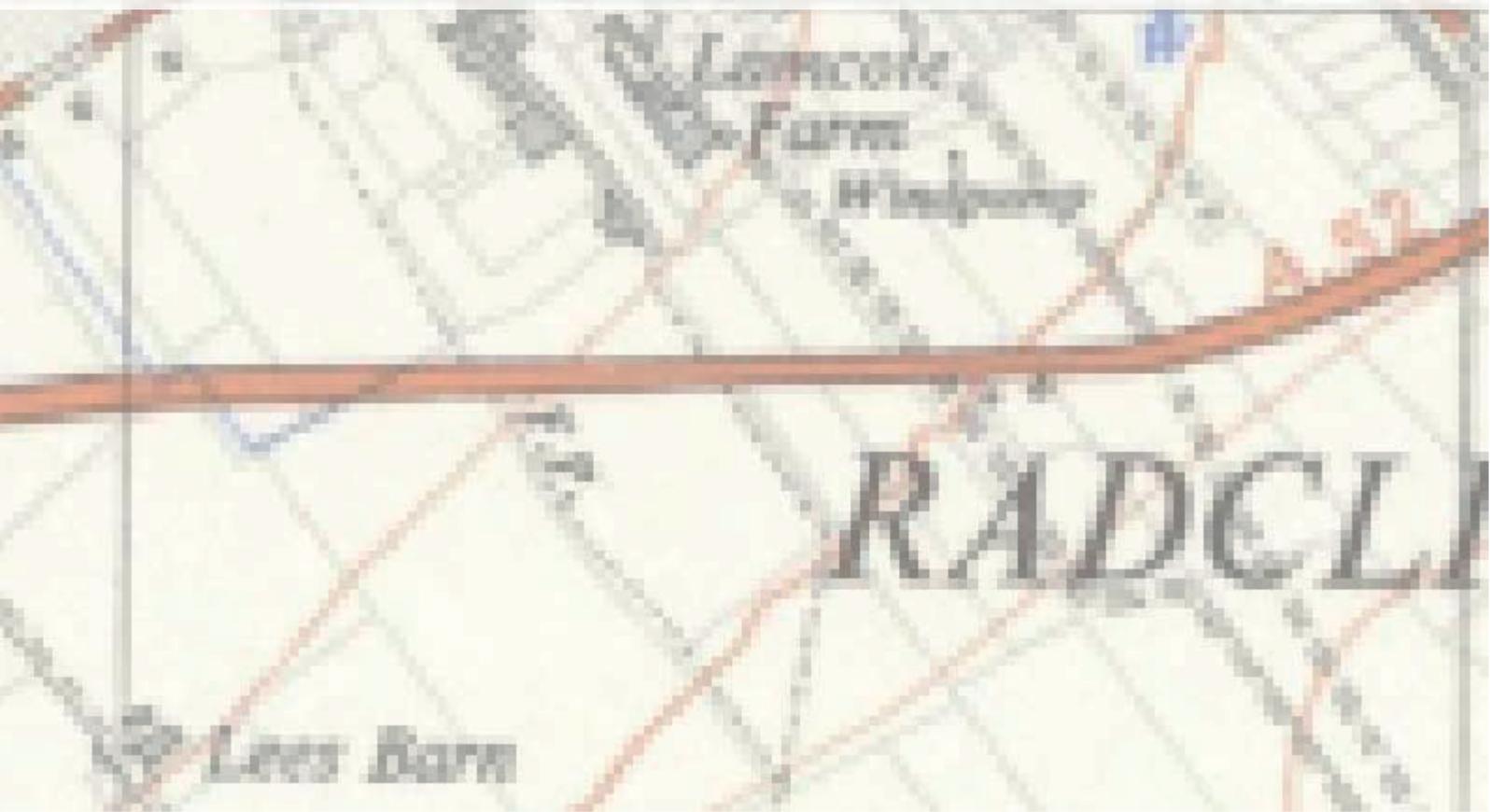
Monitoring

- 6.1. The Neighbourhood Plan (which was originally made in 2017), currently forms part of the Development Plan for Rushcliffe Borough. The first revision (2022) has been prepared following a full review of the updated Local Plan (now comprising of two full parts) and the new National Planning Policy Framework and the associated National Design Guidance and Codes. The revised plan will continue to 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 Neighbourhood Plan policies, as they sit within the wider Strategic Policies of the Local Plan, including matters of housing and employment delivery.
- 6.2. Consequently, it is considered that the existing monitoring arrangements for the strategic policies of the Local Plan 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 with the Borough Council and the Parish Council on a bi-annual basis. These indicators will establish whether the policies are having the desired outcomes and will highlight policies requiring immediate or timely review to align them with their original purpose.
- 6.4. Subsequently, key indicators from approved planning applications and relevant policies, covering applications only within Radcliffe-on-Trent relating to the Neighbourhood Plan are:
 - Schemes and scale of retail, commercial and community services development within the Village Centre and outside the Village Centre, 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).
 - The type of housing permitted as a percentage split; a rolling cumulative assessment for the Plan period (Policy 11).
- 6.5. This plan, in its revised state, is considered to be in strategic compliance with the most up to date national and local policies and at the time of writing, there is no indication that there is any imminent change at either level. This is of course in stark contrast to the policy context in which the original plan was launched. As a result, any review of the plan now should not be required unless the local planning authority revised the Local Plan, before the scheduled end of the plan period in 2028.

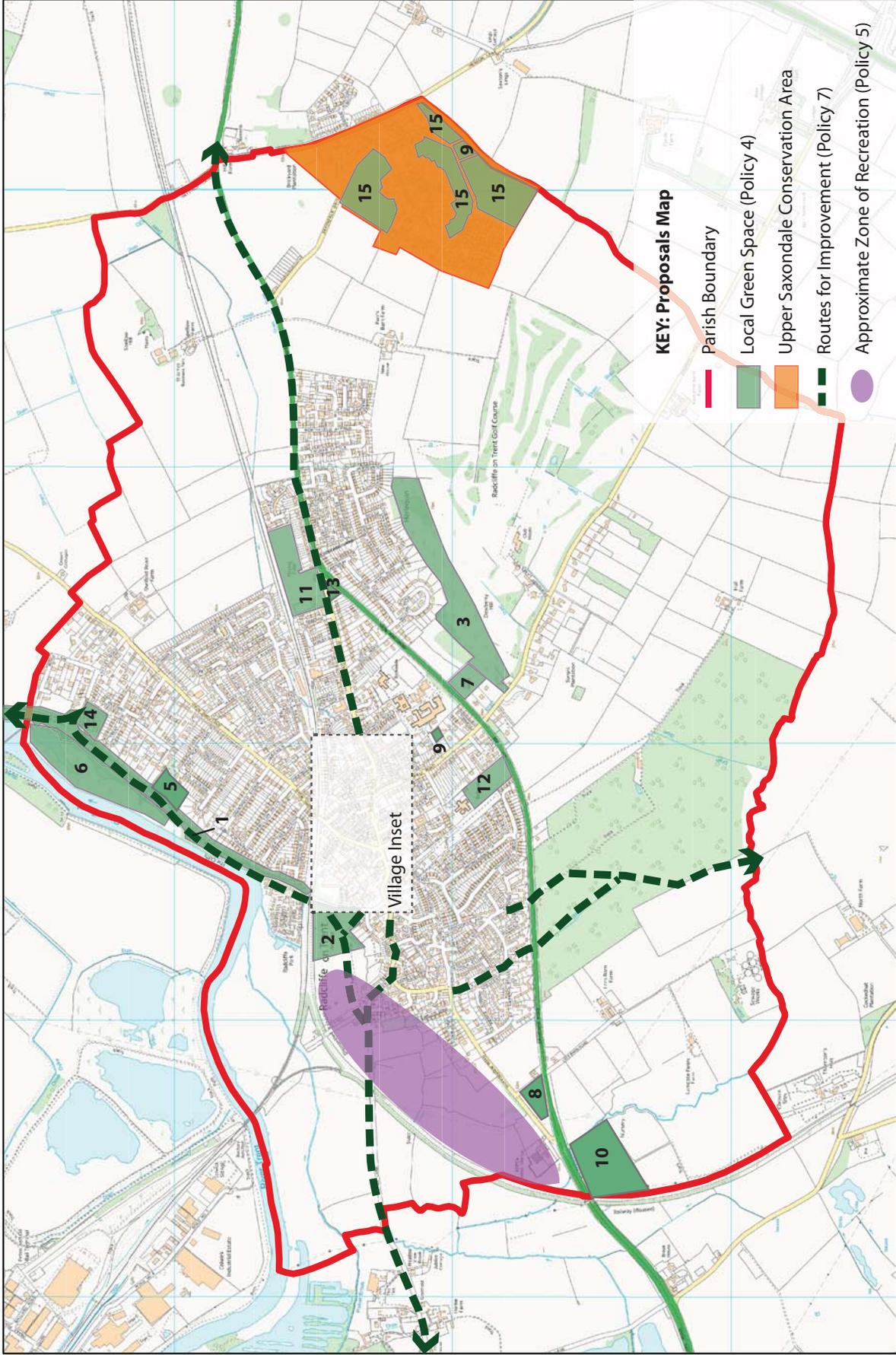


Appendix:

- The Proposals Map
- The Proposals Map Inset
- Strategic Flood Risk Mapping
- Glossary
- Local Plan Proposals Map Extract



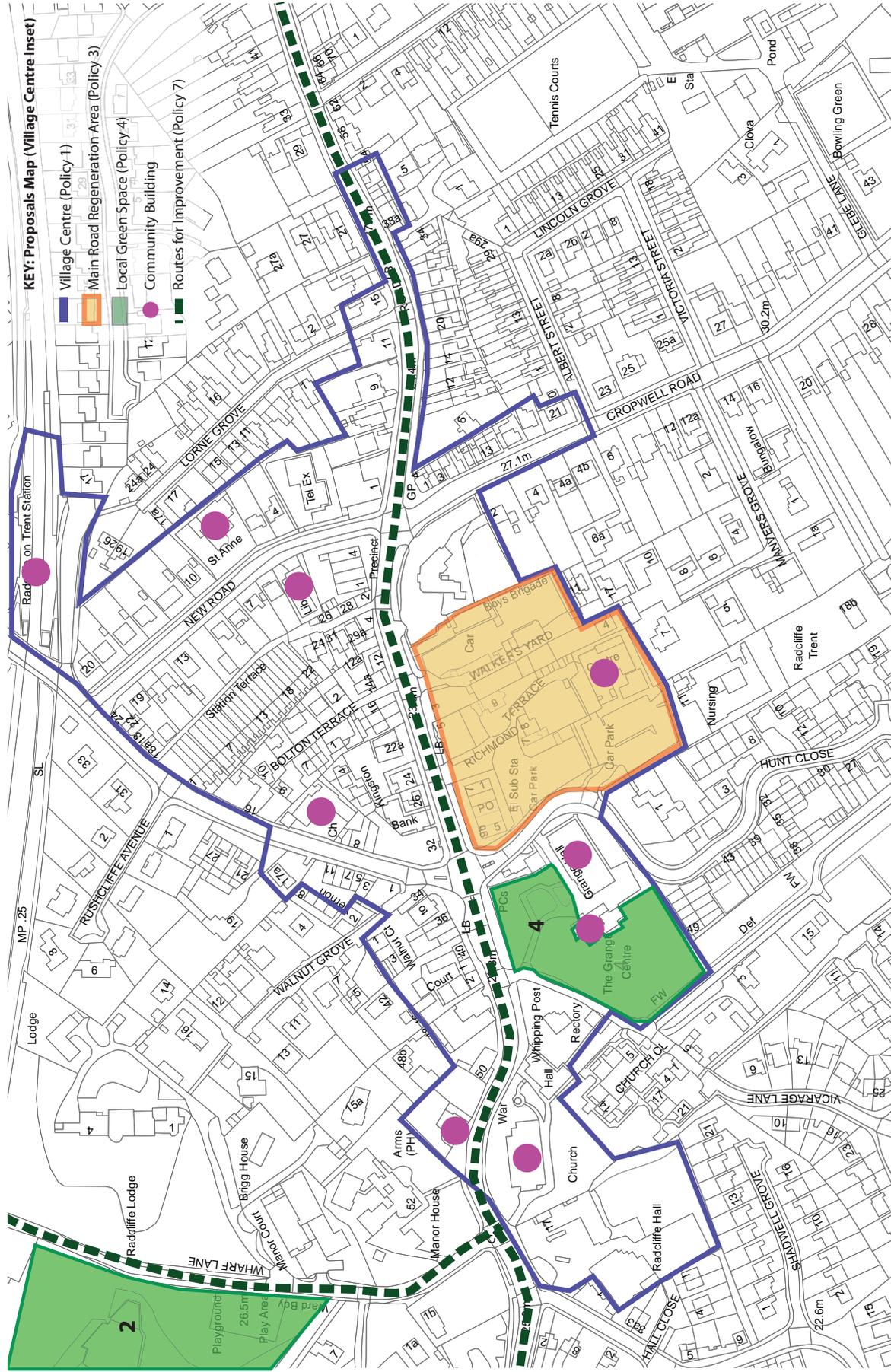
Radcliffe-on-Trent Neighbourhood Plan PROPOSALS MAP



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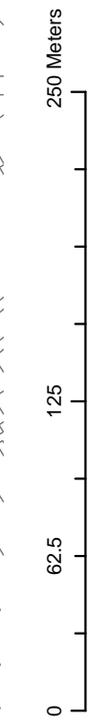
0 0.25 0.5 1 Kilometers

**Radcliffe on Trent
Parish**



KEY: Proposals Map (Village Centre Inset)

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



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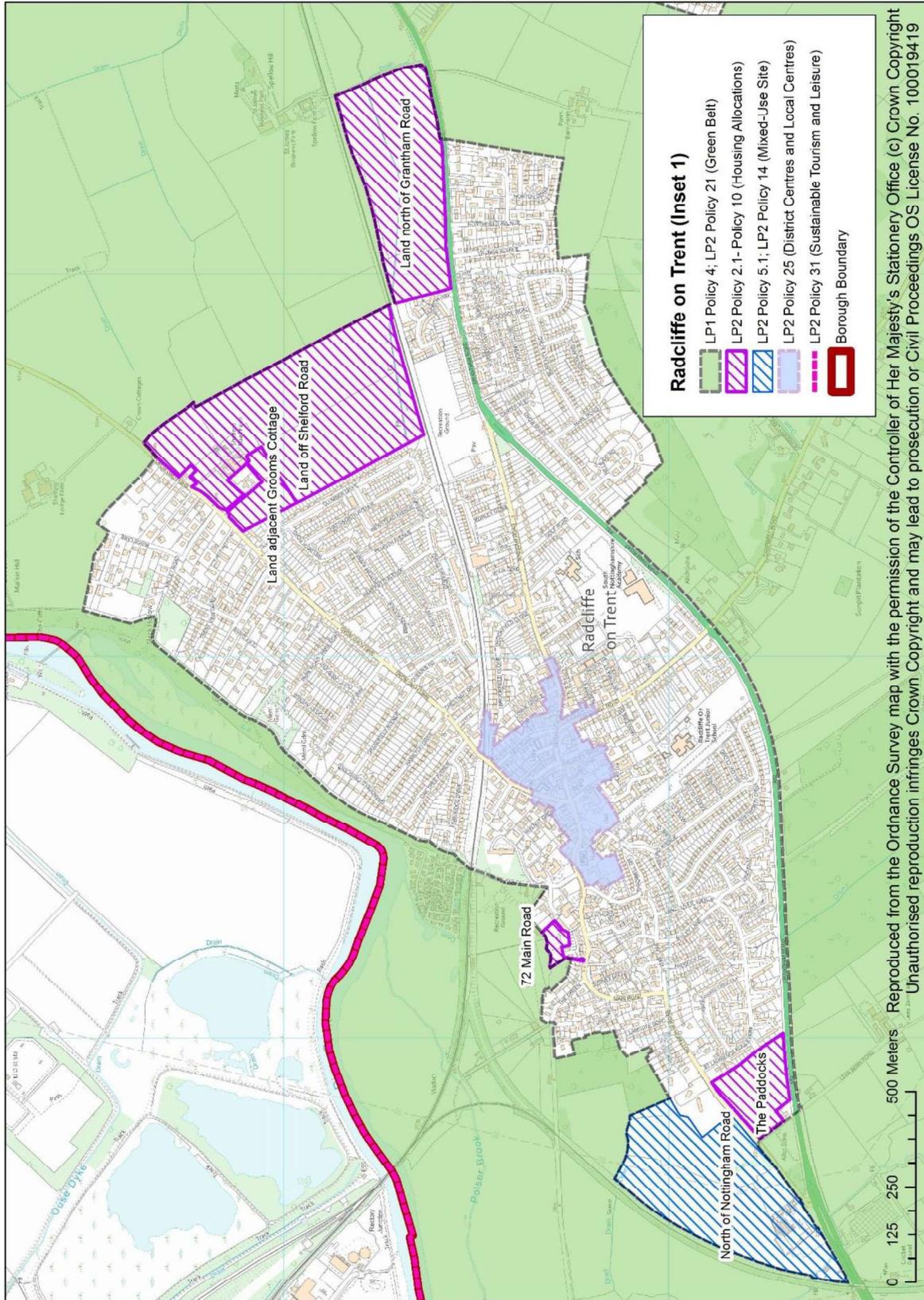
**Radcliffe on Trent
 Shopping Area**

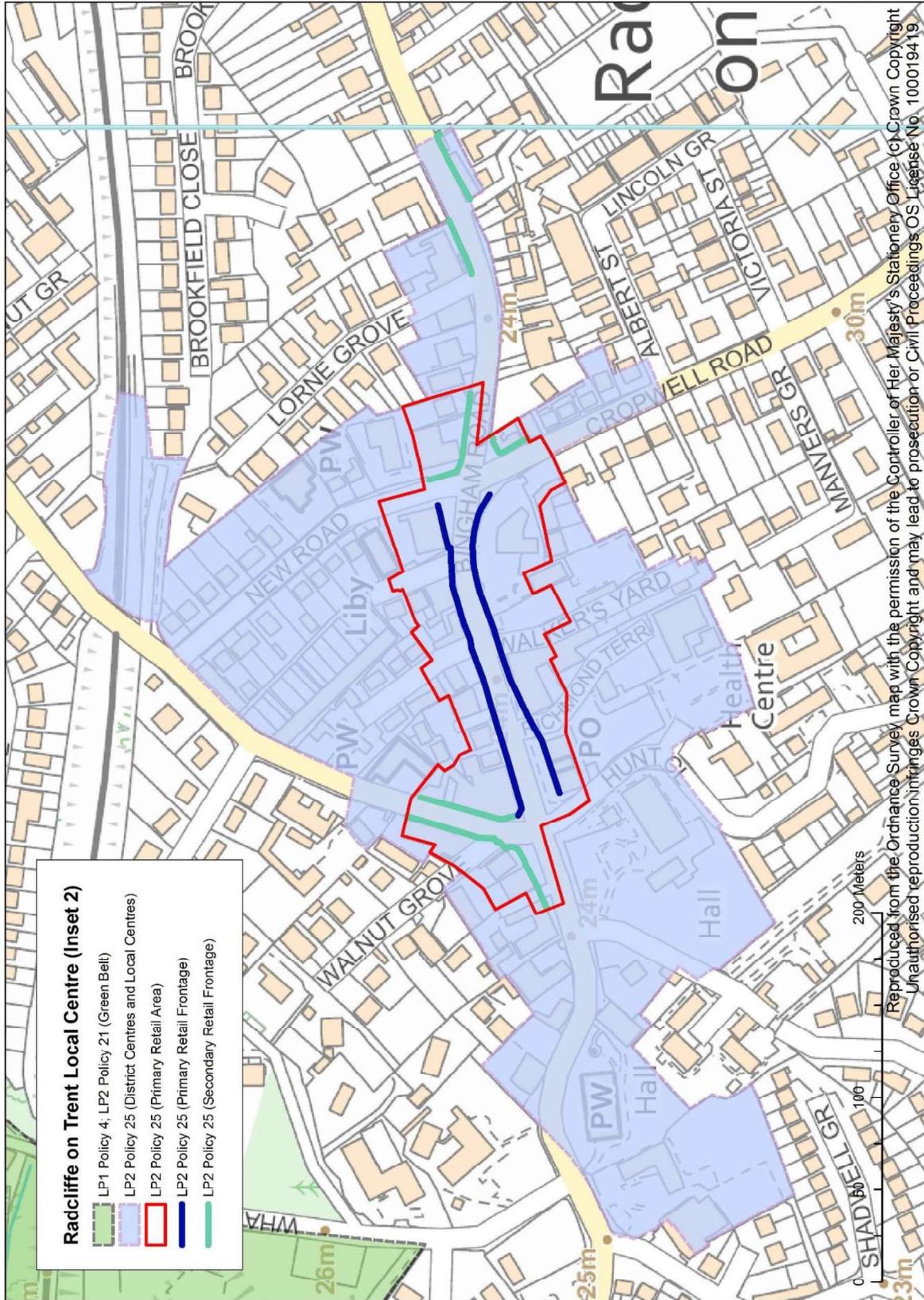


Radcliffe-on-Trent Neighbourhood Plan Glossary

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 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 let by a Registered Provider of Social Housing to a person allocated that dwelling in accordance with the Council's Allocation Scheme.</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>
Community Plan	<p>The Community Plan precedes the Neighbourhood Plan. It addresses matters of greatest concern to residents, and gives the village a collective voice. Although it cannot dictate national or local government policy, it can make a positive contribution to debates about wider issues such as the environment, transport and roads, youth, local housing & planning initiatives, health, welfare and leisure. It also has the potential to influence powerful forces that impact upon village life, such as Councils, Planners, Developers and Traders.</p>
Conservation Area	<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>
Greenbelt	<p>The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence. Green Belt serves five purposes: to check the unrestricted sprawl of large built-up areas; to prevent neighbouring towns merging into one another; to assist in safeguarding the countryside from encroachment; to preserve the setting and special character of historic towns; and to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.</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	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).
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 Plan	A Plan prepared by a Parish Council or 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.
Public Realm	The space between buildings comprising the highways land, footpaths and verges.
Sustainable Development	The Brundtland 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/Change of Use	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).





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