

Addendum

Local Plan Part 2: Land and Planning policies

Policy 5.1 Housing Allocation – Land north of Nottingham Road, Radcliffe on Trent

The area, as shown on the policies map, is identified as an allocation for between 150 and around 200 homes and a minimum of 3 hectares of employment.

The development will be subject to the following requirements:

- a) land identified within the allocation on policies map will be developed for employment uses (B1, B2 and B8);
- b) vulnerable development within flood zone 3 (within a small area of the site's south western corner) must be avoided;
- c) a site specific flood risk assessment (FRA) should ensure the site is not affected by current or future flooding and it does not increase flood risks elsewhere;
- d) Green Infrastructure should improve connections to the rights of way network, including the neighbouring former Cotgrave Colliery Mineral Line (a pedestrian and cycle route), deliver net-gains in biodiversity and where necessary contribute to flood risk avoidance measures;
- e) appropriate financial contributions towards education and health capacity improvements to support development;
- f) a financial contribution to a package of improvements for the A52(T) between the A6005 (QMC) and A46 (Bingham); and g) it should be consistent with other relevant policies in the Local Plan.
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Justification

3.55 5.1 (Land north of Nottingham Road) will include an element of employment land to form a mixed development. The adopted Radcliffe on Trent Neighbourhood Plan identifies a local community desire for a balance of new and revitalised employment to support housing growth at Radcliffe on Trent.

3.56 The land allocated under Policy 5.1 provides such an opportunity given its western location close to the main Nottingham urban area, its accessibility to the A52, its low lying topography and the benefits that the former minerals railway line embankment along the western edge of the site would provide in terms of screening future development and increasing pedestrian and cycle access.

3.57 The allocation is divided by overhead powerlines which cross the site in a north-south direction. It is logical for employment to be located to the western side of the powerlines and housing predominately to the east, with development appropriately set back from the powerlines on each side. The development of employment should be focused adjacent to the existing RSPCA Animal Shelter as this will help avoid potential conflict between it and areas of housing. The development scheme should also avoid locating more vulnerable residential development within the flood zone 3 area.

3.58 In accordance with Policy 8 of the Core Strategy, 30% of the new homes should be affordable homes (comprising intermediate, affordable rent and social rent housing). This level of affordable housing was established following the consideration of local financial viability issues.

3.59 As the land is within flood zone 2 and contains a small area within flood zone 3, the allocation was subject to the sequential test during the plan making process. The sequential test ensures that reasonable alternative allocations, which are at a lower risk of flooding (in this case, those within flood zone 1), are allocated instead.

3.60 The sequential test determined that as the allocation provides for employment land and it is in a more sustainable location for mixed use development, it was sequentially preferable to the alternative allocations. In accordance with the National Planning Policy Framework and National Planning Policy Guidance, as residential development is a more vulnerable use, when located within flood zone 2, any forthcoming proposal must be supported by a flood risk assessment which establishes that the development will not be affected by current and future flooding and it does not increase flood risk elsewhere.

3.61 As identified in Appendix D, the allocation is located within the River Trent Green Infrastructure Corridor, Urban Fringe area and is adjacent to the former Cotgrave Colliery Mineral Line, which is now a pedestrian and cycle route between Cotgrave and Radcliffe on Trent. It is also located within the River Trent Ecological Network, which comprises wetlands, grasslands and woodland. In accordance with Policies 35 and 38 the development of this allocation should incorporate green infrastructure which connects to the former minerals line and the local rights of way network (including the Trent Valley Way along Holme Lane). It should also achieve net-gains in biodiversity through the preservation and creation of connected habitats, including where appropriate wetlands, woodland and grassland.

POLICY 5.2 HOUSING ALLOCATION – LAND ADJACENT GROOMS COTTAGE, RADCLIFFE ON TRENT

The area, as shown on the policies map, is identified as an allocation for around 50 homes.

The development will be subject to the following requirements:

- a) development should complement and not prejudice the delivery of the neighbouring site which is allocated within Policy 5.3;
- b) sensitive boundary treatment should protect the amenity of existing neighbouring properties;
- c) appropriate financial contributions towards education and health capacity improvements to support development;
- d) a financial contribution to a package of improvements for the A52(T) between the A6005 (QMC) and A46 (Bingham); and
- e) it should be consistent with other relevant policies in the Local Plan.

JUSTIFICATION

3.62 In accordance with Policy 8 of the Core Strategy, 30% of the new homes should be affordable homes (comprising intermediate, affordable rent and social rent housing). This level of affordable housing was established following the consideration of local financial viability issues.

3.63 The site is bounded by land that is allocated for housing development under Policy 5.3 and which also provides land for the new primary school and health centre, both of which may be required to meet demand generated by new housing at Radcliffe on Trent. These could be located close to Shelford Road and the development of this allocation should not prevent the delivery of these important facilities or the neighbouring new homes. Particular attention should be paid to the

amenity of residents, highways and access issues, and the pedestrian and cycling connectivity of these sites.

3.64 The development of this allocation, together with the allocation contained within Policy 5.3, should not prejudice the delivery of either site. In particular, there are no surface water or combined sewers in the vicinity of this site. Given the topography of the area, if surface water issues cannot be adequately managed within this allocation, surface water drainage solutions may have to be in place within the adjacent allocation (Policy 5.3) before the development of this allocation in order to allow appropriate drainage to be provided in accordance with the drainage hierarchy.

POLICY 5.3 HOUSING ALLOCATION – LAND OFF SHELFORD ROAD, RADCLIFFE ON TRENT

The area, as shown on the policies map, is identified as an allocation for around 400 homes.

The development will be subject to the following requirements:

- a) a serviced site(s) within the north of the allocation should be provided for a new one form entry primary school and medical centre;
- b) appropriate financial contributions towards education and health capacity improvements to support development;
- c) land within the south of the site should be safeguarded for a future pedestrian and cycling bridge across the railway line;
- d) development should complement and not prejudice the delivery of the neighbouring site which is allocated within Policy 5.2;
- e) sensitive boundary treatments should protect the amenity of existing neighbouring properties;
- f) a financial contribution to a package of improvements for the A52(T) between the A6005 (QMC) and A46 (Bingham); and
- g) it should be consistent with other relevant policies in the Local Plan.

JUSTIFICATION

3.65 The Local Education Authority and Clinical Commission Group have concerns regarding the capacity of existing educational and health facilities within Radcliffe on Trent. If existing educational and health facilities cannot be expanded to meet existing demand, land off Shelford Road is identified as the preferred location for the new primary school and medical centre. In order to ensure these facilities are in the most accessible location for the majority of residents, land within the north of the site, closer to Shelford Road, should be safeguarded as the location for the new primary school and medical centre. If increased demand can be met without requiring a new school or medical centre, the land required under policy 5.3 (part a) can be developed for other uses.

3.66 Whilst a financial contribution for the primary school and medical centre is likely to be required, as the owner/developer of this site may be required to provide the land for these facilities, they will not be expected to provide the same level of financial contributions (per dwelling) as the owner/developers of the other four allocations identified on the edge of Radcliffe on Trent. Until the adoption of the Community Infrastructure Levy, individual financial contributions will be established during the determination of each allocation's subsequent planning application.

3.67 The development of this site offers an opportunity to link this area of Radcliffe on Trent (which may include a new primary school and medical centre) with areas of the village on the opposite side of the railway line, which are only accessible via a detour through the centre of the

village. In order to ensure this potential link is not jeopardised by development, land adjacent to the railway line should be safeguarded.

3.68 In accordance with Policy 8 of the Core Strategy, 30% of the new homes should be affordable homes (comprising intermediate, affordable rent and social rent housing). This level of affordable housing was established following the consideration of local financial viability issues.

3.69 The development of this allocation, together with the allocation contained within Policy 5.2, should not prejudice the delivery of either site. In particular, there are no surface water or combined sewers in the vicinity of this site. Given the topography of the area, if the neighbouring allocation cannot adequately manage its own surface water, drainage solutions for this allocation should be capable of allowing for the development of the allocation contained within Policy 5.2, in accordance with the drainage hierarchy.

POLICY 5.4 HOUSING ALLOCATION – LAND NORTH OF GRANTHAM ROAD, RADCLIFFE ON TRENT

The area, as shown on the policies map, is identified as an allocation for around 240 homes.

The development will be subject to the following requirements:

- a) the existing junction off the A52 to the business park will, subject to required improvements, provide the primary access to the site;
- b) development on the A52 frontage and which borders the open countryside should provide a visually attractive gateway and boundary to the village;
- c) land within the west of the site should be safeguarded for a future pedestrian and cycling bridge across the railway line;
- d) occupants should not be adversely affected by noise;
- e) appropriate financial contributions towards education and health capacity improvements to support development;
- f) a financial contribution to a package of improvements for the A52(T) between the A6005 (QMC) and A46 (Bingham); and
- g) it should be consistent with other relevant policies in the Local Plan.

JUSTIFICATION

3.70 In accordance with Policy 8 of the Core Strategy, 30% of the new homes should be affordable homes (comprising intermediate, affordable rent and social rent housing). This level of affordable housing was established following the consideration of local financial viability issues.

3.71 The site is located adjacent to the A52, an important trunk road which links the A1 to Nottingham. Direct access onto the A52 will be required and this should be achieved via the business park access road and its junction with the A52. Located on the eastern boundary, the junction may, subject to advice from Highways England, require modifications which would be funded by the development.

3.72 Due to the allocation's position between the A52 and railway line, residential amenity may be adversely affected by the noise of trains and vehicles. If necessary, avoidance measures, including vegetation buffers, should be incorporated into the layout and design of the development.

3.73 The allocation is in a prominent location on the approach to Radcliffe on Trent along the A52 and it extends into the open countryside, beyond the existing residential area opposite at Harlequin.

It is therefore important that the design and layout of the development on the frontage with the A52 and at the junction with the business park provides a visually attractive entrance to the village. Development adjacent to the open countryside should respect the rural character of the area.

POLICY 5.5 HOUSING ALLOCATION – 72 MAIN ROAD, RADCLIFFE ON TRENT

The area, as shown on the policies map, is identified as an allocation for around 5 homes.

JUSTIFICATION

3.74 Although the site in terms of its size could accommodate 10 to 15 new homes, given the single track access to the site, the number of homes within this allocation is restricted to around 5 homes.

POLICY 5.6 HOUSING ALLOCATION – THE PADDOCKS, NOTTINGHAM ROAD, RADCLIFFE ON TRENT

The area, as shown on the policies map, is identified as an allocation for around 75 homes.

The development will be subject to the following requirements:

- a) occupants should not be adversely affected by noise disturbance caused by traffic on the A52;
- b) any surface water drainage issues should be managed by effective sustainable drainage systems;
- c) appropriate financial contributions towards education and health capacity improvements to support development;
- d) a financial contribution to a package of improvements for the A52(T) between the A6005 (QMC) and A46 (Bingham); and
- e) it should be consistent with other relevant policies in the Local Plan.

JUSTIFICATION

3.75 In accordance with Policy 8 of the Core Strategy, 30% of the new homes should be affordable homes (comprising intermediate, affordable rent and social rent housing). This level of affordable housing was established following the consideration of local financial viability issues.