

Schedule of proposed changes to the Rural North, Oundle and Thrapston Plan – Text extracts and proposed ~~strikethrough~~ changes to document

Page 12 – Delivery, Monitoring and Review

1.15 This is the first Rural North, Oundle and Thrapston Plan, for the period up to 2021. It plans for development against a base date of 2001; therefore some of the housing and employment development has already been completed, or has planning permission. This Plan sets out new proposals for the remaining development that is required up to 2021.

1.16 The new Regional Plan (RSS8) is likely to be adopted soon, which will run up to 2026 and supersede the current RSS8, adopted March 2005. Following this, a review of the Core Strategy (CSS, paragraph 1.21) will be undertaken to take this up to 2026. Similarly, this will be followed by an early review of the Plan, looking at longer term development proposals for the Plan area.

~~1.16~~

1.17 There are indicators and targets set out against the Plan proposals. An Annual Monitoring Report, published in December each year, will measure progress against these, which will indicate whether the Plan policies are being implemented as envisaged. Evidence that policies are not working as intended; changes in national and regional policy; or new information and evidence that comes to light, may all trigger a review of the Plan.

Page 22-23 – Settlement Boundaries and Development Potential

4.9 In accordance with the Core Strategy (**Policies 1 and 10**), the principal housing and employment allocations will be situated at Thrapston (1140 dwellings and mixed use regeneration sites), Oundle (610 dwellings and at least 2.0 ha of Class B1 uses) and King's Cliffe (200 dwellings as part of overall rural provision and up to 2.14 ha for small and medium enterprise units). Additionally, the Integrated Approach to Rural Planning report identifies Nassington and Warmington as performing limited local service centre roles. Small scale Greenfield housing and employment allocations are therefore proposed in these villages (Nassington 11 dwellings, Warmington 12 dwellings and 0.38 ha of Class B1 (office) uses).

Page 26-27 – Infrastructure and Phasing

4.14 In response to the requirement now set out in PPS3, possible longer term development proposals in Oundle and Thrapston are dealt with in sections

8 and 9 of this Plan. In practical terms these will need to be subject to preferred options consultation as part of a review of this Plan. Any release of further development land will be dependent upon the delivery of appropriate infrastructure, as set out in the Core Strategy (Policy 7).

4.15 The development strategies for Oundle and Thrapston (Sections 9.0 and 10.0) provide more details about the phasing of development in these rural service centres. The full approach to phasing in Oundle and Thrapston is set out in policies OUN1 and THR5 respectively.

Policy 3 – PHASING IN OUNDLE

~~The release rate for development land at Ashton Road/Herne Road and Creed Road will be dependent upon the delivery of the necessary infrastructure, services and facilities and related to the delivery of a high quality business development at East Road.~~

~~Longer term development sites will be brought forward through a review of the Plan.~~

Indicators:

- ~~• Provision of infrastructure, services and facilities~~
- ~~• Master plan proposals for phasing of developments at Ashton Road/Herne Road and Creed Road~~
- ~~• Delivery of new high quality business uses at East Road~~

Target:

- ~~• 0% applications approved on allocated sites without an agreed phasing schedule~~

Policy 4 – PHASING IN THRAPSTON

~~The development of land at Huntingdon Road will be undertaken in stages, dependent upon the delivery of the necessary strategic infrastructure, services and facilities. The phases of development will be defined in a master plan, providing full details of the necessary trigger thresholds for additional infrastructure.~~

~~Longer term development sites will be brought forward through a review of the Plan.~~

Indicator:

- ~~• Provision of infrastructure, services and facilities in accordance with a timetable set out in a master plan~~

Target:

- ~~0% applications approved to the South of Thrapston site without an agreed phasing schedule~~

Page 29-30 – Green Infrastructure

Policy 6 – GREEN INFRASTRUCTURE

Development within the plan area will contribute and link into the wider green infrastructure network. **To prevent adverse impacts on the Upper Nene Valley Gravel Pits pSPA/ pRamsar site, specific Green Infrastructure projects will be designed in consultation with Natural England.**

The linking of communities to key assets and destinations will be achieved through the provision of specific routes, including:

1. Thrapston – Oundle – Peterborough
2. Wakerley – Kings Cliffe – Yarwell – Peterborough
3. Kings Cliffe – Oundle
4. Wadenhoe – Brigstock
5. Brigstock – Twywell
6. Twywell – Thrapston
7. Thrapston – Raunds
8. Thrapston – Kettering
9. Thrapston – Corby
10. Oundle – Oakham
11. Thrapston – Stamford

Other routes, utilising and enhancing the existing rights of way network, will be established in order to promote and diversify green infrastructure in the plan area.

Residential and employment development should provide:

- a. improved connectivity through the provision of foot and cycle routes;
- b. creation of space for nature conservation and green education;
- c. green economic uses; and
- d. imaginative recreational facilities.

On large sites (over 100 dwellings or 3 hectares of non-residential development), the master plan should set out how the green infrastructure will be delivered.

Indicators:

- An increase in the amount of green infrastructure accessible
- Provision of specified routes
- Length of foot and cycle routes and links provided
- Amount of new nature conservation areas provided
- Number of developments that involve green economic uses or green education
- Type of recreation space provided

Targets:

- New accessible Green Infrastructure
- Completion of the specified routes by 2021
- 100% of development providing or linking into foot and cycle links
- 100% of development creating space or contributing towards nature conservation
- Increase in green economic uses and green education
- 100% of large sites providing for green infrastructure through a masterplan

4.24 A number of the Green Infrastructure routes identified in Policy 6 run adjacent to the Upper Nene Valley Gravel Pits European site. Principally, this is the case with those routes that radiate from Thrapston, to the south of the Plan area. If mitigation measures are required to prevent impacts on the pSPA/ pRamsar sites these should include one or more of the following:

- **The design of vegetation and landscaping schemes to ensure adequate screening and buffering to the pSPA/pRamsar site;**
- **If necessary, fencing and/or controlled access to the most sensitive areas of the pSPA/pRamsar site; and**
- **The use of interpretation / information boards if appropriate.**

Page 34-35 – Housing Design – Density and Mix

Policy 10 – HOUSING DENSITY

All In accordance with the design criteria set out in Policy 2 of the Plan and Policy 14 of the North Northamptonshire Core Spatial Strategy, all new development proposals for housing should be developed at a net density consistent with:

- a. surrounding development density and local character;
- b. public transport accessibility; and
- c. ease of walking and cycling distance to local services and facilities.

Target:

- 100% of approved applications to adhere to criteria in Policy 10

5.2 The Core Strategy provides general sustainability policies with respect to housing design, with this Plan providing more detailed policy. The Strategic Housing Market Assessment (SHMA) recommendations for East Northamptonshire as a whole sets out indicative district-wide levels of new housing need (75% 2 and 4-bed types and 25% 1 and 3-bed types). A more detailed Ward based assessment has enabled target percentages to be set, based on the findings that, with the exception of Thrapston, there is a need for more smaller dwellings within the Plan area. The SHMA recommends a different housing mix for developments of above 50 dwellings, due to the more free-standing nature of larger developments.

~~5.3 'Smaller' dwellings are defined by the Council as those of 1-2 bedrooms and 'larger' dwellings as 4 or more bedrooms. The target percentages in policy 11 reflect these definitions and allow flexibility in terms of the exact breakdown between smaller, medium and large dwellings.~~

5.4

5.3 North Northamptonshire shows a higher than average proportion of supported housing needs. It is unlikely that a high number of the first occupants, especially of the market housing, will have support needs. The current need relates to only around 1% of households. Over the lifetime of the dwellings however, it is likely that a significant fraction will require wheelchair accessibility. Allowance for the ageing of the English population generally and a movement towards care in the home, suggests a higher percentage for new housing.

Policy 11 – HOUSING MIX

New housing development should deliver mixed and inclusive communities, taking into account the scale of the development, the location of the site and local housing needs. To help improve the balance of the housing market in the area, the overall mix of new market housing should be provided taking into account of the findings of the SHMA

Proposals for new housing should be considered in accordance with the following standards :

1. On sites of over 50 units, the size mix of the open market housing element should be evenly split between 2, 3 and 4 bed types
2. Within Thrapston, developments of between 3 and 50 dwellings should provide at least 50% of all properties as larger or medium¹ sized units
3. Elsewhere, developments of between 3 and 50 dwellings should provide at least 60% of all properties as smaller units

The size and mix of the affordable housing element should reflect the overall mix and balance on new housing sites, unless specific local needs information is available to suggest a more appropriate alternative mix.

Housing should be provided to "Lifetime Homes"² standard and 5% (or at least 1 unit, whichever is the greater) of all housing on sites of over 10 dwellings should be designed as wheelchair accessible.

Indicators:

- %/total number of dwellings by number of bedrooms
- % of wheelchair accessible units on developments of 10 or more

¹ [SIDE NOTE] 'Smaller' dwellings are defined by the Council as those of 1-2 bedroom, 'medium sized' dwellings are defined as 3 bedroom and 'larger' dwellings as 4 or more bedrooms.

² The Lifetime Homes standards (Joseph Rowntree Foundation, April 1996)

Targets:

- Thrapston – 100% of housing developments of 3-50 units providing at least 50% of units with 3 or more bedrooms
- Elsewhere in plan area – 100% of housing developments of 3-50 units providing at least 60% of units with 1 or 2 bedrooms
- 5% (or at least 1 unit, whichever is greater) of all housing on sites of over 10 dwellings to be designed as wheelchair accessible

Page 66 – Policy OUN1 – Infrastructure

Policy OUN1 – INFRASTRUCTURE

~~Planning Permission will not be granted for the development sites outlined at policies OUN2 and OUN3 of this Plan until it can be demonstrated that the local highway network has capacity to deal with the cumulative impact of development. In addition, contributions will be required towards local infrastructure, including the transport network and town centre car parking, health, education, leisure and community facilities, to ensure that these are in place to deal with the demands arising from new development.~~

~~A town wide traffic survey will be undertaken to provide a baseline assessment for any site based Transport Assessments and will inform the preparation of a transport strategy for the town, in order that a holistic approach is taken to dealing with the effects of new development.~~

Planning Permission will not be granted for the development sites outlined at policies OUN2 and OUN3 of this Plan until the Council is satisfied that necessary infrastructure is in place to deal with the cumulative impact of development.

At each stage in the phased release of development land, contributions will be required towards local infrastructure, including the transport network and town centre car parking, health, education, leisure and community facilities, to ensure that these are in place to deal with the demands arising from new development.

A town wide traffic survey will be undertaken to provide a baseline assessment for any site based Transport Assessments and will inform the preparation of a transport strategy for the town, in order that a holistic approach is taken to dealing with the effects of new development.

The release rate for housing development land in Oundle will be dependent upon the delivery of the necessary infrastructure, services and facilities and related to the delivery of a high quality business development at East Road.

Longer term development sites will be brought forward through a review of the Plan.

Page 81 – Policy THR5 – Thrapston South

Policy THR5 – THRAPSTON SOUTH

A new neighbourhood will be developed on land to the south of Thrapston, between Huntingdon Road/Market Road, the A14/A605 and Midland Road. The mix of uses will include housing, a medical centre, open space and high quality commercial development. ~~The delivery of housing on the site will be phased in line with the projected availability of school places.~~

~~A master plan for the site will be prepared which will establish the:~~ **The phases of development will be defined in a master plan, which will provide full details of the necessary trigger thresholds for additional infrastructure, setting out:**

- a. overall mix of land uses;
- b. means of access and movement across the site;
- c. delivery of open space and medical facilities;
- d. delivery of high quality commercial uses;
- e. phasing of housing completions up to 2021 and beyond;
- f. protection of the area of archaeological interest;
- g. protection of geological and biodiversity interest;
- h. detailed design principles;
- i. detailed measures that will be put in place to attenuate noise from the A14 trunk road.

Development to the south of Thrapston will be undertaken in stages, dependent upon the delivery of the necessary strategic infrastructure, services and facilities. In particular, the delivery of housing on the site will be phased in line with the projected availability of school places.

Where required, longer term development sites will be brought forward through a review of the Plan.