



Produced by the Roade Neighbourhood Plan Steering Group, on behalf of Roade Parish Council

ROADE

NEIGHBOURHOOD DEVELOPMENT PLAN 2018-2029

Adopted July 2019



Sue Hag

Foreword

Since 20th July 2016, when the application for designation of a neighbourhood area was approved by South Northants Council, the Roade Neighbourhood Development Plan Steering Group has been engaged in the preparation of the Plan. The two rounds of consultation, on the Informal Consultation Draft and the Regulation 14 Consultation Draft attracted a number of comments. The Steering Group has considered all comments received and amended and updated the Plan where appropriate and necessary; this is covered in more detail in the Consultation Statement.

This, the adopted Plan, sets out the 10 aims and 12 planning policies that are designed to deliver those aims. These are the core issues that the Steering Group believes reflect the priorities for Roade going forward and that will ensure the community gets the right types of development, in the right place during the lifetime of the Plan to 2029. That said, local government in Northamptonshire is currently experiencing considerable upheaval and change is inevitable. We recognise that Neighbourhood Development Plans are only valuable when kept up to date. To that end, the Plan contains a commitment to monitor and review the policies and proposals on an annual basis. Where the need for change is identified, the Parish Council will work with SNC to produce updates and amendments where necessary.

The Steering Group would take this opportunity to acknowledge the help and assistance provided by all those who have been involved in the preparation of this Plan, especially our retained planning consultants, Kirkwells. We commend the Plan to you.

John Marshall, Chairman
Roade Neighbourhood Development Plan Steering Group
A Committee of Roade Parish Council

24 July 2019

Introduction

"I came to live in Roade with my then young family in 1961. During the ensuing 56 years I have seen a lot of change, mostly for the good. I have always taken a keen interest and been active in our community and I enjoy living in this friendly, inclusive village. I was one of the five founders of the Village Hall and founded the Tennis Club, have served as a Parish Councillor (twice) and on South Northants Council, where I represented Roade Ward as well as being a member (and latterly Chairman) of the Planning Committee for 15 years. Now in my 92nd year, I am taking more of a back seat in village matters, but I continue to keep in touch with local developments, including the Neighbourhood Development Plan. I congratulate the Steering Group on producing an excellent Plan. It is fit for purpose as it respects and preserves our heritage whilst embracing the demands for future growth and proposing cogent policies to manage that growth. I commend it to you and encourage you to support the work of the Steering Group in this important initiative for the future of Roade.



*Cecil Bottomley
First Honorary Freeman of Roade¹*

¹ At the Annual Parish Meeting on Thursday 8th May 2014, Cecil Bottomley was admitted as the first Honorary Freeman of Roade and was presented with an illustrated commemorative scroll in recognition of his outstanding service over 50 years to the parish of Roade.

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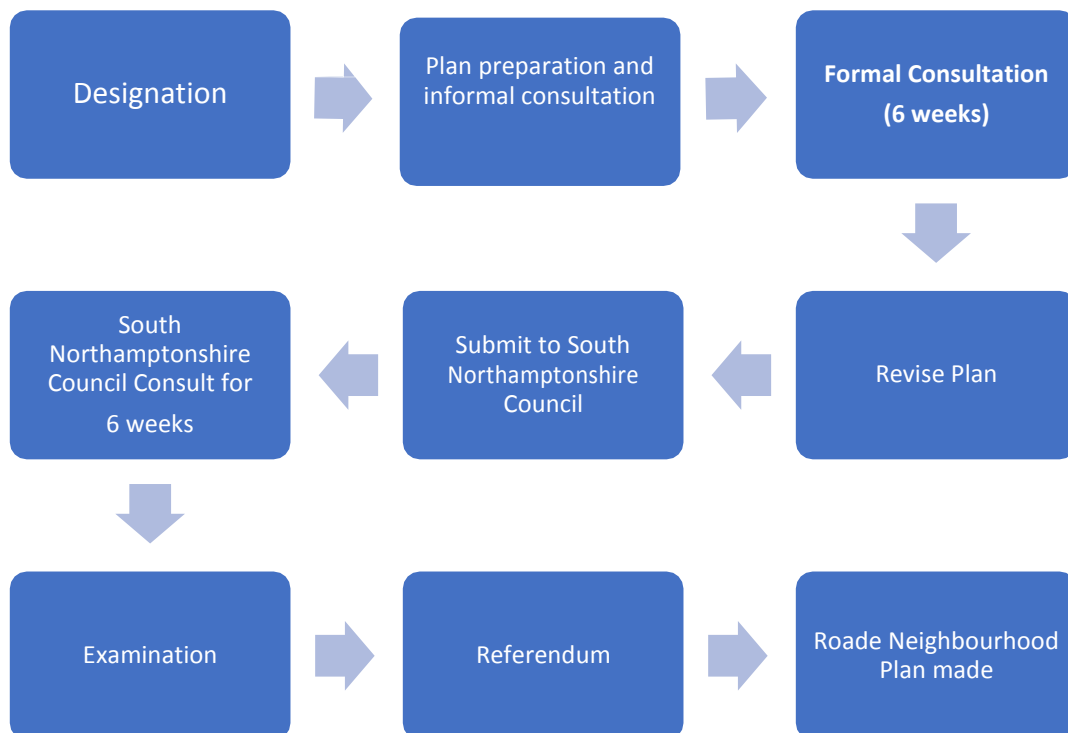
1.0 Background

- 1.1** The Localism Act 2011 gave Parish Councils the power to prepare a statutory neighbourhood development plan (NDP) to help guide development in their local areas. Through this NDP, local people in Roade now have the opportunity to shape new development in the area. This is because planning applications are determined in accordance with the development plan, unless material considerations indicate otherwise.
- 1.2** The Roade NDP will sit alongside the West Northamptonshire Joint Core Strategy that was adopted on 15th December 2014 and the saved policies of the old South Northamptonshire Local Plan 1997, until superseded by the emerging South Northamptonshire Local Plan Part 2A.

Neighbourhood Plan Process and Preparation

- 1.3** Roade Parish Council, as a qualifying body, believes this is an important power for local people to use and decided to prepare a NDP for Roade parish. The Parish Council applied to South Northamptonshire Council (SNC) for the parish to be designated as a neighbourhood area in January 2016. The application for designation was approved by SNC on 20th July 2016. The designated Neighbourhood Area is shown on Map 4.
- 1.4** A steering group comprising Parish Councillors and local residents was established to progress work on the plan. The steps in preparing a Neighbourhood Plan are set out in Figure 1 below. Consultation on the Informal Consultation Draft was carried out during the month of September 2017 and on the Regulation 14 Consultation Draft for the 6 weeks from 17th January to 28th February 2018.

Figure 1 Neighbourhood Plan Process



- 1.5** The informal consultation was widely publicised and the relevant documents – the Informal Consultation Draft together with its Appendix and a questionnaire – were made available both online and in hard copy. As well as Roade residents and businesses, SNC together with the 5 land owners who have promoted sites in and around Roade for development to SNC as part of its consultation on the revised Local Plan Part 2A were advised of the NDP consultation by e-mail that included a link to the suite of documents. Responses were received, via all channels from residents, businesses, land owners and SNC. In keeping with the commitment to transparency and to honour a pledge given by the Steering Group at the outset, a catalogue of all comments received together the Steering Group's response was published on both the dedicated NDP and the Parish Council website. Where the comments and suggestions were relevant, viable and deliverable they were incorporated into the formal Regulation 14 Consultation Draft Plan; those that were not, where appropriate were referred to the Parish Council as the appropriate body.
- 1.6** The Regulation 14 Consultation Draft followed broadly the same process but to a wider audience, this time including a large number of additional consultees in the public sector whose details were provided to the Steering Group by the SNC Neighbourhood Planning Officer. Full details are provided in the Consultation Statement.
- 1.7** The NDP has also been subject to a Strategic Environmental Assessment screening, a copy is available on the NDP website. The Screening Assessment has not identified any significant environmental impacts and thus no Strategic Environmental Assessment is required.

2.0 Roade Neighbourhood Development Plan Key Issues, Vision and Objectives

- 2.1** These were overwhelmingly endorsed by the consultation to date and thus they are re-stated, as follows.

Key Issues

- 2.2** The Key Issues that have been identified for the Roade area are set out in the following SWOT (Strengths/Weaknesses/Opportunities/Threats) analysis (Table 1). This is an updated version of the SWOT carried out for the Roade Masterplan. Most of the key issues identified then remain valid today, with some being more pertinent now, particularly as a result of the 2 proposed strategic rail freight interchange (SRFI) projects in the immediate environs of the village, the significant numbers of new dwellings currently being developed in Roade and the likely reduction in transport and other services resulting from Northamptonshire County Council's budget spending cuts and the uncertain future of the County Council as an entity.

Table 1. Roade Neighbourhood Plan SWOT Analysis

Strengths	Weaknesses	Opportunities	Threats
<ul style="list-style-type: none"> • Rural character • Convenient location • Social village infrastructure • Sustainable village • Good retail facilities also used by other villages • Schools • Reasonable bus service • Medical centre • Strong community spirit and good community groups • 2 active churches • Diverse range of building styles 	<ul style="list-style-type: none"> • Convenient location for commuting – Roade has become a dormitory village • Too much through traffic • Too much on-street parking and no village centre car parking • Road system – traffic congestion • Air quality/pollution from A508 • Danger from speeding traffic • School traffic congestion • Inadequate bus service at evenings and weekends resulting in reliance on the private car • Railway (crossing costs) • Railway/A508 division of village • Lack of access to services e.g. vet and dentist • Uncertainty surrounding much needed expansion of medical services (site identified but funding may be an issue) • Growing elderly population – no nursing care provision • Too much out commuting – traffic & environmental consequences • Location of local employment only accessible through village centre • Lack of office/workshop/light industry employment land/premises • Lack of public open space • Lack of investment in sports and recreational facilities • Lack of appropriate facilities for youth • Water supply close to limit • Failing to deliver on what people said in the NDP consultation • Existing A508 railway bridge unsuitable for current volumes of traffic and the requirements of modern vehicles 	<ul style="list-style-type: none"> • Redevelopment of brownfield sites for new uses e.g. the Medical Centre if it should re-locate • Provide accessible useable outdoor space • Increase school rolls at Elizabeth Woodville school • Provide eco-friendly and Lifetime Homes housing • Provide key worker housing • Control the pace of developments • Provide a range of house types to meet various needs • Small-scale sustainable employment • Provide better sports and leisure facilities • Getting more people involved in the future planning of the area • Employment on The George, Stonecutters and Knock Lane sites 	<ul style="list-style-type: none"> • Convenient location • Village infill in addition to extending building line • Failure to provide infrastructure ahead of development • Additional growth and traffic from development to south of Northampton in Grange Park/Wootton Fields/Collingtree area • Risk of loss of bus services through under use or NCC budget / funding cuts • Risk of loss of library through NCC budget / funding cuts • Risk of loss of medical centre through lack of CCG support for replacement centre • Falling local employment • Piecemeal development if not planned for • Rapid urbanisation destroying community spirit and village character • Out commuting and increasingly dormitory village • Traffic problems • Planned growth on north side of Milton Keynes leading to additional traffic on the A508 and north-south rat runs on minor roads unsuitable for such traffic • Impact from additional growth and traffic, directly arising from 2 SRFIs • Noise from the M1 and railway, particularly if SRFI proposals go ahead

Vision

- 2.3** The NDP will help to address some of these key issues with the aim of achieving our Vision for Roade in 2029.

2029 Vision for Roade

In 2029 Roade will continue to be an attractive, welcoming and safe environment, with good local services and community amenities, with sustainable employment opportunities and development appropriate to a village setting.



Memorial Green

Objectives

- 2.4** To achieve this Vision the following objectives have been set for the Roade NDP. The objectives are not ranked in order of importance, seeking to achieve all of them is integral to delivering the 2029 Vision for Roade.

Road Neighbourhood Development Plan Objectives

1. To manage future housing growth within Roade village.
2. To conserve and enhance the character of the Roade Conservation Area and to protect non-designated heritage assets.
3. To ensure that the design and appearance of future development helps to maintain the rural identity and character of the area.
4. To protect local green spaces and open spaces within the village.
5. To protect the surrounding countryside from inappropriate development and to maintain the strategic functions of identified areas of open land.
6. To protect and enhance the local quality of life by conserving the environment, controlling pollution and conserving valued landscapes.
7. To protect and enhance community and recreation facilities.
8. To ensure infrastructure is appropriate to support new development.
9. To promote safe walking and cycle routes both within the village and to nearby villages and towns.
10. To support sustainable local economic growth



Roade from St Mary's church tower, looking south

3.0 History of Roade Parish

- 3.1** The settlement of Roade was first recorded in Domesday Book in 1086. Evidence suggests that there were settlements in the parish during the Prehistoric and Roman periods but it is not clear how long the site of the village has been continuously occupied. Aerial photographs have indicated crop marks of a number of prehistoric enclosures. However, these cannot be dated without further investigation. In the twentieth century, the discovery of several Roman artefacts suggests a settlement in or near the present village. A flint scraper, Roman coins and pottery were found in an unknown location in the parish before 1904. In 1926 a Roman bronze pin was unearthed in the school garden; and in 1933 a flint arrowhead and an Iron Age ring were discovered on the same spot at the school.
- 3.2** The name Roade derives from the Old English word 'rod' often used to describe 'a clearing in a forest.' Whilst this is not definitive proof it does suggest a Saxon settlement within a wooded area.
- 3.3** Three land holdings are mentioned in the Domesday Book: Stephen's land the largest of the three, Dodin's land and Thurstan's land. Stephen's land— a manor of one hide— was held by William the Conqueror's half-brother Odo, Bishop of Bayeux, and was then waste and in the king's hands. This land was later owned by the Canons of St James's Abbey in Duston, who cleared it and built a grange there (now Hyde Farm House). The medieval settlement pattern of the parish is complex. In addition to Roade itself there were settlements to the west around Hyde Farm House and to the North West at Thorpewood Farm.



St Mary's Church

- 3.4** The oldest building in Roade, St Mary's Church, dates from the early 12th century, when it was owned by the Norman lords of Hartwell and Ashton.

- 3.5** The village's agricultural roots are evident in the built form with a number of seventeenth and eighteenth century vernacular stone cottages and farmsteads in the centre of the village. The earliest known maps of Roade were made for the second Duke of Grafton in the 1720s. Many of the old stone houses in the village are shown on these maps.
- 3.6** In the nineteenth century, the village and surrounding landscape were transformed by two key events. First the enclosure of the open fields in 1819, which created the landscape we see around Roade village today, and then in 1838 the coming of the railway that brought more jobs, houses and pubs.



*The busy West Coast Main Line passes through Roade.
Here, 60163 'Tornado' hauling a steam special passes through Roade Cutting*

- 3.7** The railway initiated the development of the village into two distinct areas. To the north east of the railway, many of the buildings retain their rural and historic character, with the aforementioned seventeenth and eighteenth century buildings along the High Street, with later nineteenth century additions of Victorian brick

terraces. The Methodist Church and Primary School, built in the nineteenth century are fine examples of High Victorian architecture distinguishable by their red brick and Gothic windows. To the west of the railway line the buildings are primarily modern housing estates constructed in different materials and to a different style and layout from the historic core of the village.

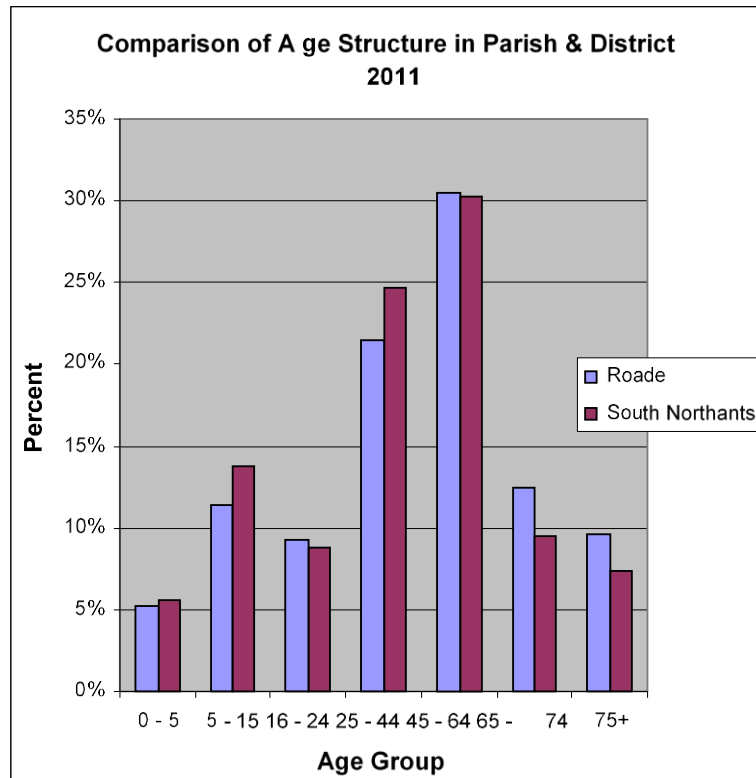
- 3.8** The main employer was based in the factory at the end of The Leys. This opened around 1910 and became the eponymous Pianoforte Supplies Ltd, manufacturing the cast iron frames and other components for pianos after it was taken over by Cyril Cripps in 1923. The factory turned to the manufacture of munitions during war time and subsequently to the manufacture of chromed metal car trim for a range of vehicles; it ceased production in 2010. The Cripps family and their businesses were to have a major impact on the village, including the provision of housing for employees and leisure facilities in the form of the cricket field and the bowls club. The factory expanded until the workforce reached a peak of around 1,800 in the 1960s. The Cripps family became important benefactors both in Roade, Northampton and wider and, although the factory has now closed, their business has prospered elsewhere and they remain a major landowner around the village.
- 3.9** Other major employers were Walkerpack who provided specialist export packing and removal services and Chaplins Transport, a road haulage business. Both were located on Stratford Road and both have now closed, to be replaced by major housing developments, as has the Pianoforte site.
- 3.10** The railway station closed in 1964 but Roade remained an important service centre for the surrounding area, with a large secondary school, built in 1956.
- 3.11** Roade is still very much an 'open village' where a growing number of small, predominantly home-working businesses are based, although there is a scarcity of small business units for local employment opportunities. Even though many people commute to work elsewhere, Roade's good transport links and wide range of local services, including shops, schools, library and medical centre make Roade a desirable place to live; indeed, recent surveys show that residents enjoy living in Roade and the village has a strong sense of identity and community. It is for these reasons that South Northants Council officially describes Roade as 'the most sustainable village in South Northamptonshire.'

4.0 Roade Parish Today and Tomorrow

- 4.1** Roade is located within the South Northamptonshire Council area. The designated neighbourhood planning area of Roade extends over 672 hectares (Map 4) and is located approximately six miles (ten kilometres) to the south of Northampton in the north of the district of South Northamptonshire. It is bounded by six neighbouring parishes: to the north by Courteenhall, north-east by Quinton, north-west by Blisworth, south-west by Stoke Bruerne, to the south by Ashton and to the south-east by Hartwell. Roade, whilst rural, is intersected by the A508 and sits within close proximity (2 miles) of the M1.
- 4.2** The population of Roade was 2,312 at the 2011 Census, an increase of 3% since 2001. By June 2017, there were 2,118 adults on the electoral roll, and with 335 Roade children attending pre-school and schools in the village, today's population is conservatively estimated to have grown by a further 6% to 2,453.

- 4.3** Projections of future population are not available at parish level but with the level of new house building that will take place in Roade, more than 400 new homes in the next five or six years, the local population will grow significantly. Even at 2 persons per new household that will result in over 800 new residents. The make-up of the population will also change in ways that, at the moment, is difficult to quantify, all we know is it will change significantly with the level of committed new housing. The 2011 Census Statistics for Roade indicate that the Parish has a slightly older population than for South Northamptonshire as can be seen in Figure 2:

Figure 2 – Roade and South Northamptonshire Population Age Structure 2011

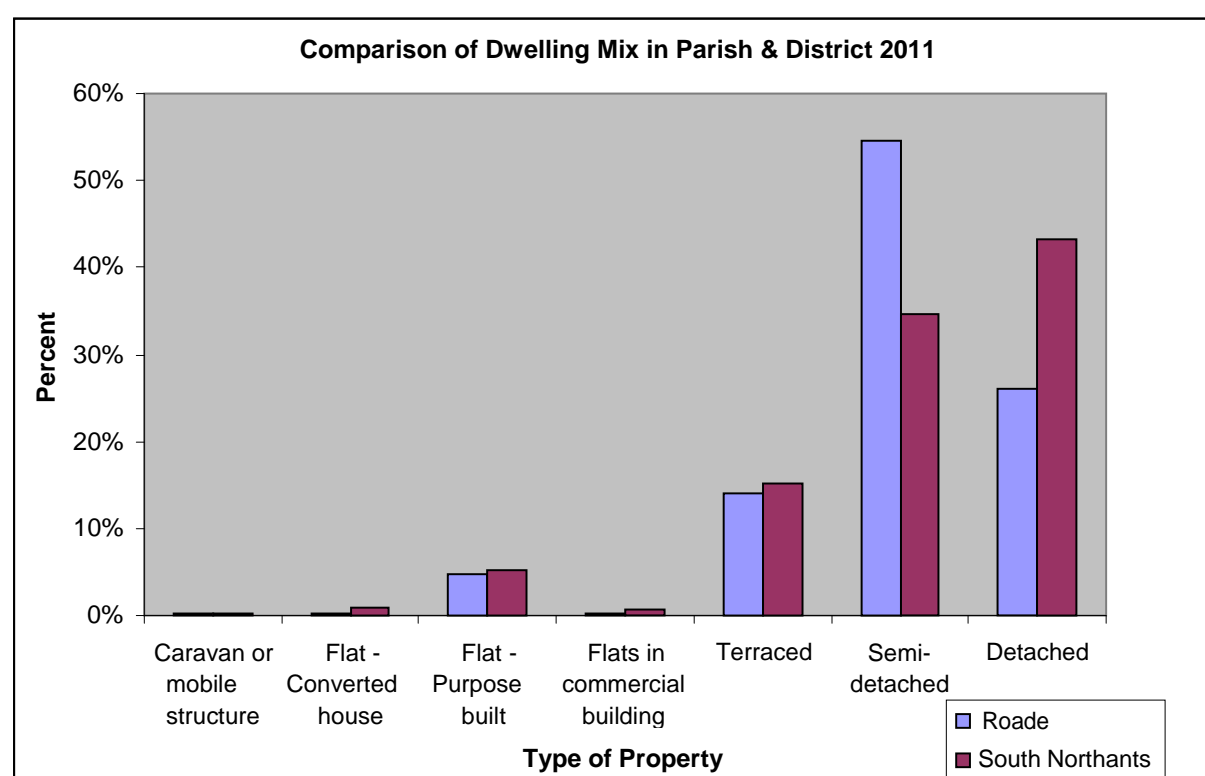


- 4.4** The number of dwellings in the Roade Neighbourhood Plan area stood at 1,019 in 2011, an increase of 5% on 2001, Table3. By June 2017, there were 1,115 dwellings, with a further 434 committed through planning permissions. The expected increase to 1,549 homes by about 2020 represents an increase of over 50% in the ten years from 2011.

Housing

- 4.5** Roade has a higher proportion of 2 and 3-bedroom homes when compared with South Northamptonshire. This reflects the higher proportion of semi-detached than detached properties (Figure 3).

Figure 3 – Dwelling Mix Road and South Northamptonshire, 2011



4.6 Owner occupation, currently, at just over 76% is in line with that in South Northamptonshire.

4.7 The average price of property sold in Road in the 12 months (April 2016-March 2017) was £278,654 compared with an average of £332,944 for South Northamptonshire.

Employment

4.8 Rural employment is important as the villages within South Northamptonshire are increasingly becoming dormitory villages where most people commute out of the village to work. The Council is seeking to encourage growth and development that will benefit the District and meet the targets for housing and employment set within the Joint Core Strategy whilst at the same time preserving the special character of the villages and wider rural area.

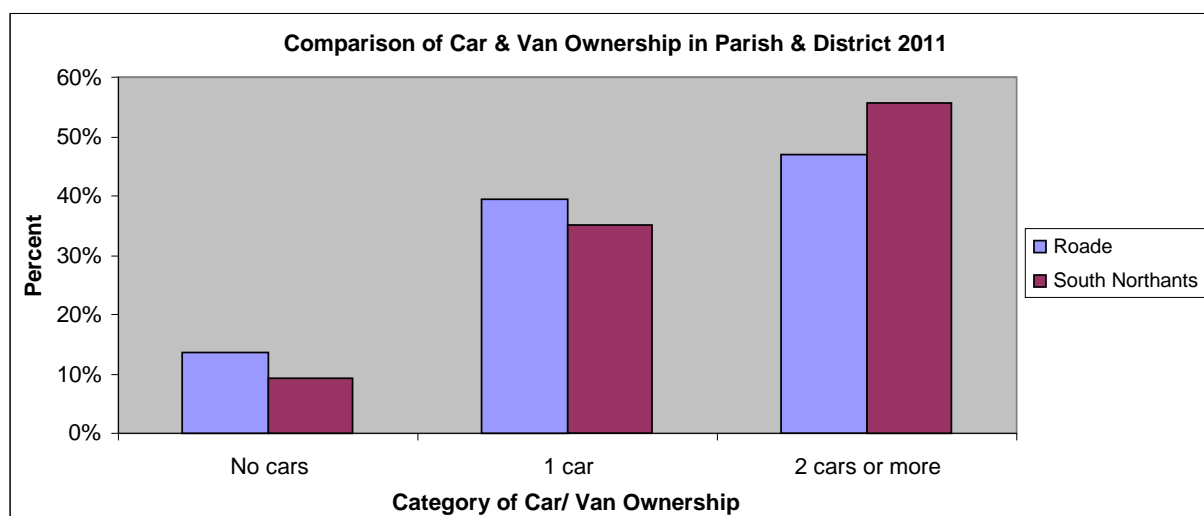
4.9 Approximately 12% of the residents within the Parish work from home compared to a District wide figure of 6%.

Transport

4.10 Accessibility and the lack of public transport are recognised as potential issues within rural areas. Typically, in many rural areas the number of households with cars within the Parish has increased since 2001. There is generally a higher number of households with cars in rural areas than in the District overall. There has also been an increase in the number of properties with 2 or more vehicles, Figure 4. Road currently has relatively good connections to centres such as Milton Keynes and Northampton via bus, given its location on the A508. This may be one reason as to why in Road fewer households have two or more cars when compared to the district average. However, this has increased recently. There is also significant uncertainty

around the future of some rural routes following the withdrawal of funding by Northamptonshire County Council.

Figure 4 – Car Ownership, 2011



4.11 A number of buses run through including:

- X4 – Peterborough-Northampton-Central Milton Keynes – roughly hourly service Monday to Saturday – 7am to 7pm. Sunday two-hourly service.
- X7 – Leicester- Northampton-Central Milton Keynes – Monday to Saturday hourly service 7.30am to 7pm. Sunday two hourly service 10am to 6pm.
- 33 and 33A* – Northampton-Hartwell-Hanslope- Wolverton-Central Milton Keynes – 8am to 7pm Monday to Saturday
- 82* – once a day on weekdays – Moulton Leys-Silverstone.
- 86* – Towcester-Roade-Northampton – 9 times during day, Monday to Saturday.

* The Northants County Council budget for 2018-19 proposes withdrawal of rural bus subsidies and the consequent loss of these services

Environment

4.12 In Heritage terms, there is a Conservation Area within the Parish and 23 Listed Buildings (see Appendix 2)

4.13 Roade lies within two of the National Character Areas identified by Natural England:-

- NCA89 Northamptonshire Vales
- NCA91 Yardley Whittlewood Ridge

This matter is covered in detail in Section 6.5 Landscape.

Community

4.14 Roade has a vibrant and active community. There is education provision at Roade Primary School and Elizabeth Woodville School North Campus. The village has a library*, medical centre, pharmacy, Post Office, filling station and mini-market, a service garage, a small number of shops, a day nursery, pre- and after-school clubs, the Cock Inn, the Roade House Hotel and Gray's Coffee Shop. There is a Village Hall, Willison Sports Centre, Bowls Club, Football Club and Tennis Club. There are

two churches, the parish church of St Mary's and the Methodist Church. The village has a number of important open spaces ranging from small greens and play areas to allotments and playing fields.

* The Northants County Council budget for 2018-19 proposes closure or possible transfer to a community-managed library.



South View and High Street shops from The Green

- 4.15** Further information on Roade is available in the Appendix that is published alongside this plan.

5.0 Planning Policy Context

- 5.1** Neighbourhood Development Plans must have regard to national policies and advice and be in general conformity with the strategic policies of the development plan for the area. It is therefore important that as the Plan is prepared, the policies reflect this higher-level planning framework.
- 5.2** National planning policy is set out in the National Planning Policy Framework (NPPF)¹ (Revised 2018). This sets out in paragraphs 7 and 8 that the purpose of the planning system is to contribute to the achievement of sustainable development, and that the planning system performs an economic role, a social role and an environmental role.
- 5.3** The role of Neighbourhood planning as a tool to guide and shape development is set out throughout the NPPF, particularly in paragraphs 12, 13 and 14, which set out the

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https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/779764/NPPF_Feb_2019_web.pdf

role of Neighbourhood Planning and its relationship with the Local Plan for the area. The NPPF is clear Neighbourhood Plans should not promote less development than contained within the Local Plan.

12. The presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making. Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.

13. The application of the presumption has implications for the way communities engage in neighbourhood planning. Neighbourhood plans should support the delivery of strategic policies contained in local plans or spatial development strategies; and should shape and direct development that is outside of these strategic policies.

14. In situations where the presumption (at paragraph 11d) applies to applications involving the provision of housing, the adverse impact of allowing development that conflicts with the neighbourhood plan is likely to significantly and demonstrably outweigh the benefits, provided all of the following apply:

- a) the neighbourhood plan became part of the development plan two years or less before the date on which the decision is made;*
- b) the neighbourhood plan contains policies and allocations to meet its identified housing requirement;*
- c) the local planning authority has at least a three year supply of deliverable housing sites (against its five year housing supply requirement, including the appropriate buffer as set out in paragraph 73); and*
- d) the local planning authority's housing delivery was at least 45% of that required over the previous three years.*

- 5.4** Local Planning Policy is set out in several local development plan documents (DPD) as follows:
- 5.5** The South Northamptonshire 1997 'Saved' policies, which will soon be superseded by the South Northamptonshire Local Plan Part 2.
- 5.6** The West Northamptonshire Joint Core Strategy which was adopted in December 2014 which sets out an overall vision setting out how the area and places within it should evolve, strategic objectives for the area focusing on key issues, a strategy for the delivery of these objectives, and an explanation of how the delivery process will be monitored. This plan has just started the process of a plan review.
- 5.7** A full list of relevant policies is included in the Appendix that accompanies this plan.
- 5.8** SNC has now submitted its Part 2 Local Plan for South Northamptonshire for Examination. This plan will provide further detail on policies within the West Northamptonshire Joint Core Strategy and will include a range of policies for villages and rural areas such as Roade. It will not alter strategic policies, such as the scale and distribution of development across the rural area of South Northamptonshire. The Submission consultation (published in 2018) identified Roade as a 'Primary Service Village' on account of the range of services and facilities available within the

village. Where Neighbourhood Plans and Local Plans are being prepared at the same time, it is important that the Parish and District work together to ensure that the policies within the RNDP and Local Plan are compatible and complementary to guide development decisions. Through the RNDP we are committed to working with SNC to ensure that the RNDP and Local Plan Part 2 work together.

6.0 Neighbourhood Plan Policies

This section of the NDP sets out the planning policies to guide development in the Parish of Roade up to 2029. The policies are defined below each NDP objective. Whilst the policies are divided between the objectives the policies of the plan should and will be read as a whole.

6.1 Housing

RNDP OBJECTIVE 1 - To manage future housing growth within Roade village.

- 6.1.1 Existing planning approvals will see Roade village grow significantly in the next five years. Currently, there are approvals for two major developments:
- Chaplins Yard (S/2013/1409/MAF) Orbit Homes approval for 105 dwellings, (now completed).
 - Land at Ashton Road (S/2015/0664/MAR) Persimmon approval for 292 dwellings of which 275 are expected to be completed in the next five years.
- 6.1.2 In addition, to these large sites there are also planning approvals on the following smaller sites all of which are expected to be completed within five years:
- 13 Hartwell Road – 1 dwelling
 - 16A London Road – 1 dwelling
 - 10-12 Hyde Road – 1 dwelling
 - Bailey Brooks Lane – 8 dwellings
 - 33 Hartwell Road – 4 dwellings
 - 16 Stratford Road – 1 dwelling
 - Land at Hartwell Road (Burman's Farm) – 4 dwellings
- 6.1.3 This growth will see about 400 new homes completed in Roade village in the next five to six years. A growth of over 50% since 2011 (based on a neighbourhood area dwelling figure as recorded in the 2011 Census of 1,019).
- 6.1.4 This growth is helping to support the healthy land supply position in South Northamptonshire. Based on latest five-year housing land supply figures (June 2017) South Northamptonshire currently has an 10.12 year supply of housing land when assessed against the total housing requirement of 6,318 dwellings, 2011 to 2029, set in the adopted West Northamptonshire Joint Core Strategy (WNJCS).



Roade is currently seeing significant new housing construction

- 6.1.5 Roade falls within the rural area of South Northamptonshire as defined in the WNJCS. The WNJCS sets an identified housing need for the South Northamptonshire Rural Area of 2,360 dwellings, 2011 to 2029. Based on the commitment figures in paragraph 6.1.3., Roade will provide 17.5% of the new homes to meet this need with current planning approvals in the neighbourhood area.
- 6.1.6 Policy R1 *Spatial Strategy for the Rural Areas* of the WNJCS, reproduced in full in the Appendix sets out how this identified housing need will be met. The key features of Policy R1 are that;
- Development in the rural areas will be guided by a rural settlement hierarchy (to be determined in the South Northamptonshire Local Plan Part 2A);
 - This rural settlement hierarchy will be based, but not exclusively, on criteria 1 to 10 in Policy R1;
 - Development in villages will be required to meet criteria a) to g) and be within the existing confines of the village; and
 - Once the housing requirement in the rural areas has been met further development will only be permitted where it meets criteria (i) to (v).
- 6.1.7 As a larger village with a wider range of facilities Roade will be identified as a Primary Service Village in the SNC Local Plan Part 2A. Local Plan Part 2A has been consulted on separately by SNC during late 2017.

South Northamptonshire Local Plan Part 2A

- 6.1.8 At the previous Options Consultation Stage on Local Plan Part 2A (April 2016) it was clear that the identified housing need target of 2,360 dwellings can be achieved relatively early in the Plan period. The latest (April 2017) 5 Year Housing Land Report <https://www.southnorthants.gov.uk/downloads/38/five-year-housing-land-supply> shows 1,411 completions to 2017 in the rural area that with unimplemented planning permissions for 1,062 dwellings and a further 690 dwellings already identified will

deliver a total of 3,163 dwellings, 803 (34%) over the 2,360 requirement identified in Policy R1 of the WNJCS. SNC considers it has a deliverable 10.12 years supply of housing land including a 5% buffer and that it has met and exceeded its rural housing requirement without any allowance for any future allocations in the Part 2A Plan.

- 6.1.9 Similarly, given the scale of development commitments in Roade and in the South Northamptonshire Rural Area it has been decided that the RNDP will not allocate further sites for housing development. In line with the WNJCS, new housing development will, for the remainder of the plan period up to 2029, be managed within the confines of the village shown on the RNDP Policies Map (Map 5). New development will be supported when it is within the defined village confines and meets the more detailed criteria set out in Policy RNDP1 of the RNDP.
- 6.1.10 Sites that are within the village confines and that are considered to be available for development, as evidenced either through previously submitted planning applications or through a commitment from the site owner are included at Appendix 3. Outside of the defined village confines new development will only be permitted where it meets the requirements of Policy R1 in the WNJCS.
- 6.1.10 The village confines boundary shown on the Policies Map (Map 5) of this plan has been developed using the Village Confines Methodology published by SNC (http://www.southnorthants.gov.uk/village_confines_methodology_august_2016.pdf). The main changes to the existing boundary (Map 5) are to take account of completed development, development under construction and planning approvals. Policy RNDP1 uses, as it must, the plan period for the WNJCS, 2011 to 2029.

Policy RNDP1 – New Housing within the Roade Village Confines

Over the plan period 2018 to 2029, within the defined Roade Village Confines as shown on Map 5, proposals for new housing development will be supported where:

- (a) is appropriate in scale (individual or small groups of houses) and relates well to the existing layout, facilities and amenities of the village and immediate environs; and**
- (b) it makes best use of previously-developed land and existing buildings unless this would be unviable or the site is of significant ecological value; and**
- (c) is of a good standard of design which makes a positive contribution to its surroundings; and**
- (d) takes into account the key principles of Secured by Design, planning out crime, building for life and the SNC Design Guide; and**
- (e) is able to provide safe access for road users, pedestrians and cyclists and incorporates an appropriate level of off-street car parking to serve the development; and;**
- (f) it will not have a significant adverse impact on the amenity of existing and future residents or occupiers.**

Development outside the Roade village confines will be supported where it is in accordance with Policy R1 of the West Northamptonshire Joint Core Strategy.



The Stonecutters development

6.2 Built Environment and Heritage Assets

RNDP OBJECTIVE 2 - To conserve and enhance the character of the Roade Conservation Area and to protect non-designated heritage assets

6.2.1 The Roade Conservation Area was designated in September 2015 (Map 6). The reason for this designation is to preserve or enhance the special character of the area. The designation means that there is greater control over development that could harm the area's character, for example:

- in the Conservation Area most demolition requires permission and is likely to be resisted if the building makes a positive contribution to the area;
- some minor works to houses which would normally be permitted development, such as dormer windows, extensions, external cladding, alterations to the roof, and most satellite dishes on front elevations require planning permission.
- generally, higher standards of design apply for new buildings and alterations to existing ones.



High Street, looking west, part of the Roade Conservation Area

6.2.2 The key characteristics of Roade Conservation Area are summarised below, for a detailed map see Map 6:

- The early built form is predominantly limestone. The later Victorian building phase favoured the use of red brick.
- A distinctive linear plan set around the High Street, with a smaller nuclear development around St Mary's Church.
- Due to the original agricultural nature of the settlement the properties are a combination of domestic cottages and larger farmhouses and associated outbuildings. Smaller properties tend to run parallel to the road and are simple in design and form. The farmsteads tend to be larger and set back from the road with distinctive architectural detailing.
- Boundary lines and walls are a common feature across the conservation area for both historic and modern properties. The boundaries of older properties are usually delineated using stone. Brick is also used to delineate later boundary lines.
- The green is a particularly important open space denoting the remaining historic plan of the village and providing a balance to the rest of the heavily built form. Trees feature across the conservation area providing a sense of vertical scale and relieving the built form.

6.2.3 The *Conservation Area Appraisal and Management Plan* identifies the following issues:

- Establish a list of locally significant buildings and policies for their protection.
- Encourage the preservation and enhancement of surviving historic detail and the reinstatement of appropriately designed detailed fittings in buildings considered to be of significance to the character and appearance of the conservation area. The use of Article 4 Directions, which remove the permitted development rights of dwelling houses, will help to achieve this.

- Ensure that all new development is sustainable, high quality, well designed and responds to its context in terms of urban and architectural design.
- Promote the sympathetic management of open spaces within the conservation area including verges, and work with the highways' authorities to avoid the insertion of inappropriate kerbing and footpaths which would have a harmful urbanising effect.

To help implement some of these commitments Policy RNDP2 will be used.

Policy RNDP2 – Development within Roade Conservation Area

All new development within and affecting the setting of Roade Conservation Area (Map 6) will be expected to preserve and where possible enhance the positive attributes of the Conservation Area and its setting. Development proposals will be supported where they:

- (a) Preserve the historic pattern of development by respecting the village's historic linear and nuclear layouts, historic building plots and boundary treatments;**
- (b) Give priority to the re-use and retention of other significant buildings as defined in the Roade Conservation Area Appraisal (Map 7);**
- (c) Reflect the proportion of opening to wall (solid to void) found in the elevations of traditional buildings and employ robust detailing, avoiding use of applied features, such as inappropriate cladding and boarding and decorative features;**
- (d) Reinforce local identity by the appropriate use of the traditional materials such as local limestone, Northamptonshire Ironstone, red brick and Welsh slate and timber for windows and doors;**
- (e) Retain open spaces, mature trees and hedgerows.**

Where below ground works and investigations are required suitable archaeological investigations are undertaken and recorded.

- 6.2.4 As well as the Conservation Area and Listed Buildings, that already have statutory protection through existing legislation, the neighbourhood plan area includes several other buildings and structures that have heritage value (see the Appendix 2A that accompanies this plan). In "planning speak" these are termed non-designated heritage assets. These assets are links and reminders of the area's long and varied history, for example there are assets linked to the area's agricultural and railway history. National planning policy is set so that heritage assets should be conserved in accordance with their significance. Policy RNDP3 is a way to assess future planning applications affecting non-designated heritage assets. Policy RNDP3 identifies the neighbourhood area's non-designated heritage assets. These are also identified on the Policies Map (Map 5). This delivers one of the actions identified in the Conservation Area Appraisal and Management Plan to establish a list of locally significant buildings and policy for their protection.

Policy RNDP3 – Development affecting non-designated heritage assets (Map 5A)

Development proposals affecting the local non-designated heritage assets identified in Map 5A and Appendix 2A will be supported when they conserve the assets from loss or detrimental impact.

a. Renovation or alteration of non-designated heritage assets must be designed sensitively with careful regard to the assets historical significance and pay appropriate regard to the asset's setting; or

b. Where a proposal would result in the loss of, or substantial harm to a locally non-designated heritage asset, such proposals will only be supported when the scale of that harm or loss has been clearly justified when assessed in relation to the asset's significance.



High Street, looking west, part of the Roade Conservation Area

6.3 Design

RNDP OBJECTIVE 3 - To ensure that the design and appearance of future development helps to maintain the rural identity and character of the area.

- 6.3.1 Campaign for Rural England's (CPRE) *Northamptonshire Countryside Design Guide* highlights that in Northamptonshire the combination of building style, settlement pattern and countryside setting creates a distinctive character in the County's villages. The historic core of Roade village, roughly the area covered by the

Conservation Area (Map 5), has in common with many Northamptonshire villages a parish church, manor house, farmhouses and cottages. Most of these built in the predominant original building material – limestone. Unfortunately, much of the more recent development in Roade, indeed the County, has failed to take appropriate account of its context. Poor choice of materials and standardised suburban design solutions threaten to erode the distinctive character of Roade village. Policy RNDP4 sets out a criteria based policy that will be used to encourage development that positively contributes to and enhances the character of the neighbourhood area. This policy should be read in conjunction with the existing Roade Village Design Statement (and the supplementary planning guidance set out in SNC's *Design Guide*) that seeks to:

- Ensure any future infill development facing onto High Street is modest in form and scale, of matching coursed limestone and with roofing of Welsh blue-grey slate or dark brown plain tiles. Boundary walls should match those of existing adjacent properties to create a visual link between old and new.
- Elsewhere in the village, development should be in a suitable buff or red brick with tile or slate roofing, matching materials on surrounding properties. Where infill development is adjacent to red brick Victorian buildings it should take account of authentic detailing and traditional bonding patterns using a matching red brick.
- Where possible new groups of houses should provide links to the existing footpath network.
- Small groups of houses should share a single facing and roofing material.

6.3.2 Policy RNDP4 provides a distinct, Roade specific, set of criteria against which to judge planning proposals and which should be used by prospective applicants and their design teams in the preparation of planning proposals.

6.3.3 By setting this local policy the Roade NDP is helping to meet one of the key aims of national planning policy, that of “good design”, a principle that is seen as being indivisible from good planning. Planning policies and decisions should ensure that developments:

- Respond to local character and history and reflect the identity of local surroundings and materials; and
- Are visually attractive as a result of good architecture and appropriate landscaping.

6.3.4 In the future, Design and Access Statements should demonstrate how applicants have had regard to the criteria listed in Policy RNDP4; for smaller proposals not all will be relevant, but applicants should still explain why they have reached this conclusion in their Design and Access Statement.

6.3.5 Policy RNDP4 does not seek to stifle innovation or produce pastiche copies of the past. Innovation and contemporary design is encouraged, but here, as with all new development, applicants and their architects should draw on the past to inform their proposals to ensure that new development is in keeping and harmonises with that of the past.

6.3.6 South Northamptonshire have produced a Design Guide this supplements and updates the Council's existing guidance on issues regarding design, heritage, landscape and the built environment in order to ensure that all new development in the district is designed and built to a high standard and both protects and reinforces the distinctive character of the local area.

On 26th July 2017 the Design Guide was adopted as planning guidance and is therefore now a material planning consideration for all development throughout South Northamptonshire. This document should be used in conjunction with the policies contained in the RNDP and the other development plan documents.



New development should be of good design and reinforce local distinctiveness

- 6.3.7 In seeking to achieve good design it can often be the small details that result in a development achieving or failing to achieve this objective. This can be the result of a single poor choice, for example the wrong brick colour, or use of the wrong window shape. In these days of mass production and standardised house types the temptation to produce a “could be anywhere” solution is strong. But such solutions fail to undertake a proper analysis of local context. In doing this, such an approach is not in line with national planning policy which states that “development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions” (NPPF para. 64) if this results in poor design, should be refused.

Policy RNDP4 – Design Principles

All new development will be expected to respond positively to the key attributes of the neighbourhood area and the key local design features of Roade village (this does not preclude contemporary approaches of the highest standards of design). Development will not be supported where it is of poor design that has an adverse impact on the character of the area. To ensure good design is achieved, development should take account of and will be assessed against the following criteria, where relevant:

- (a) It promotes or reinforces local distinctiveness by demonstrating that appropriate account has been taken of existing good quality examples of street layouts, blocks and plots, building forms, materials and detailing, building style and Roade vernacular;
- (b) It is designed in such a way so as to make a positive use of local landform, trees, hedgerows and other vegetation and for larger proposals has had suitable regard to landscape setting and settlement pattern;
- (c) It conserves and/or creates new wildlife habitats;
- (d) It uses space and creates new public open spaces that are enclosed, integrated and overlooked by buildings and are in prominent useable locations;
- (e) It includes sufficient amenity space to serve the needs of the development and its users;
- (f) It includes appropriate boundary treatments that reflect local context;
- (g) It does not have a detrimental effect on the amenity of existing or future occupiers in neighbouring property;
- (h) It does not have a cumulative adverse effect on the safe and efficient operation of the existing transport and road infrastructure;
- (i) It includes measures that seek to improve pedestrian facilities and linkages in the Parish and beyond to encourage walking and cycling, wherever possible;
- (j) It displays how the proposal responds positively to the character of the area and sense of place. Proposals should not feature generic designs and should display how they take account of the locally distinctive character of the area in which they are to be located within the Design & Access Statement;
- (k) It respects the height of the immediate surrounding area.
- (l) It uses, and where appropriate re-uses, local and traditional materials appropriate to the context of the site, or suitable high quality alternatives that authentically reinforce or positive contribute towards local distinctiveness;
- (m) It contributes to reducing carbon emissions, where possible, and where such features are included they are a sympathetic enhancement to the building and surrounding area;
- (n) It is designed to be as water efficient as possible; and
- (o) It provides appropriate car parking and, where possible, this is sited so that it is unobtrusive and does not dominate the street scene and has an acceptable visual impact.

Poor design, when assessed against the above criteria will not be supported.



High Street, looking east, part of the Roade Conservation Area

6.4 Green and Open Spaces

RNDP OBJECTIVE 4 - To protect local green spaces and open spaces within the village

Local Green Spaces

- 6.4.1 Internal green spaces are also critical to village life, including, for example The Green and Memorial Green; so, too are smaller incidental open spaces that add to the green environment.
- 6.4.2 Paragraph 76 of the National Planning Policy Framework (NPPF) advises that *“local communities through local and Neighbourhood Development Plans should be able to identify for special protection green areas of particular importance to them. By designating land as Local Green Space communities will be able to rule out new development other than in very special circumstances”*.
- 6.4.3 Paragraph 77 of the NPPF goes on to advise that *“the Local Green Space designation will not be appropriate for most green areas or open space. The designation should only be used:*
- *where the green space is in reasonably close proximity to the community it serves;*
 - *where the green area is demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and*

- *where the green area concerned is local in character and is not an extensive tract of land.”*

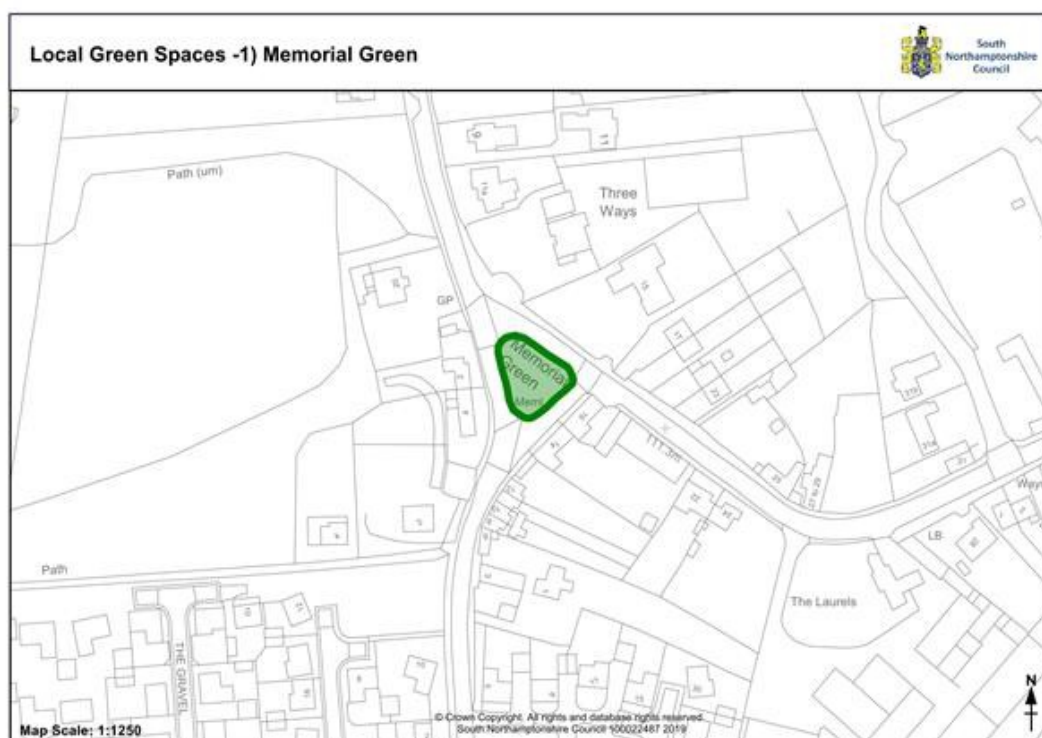
6.4.4 To help local communities identify local green spaces SNC have produced specific guidance
http://www.southnorthants.gov.uk/LocalGreenspace_designationandmethodology.pdf
 this has been used (Appendix 4) to identify potential designated Local Green Space in Roade. The following policy, RNDP5 identifies these spaces and sets out a planning policy to manage their future development.

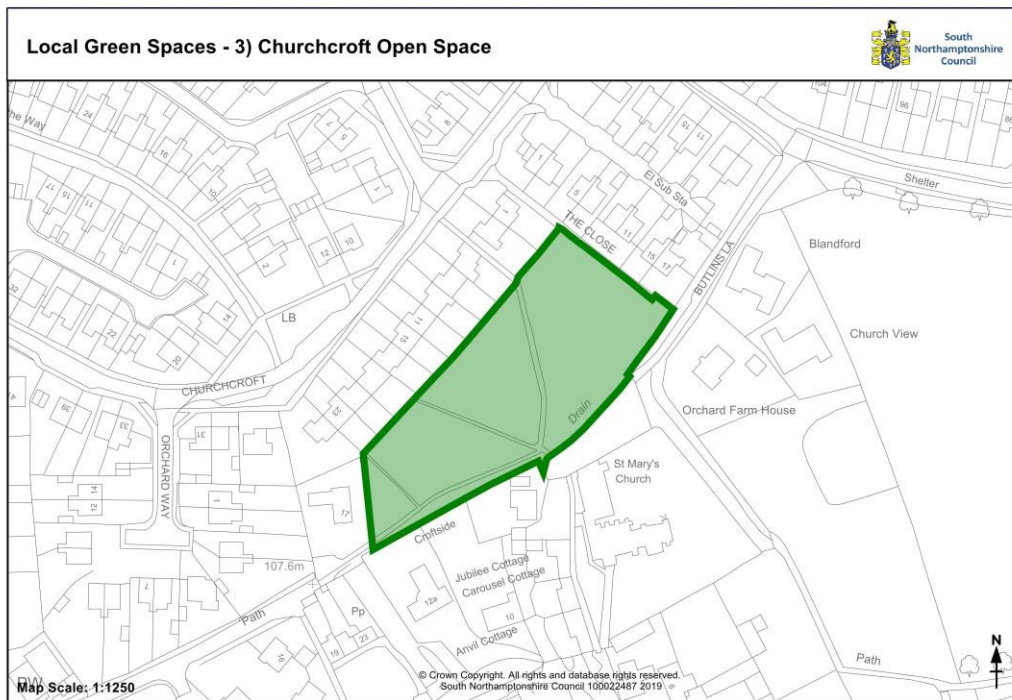
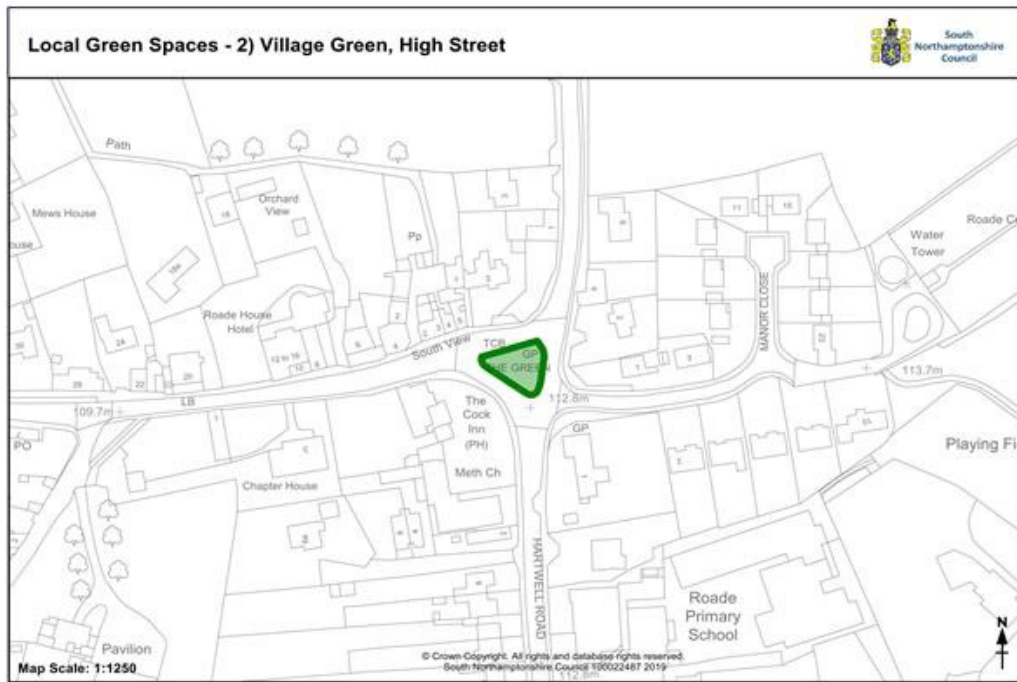
Policy RNDP5 Protecting Local Green Space

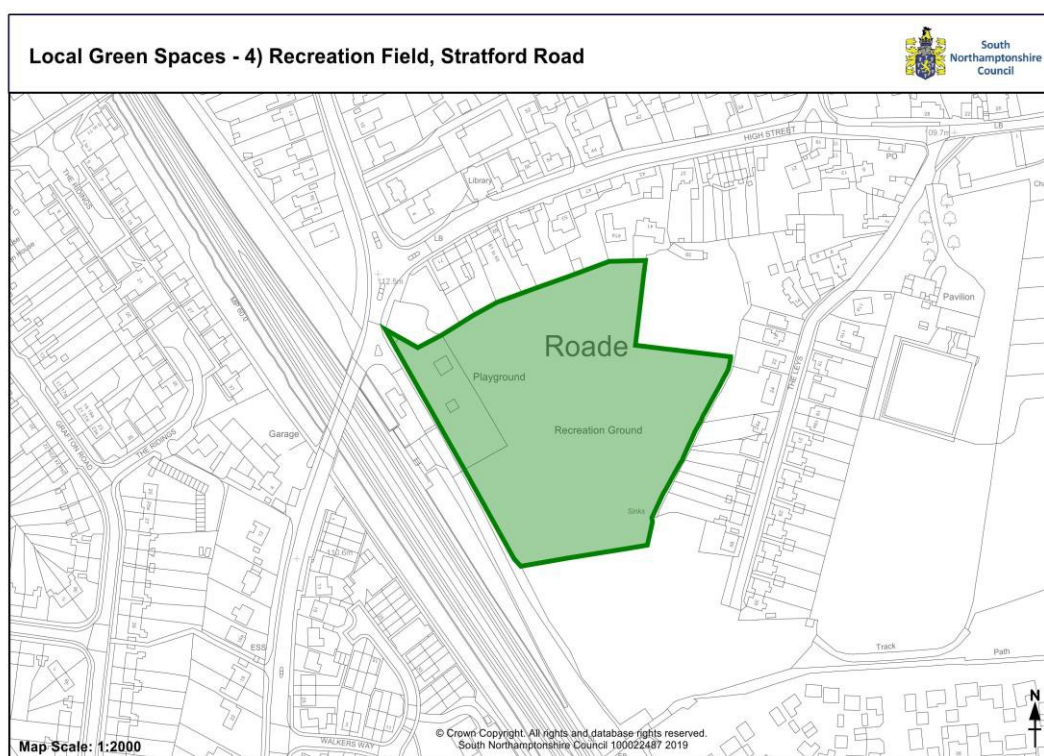
The following local green spaces as shown on Map 5 and Map 5A and individually as below are designated as Local Green Spaces:

- Memorial Green
- Village Green, High Street
- Churchcroft Open Space
- Recreation Field, Stratford Road

Development will only be permitted in very special circumstances, to maintain or enhance the purpose and / or function of the space and when any potential harm to the local green space is clearly outweighed by other considerations.







The Green, High Street

- 6.4.5 As well as these key green spaces that are designated for the highest level of protection as local green spaces, Roade also has several other important open spaces that perform a variety of useful functions. These smaller, often quite incidental open spaces help to make Roade a greener place and all add to the quality of life enjoyed by residents and visitors. These spaces are also protected but not with the high degree of protection offered to designated local green spaces that precludes

most built development. These spaces, being less important could be developed in the circumstances that are set out in Policy RNDP6 and where appropriate, RNDP1.

Policy RNDP6 Protecting Other Open Spaces

Development that would result in the loss of small open spaces located throughout the village, that lie within the Roade Village Confines will only be supported when:

- a) Equivalent or better provision is provided elsewhere within a suitable location in Roade village; or**
- b) It can be clearly demonstrated by the applicant that the open space no longer performs a useful open space function in terms of the local environment, amenity, or active public recreation use.**



Churchcroft, showing incidental open spaces as an exemplar

6.5 Countryside

RNDP OBJECTIVE 5 - To protect the surrounding countryside from inappropriate development and to maintain the strategic functions of identified areas of open land

- 6.5.1 Roade is and will continue to grow because of significant housing development. There are also proposals for 2 possible strategic rail freight terminals (SRFIs) to the north of the village. If these proposals were to go ahead, the impact on the environment of Roade, its residents and businesses would be very significant.
- 6.5.2 In terms of planning policy and planning approval, as strategic infrastructure, any rail freight terminal would be approved at national level. The Roade Neighbourhood

Development Plan commits to a review of the Plan, to take into account any associated infrastructure should the proposals be submitted and be approved at a national level.

- 6.5.3 The open land that surrounds the village creates a sense of place and contributes to the well-being of the many residents and visitors of all ages. Roade is one of the least wooded parishes in the local area and as such there are wide and open views across the landscape from a number of points in the village. The rural area surrounding the village provides the community with easy, safe and ready access to a wealth of leisure and recreation activity in the form of walking (with and without dogs), running, cycling and horse-riding via the network of footpaths and bridle-ways. These routes provide options for leisure both within the parish, from the village to village or destinations such as Salcey Forest and to commute, by bicycle to Northampton or its surrounding employment areas. The enhancement of routes that provide access to the countryside, and the value of the landscape in its own right, link to RNDP Objective 9 and Policy RNDP12 which specifically addresses safer walking and cycling routes.

6.6 Landscape

RNDP OBJECTIVE 6 - To protect and enhance local quality of life, by conserving the environment, controlling pollution and conserving valued landscapes.

- 6.6.1 Roade lies within two of the National Character Areas identified by Natural England:-
 - NCA89 Northamptonshire Vales
 - NCA91 Yardley Whittlewood Ridge
- 6.6.2 The Northamptonshire Vales NCA consists of a series of low-lying clay vales and river valleys, including the valleys of the rivers Nene and Welland and their tributaries. Challenges for this area include retaining the sense of place in light of ongoing pressure for development growth, and protecting and enhancing key features such as the many heritage assets, meadows, woodlands and hedgerows in the light of new development, continuing gravel extraction and the pressure to produce more food. NCA91 Yardley Whittlewood Ridge is a low and gently undulating limestone plateau commonly referred to locally as the Ridge. It runs in a south-west to north-east direction between the nearby towns of Northampton and Milton Keynes. The Ridge is more distinct in the south-west where it rises from the adjacent low-lying claylands. From the top, the land slopes away gently in most directions, giving long views over the surrounding countryside. The area is facing challenges such as how to protect and enhance its unique natural and historical assets while accommodating the pressure for development and increased demand for leisure and recreation. Opportunities exist to protect and enhance key landscape attributes, to cater to increased recreational demands and to promote a greater appreciation of local distinctiveness.
- 6.6.3 Within Roade itself the natural topography is relatively flat. However, the slight undulation of the High Street adds to the character of the area; affording unique views across to the water tower and twenty first century wind farms.
- 6.6.4 Views within the conservation area tend to be restricted by the built form however the agricultural setting of Roade is particularly evident when approaching the village

from Northampton Road. Parliamentary enclosure is visible in the surrounding landscape. Hedgerows delineate field boundaries creating a rectilinear pattern.

- 6.6.5 These character areas form part of the agricultural landscape of South Northamptonshire. Several villages are linked by small country lanes that contribute to the rural character, which is at times overlooked by the busy through roads. The historic roads such as Northampton Road, Hartwell Road, Hyde Road and Ashton Road still exist and are in use in the village today.
- 6.6.6 Policy RNDP7 identifies those aspects of the local landscape that should be conserved and enhanced. This includes key views and vistas, settlement patterns, areas of historic woodland and other key local landscape features.



Road is surrounded by attractive open agricultural countryside; the eastern edge of the village, looking north

Policy RNDP7 Conserving and Enhancing Valued Landscape Features

1. New development is expected to demonstrate how it has had regard to the valued features of the local landscape and how these features have informed the design of the proposal.

Proposals for development should:

- (a) Conserve the settlement pattern of Roade;**
- (b) Mitigate the visual impact of development and avoid encroachment onto visually exposed landscapes;**
- (c) Provide appropriate boundary treatments to mitigate adverse impacts on views into the village;**
- (d) Conserve existing landscape features such as trees and hedges which afford the village a sense of enclosure.**

2. Where removal of mature trees or hedgerows is exceptionally necessary as part of a development, the loss should be offset through the replacement of native species elsewhere on the site or within the Neighbourhood Plan area. The conservation and enhancement of historic woodland, or connections between areas through additional planting, will be supported;

3. Views of Local Significance are set out in Maps 2 and 4. Where development is proposed that will affect these views, the design and layout of the proposal should ensure that key features can still be seen and appreciated from public land.

4. In Situ known archaeological sites should be conserved. Where appropriate, based on relevant technical advice, a site survey should be undertaken. Where this reveals evidence of archaeological remains these should be recorded or conserved based on the advice of the relevant technical body dependent.

Views of valued landscapes identified on the plan (see Map 5a)



1. View towards Courteenhall from Bretts Lane



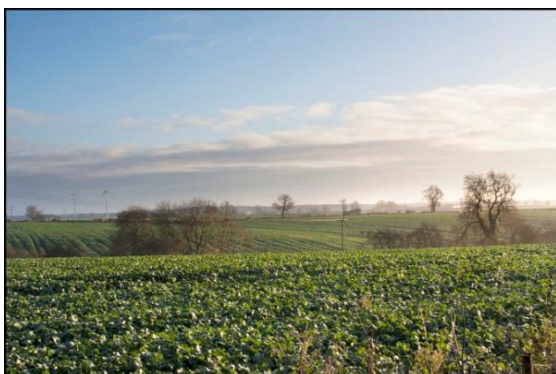
2. View from Fox Covert Drive to the East



3. View from Bretts Lane towards Courteenhall



4. View towards Courteenhall from Parish Church



5. View from Ashton Road to the East



6. View from Hartwell Road to the South



7. View of St Mary's Church from the East



8. View from Hartwell Road to the West

6.7 Community and Recreation Facilities

RNDP OBJECTIVE 7 - To protect and enhance community and recreation facilities

- 6.7.1 Green spaces and lack of facilities for youth were 2 key issues identified by the survey mentioned in the Roade Parish Plan 2006 and remain issues identified in our updated SWOT analysis (Table 1). As Roade grows it will be important to ensure that there is an adequate range of quality shops and community facilities to meet the needs of the community. Policy RNDP8 seeks to identify these and support their retention and growth.



Roade Methodist Church

Policy RNDP8 – Protection of Existing Shops and Community Facilities

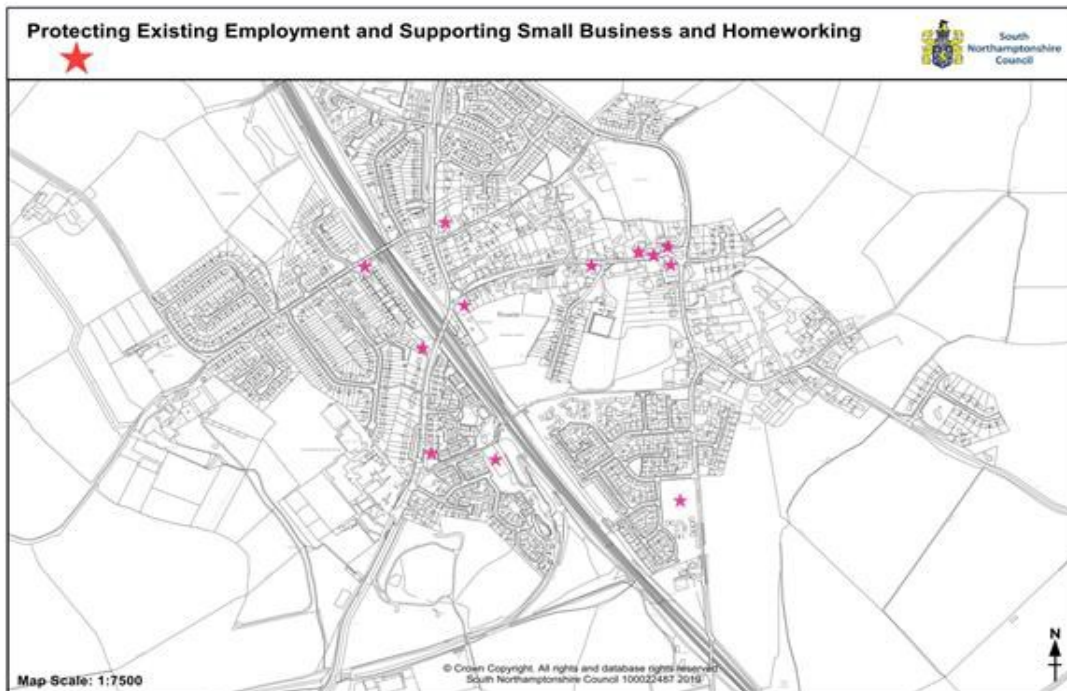
Where permission is required, the change of use of local community facilities, and services as listed below, will only be permitted for other health, education or community type uses (such as village halls, local clubhouses, health centres, schools and children's day nurseries) unless one of the following can be demonstrated:

1. The proposal includes alternative provision, on a site within the locality, of equivalent or enhanced facilities. Such sites should be accessible by public transport, walking and cycling and have adequate car parking; or
2. Satisfactory evidence is produced which includes an active marketing exercise to be agreed with the local planning authority which demonstrates there is no longer a demand for the facility or service. The marketing exercise will usually be required for a minimum period of 12 months; or
3. Satisfactory evidence is produced to demonstrate that the facility is no longer viable.

The facilities are listed as follows and shown on the Policies Map (Map 5) and in detail below on Map 1:

1. Roade Library
2. Doctor's surgery
3. Pharmacy
4. St Mary's Church
5. Roade Methodist Church
6. The Cock Public House
7. Post Office, High Street
8. Shops, South View and High Street
9. Village Hall
10. Shops, The Ridings
11. Cripps Centre
12. BP filling station and supermarket

Proposals that would enhance the appearance, improve access and accessibility to these facilities will be supported when they are in accordance with other development plan policies and the policies of the RNDP.



Policy RNDP9 – Sport and Recreation Facilities

The following recreation facilities, identified on the Policies Map (Map 5) and as in detail on Map 2 will be protected:

1. Roade Bowls Club
2. Roade Football Club and adjacent recreation field
3. Playing Field and children's play area near Village Hall
4. Roade Tennis Club
5. Allotments
6. Willison Centre at Elizabeth Woodville School

Development proposals for the improvement of the existing recreation facilities on these sites will be supported when they would not have a significant adverse impact on residential amenity.

Development proposals that would result in the loss of these facilities will only be supported when the applicant can demonstrate that the facility is no longer needed for recreational use or suitable alternative provision can be provided elsewhere within the neighbourhood area to an equivalent or better standard and in a location that is in close proximity to the community it serves.

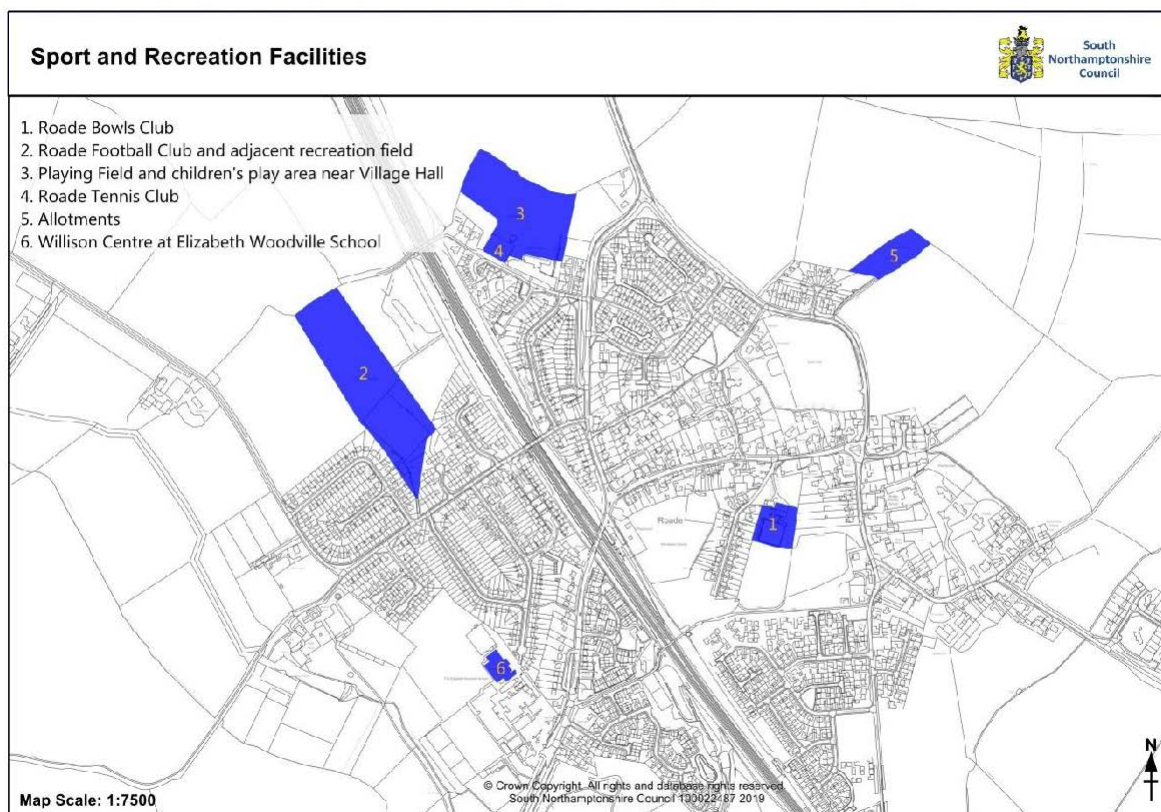
- 6.7.2 The cricket field remains under pressure for development and was subject to a developer led promotion. The Roade Bowls Club considers itself to be under pressure and possible threat of closure. The RNDP therefore seeks to protect all of these from possible redevelopment for residential or other changes of use in the future. These have been identified in the Plan as sites where changes of use away from recreation or community facilities will be resisted without clear support of the local community.
- 6.7.3 As well as having several community facilities that underpin village life and provide services to surrounding villages, Roade has a number of sport and recreation facilities. As the committed development approved in the village takes place Roade will continue to grow and it is important that key recreation and sport facilities are retained and enhanced to meet the needs and ensure the health and well-being of a growing community.



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The eastern boundary of the village, looking south-west; the popular allotments are in the foreground with St Mary's church nestling in the trees

Map 2: Sports and recreation facilities



6.8 Infrastructure

RNDP OBJECTIVE 8- To ensure infrastructure is appropriate to support new development.

- 6.8.1 One of the key concerns of residents is that new development places additional pressure on existing infrastructure – roads, drainage, sewers etc – and that this can make quality of life poorer for those living in the area. There is also a perception that whatever improvements are identified and put in place, these never deal adequately with a problem to ensure that the outcome is, at least no worse than before development took place.
- 6.8.2 Most infrastructure provision over the lifetime of the RNDP will be identified and required as part of the normal planning application process. But the Parish Council will have some scope to influence such provision through the monies it receives from section 106 agreements, New Homes Bonus and Community Infrastructure Levy.
- 6.8.3 In October 2015 SNC introduced CIL, a tariff on development. In the rural area, including Roade, CIL will be levied on new housing development at £200 per square metre, where affordable housing is not provided and at £100 per square metre where affordable housing is provided.
- 6.8.4 SNC has identified what CIL can be spent on:
- Sustainable transport measures
 - Education excluding primary schools
 - Strategic leisure infrastructure
 - Fire and Rescue service buildings and equipment
 - Cemeteries

- 6.8.5 Given local people's concerns about infrastructure, and given that some monies will become available to the Parish Council, the RNDP presents the perfect opportunity to canvas views on the types of projects these monies could be spent on.

Policy RNDP10 – New Homes Bonus, Community Infrastructure Levy (CIL) and Infrastructure Improvements

The Parish Council has identified the following local infrastructure priorities:

1. Improve and enhance the existing facilities for outdoor sport, leisure and recreation within the village.

Improve arrangements to manage and control village centre parking.

2. Provide additional community facilities and buildings to support the needs of the growing community.

Maintain and where appropriate improve the provision (quality and quantity) of parish council- owned infrastructure stock.

When funds become available to the Parish Council through New Homes Bonus and CIL the spending of such funds will be identified and prioritised through the RNDP; a prioritised list forms part of Policy RNDP10.

- 6.8.6 The prioritised list of types of projects, ratified by Roade Parish Council is as follows;

Priority 1	Notes
Improve and enhance the existing facilities for outdoor sport, leisure and recreation within the village.	This may be achieved either by the Parish Council acting alone or in conjunction with existing clubs and societies, through the provision of or support for grant-aid funding. Measures will be taken to improve and encourage social integration of different generations in leisure activities and recreation facilities.
Improve arrangements to manage and control village centre parking.	The lack of availability of unfettered land for car parking in the vicinity of the High Street, South View shops and Roade Primary School on Hartwell Road makes it likely that improvements to parking can only be achieved through a combination of actively managed travel and transport plans, on-street restrictions and controls and the co-operation of other stake-holders and partners (including residents). See also Policy 11.
Priority 2	Notes
Provide additional community facilities and buildings to support	The Council does not currently own any buildings, but will evaluate the opportunity to procure and re-use any

the needs of the growing community.	existing building or facility for the benefit of the community, as and when it becomes available. Policy 12 provides an example of this.
Maintain and where appropriate improve the provision (quality and quantity) of parish council-owned infrastructure stock.	The Council will utilise CIL and other recurring grant funding to support its annual programme for the provision and maintenance of village infrastructure, especially the street lighting, litter and dog waste bins.

6.9 Traffic and Transport including Pedestrian Safety and Countryside Access

RNDP OBJECTIVE 9 - To promote safe walking and cycle routes both within the village and to nearby villages and towns

- 6.9.1 Located on the A508, Roade attracts a considerable volume of through-traffic: this impacts on the village in terms of congestion, speed and air quality. More specifically there are serious issues with access onto the A508 at peak hours due to speed and volume of traffic.
- 6.9.2 There are also traffic issues in the village itself with its narrow roads, parked vehicles and absence of pedestrian access along parts of High Street. These problems can be exacerbated by through traffic, during the 'school run' and in areas with inadequate off-street car parking.
- 6.9.3 Noise is also an issue from road traffic using the A508 and from rail traffic on the West Coast Main Line that runs through the village.
- 6.9.4 Given Roade has a number of traffic and transport issues, the RNDP includes a number of supporting actions to deal with these.

Policy RNDP11 - Traffic Management and Transport Improvements

All development should have an acceptable effect on the local transport network.

Where appropriate it should seek to include the following;

- **Improve provision for walking and cycling within Roade and its environs;**
- **Improve air quality and minimise the impact of noise on the residents of housing areas adjacent to key transport routes such as the A508; and**
- **Ensure parking is provided at an appropriate level.**

Community Supporting Actions:

Proposals to improve road safety and traffic management throughout the parish will be fully supported. Where development has implications for road safety and traffic management in the parish it should seek to include the following;

- Safety of cycle and walking routes by improving signage, maintenance and lighting;
- Management of traffic to avoid rat-running;
- Management of traffic routes, through controls and restrictions;
- Partnership working with local schools, children and parents to promote walking, cycling and other non-car travel modes to and from schools, so as to reduce traffic congestion at the schools.

6.10 Economy and Employment

RNDP OBJECTIVE 10 To support sustainable local economic growth

- 6.10.1 Roade has lost its large private sector employers. Today, the 2 schools are the neighbourhood area's main sources of employment. Other employment opportunities are limited to smaller businesses, working from home or commuting to larger towns.

Policy RNDP12 – Protecting Existing Community facilities/ Employment and Supporting Small Business and Homeworking

The following local community/ employment* sites listed below (as shown on the Map 3 below) will be protected for continued employment* use:

- BP filling station and supermarket, Stratford Road
- Roade House Hotel
- Roade Main Garage
- Roade Medical Centre
- Roade Post Office
- Shops and take-away food outlets in The Ridings and High Street
- The Cock at Roade
- Stonecutters employment area
- Ashton Road employment area
- Site of The George Public House, High Street, London and Stratford Roads

Proposals to expand or redevelop these for employment uses will be supported when they:

- a) do not have a significant adverse impact on residential amenity, the natural and built heritage; and
- b) they provide adequate off-street car parking;

Proposals for small business development and homeworking will be supported within the village confines boundary when they also meet the criteria listed above.

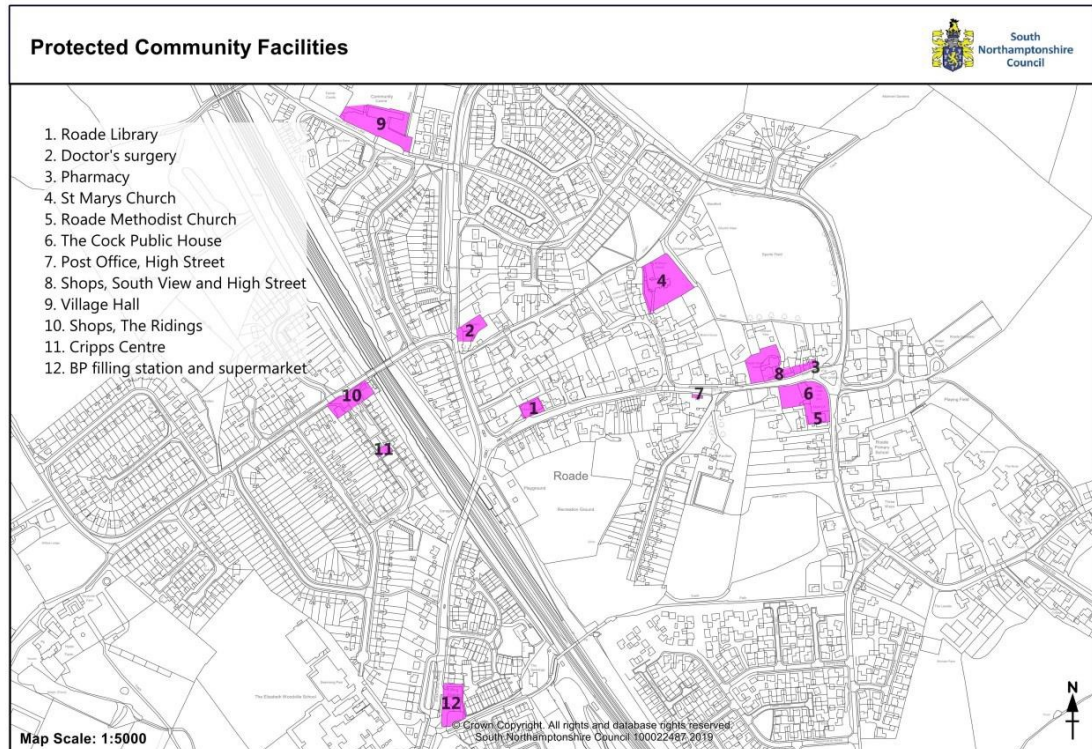
Proposals to re-use Roade Medical Centre for employment uses or a mix of community and employment uses will be supported when they also meet Policy RNDP8.

Proposals for non-employment generating uses on these sites will be supported when the applicant can satisfactorily demonstrate as evidenced through an active marketing exercise agreed with the Local Planning Authority that the site/ premises are no longer suitable or viable for employment use. The marketing exercise will usually be required for a minimum period 12 months.

* Use classes currently providing employment within the parish are A1 (shop, post office, hairdresser), A2 (estate agents), A3 (restaurant, café) A4 (public

house), A5 (hot food take-away), B1 (office, light industry suitable within a residential area), B2 (general industry, MOT garage), B8 (storage), C1 (hotel, guest house), D1 (library, health centre, crèche, day nursery, public hall, place of worship, school), D2 (outdoor sport, recreation), *sui generis* (petrol filling station), agriculture

Map 3: Protected community facilities



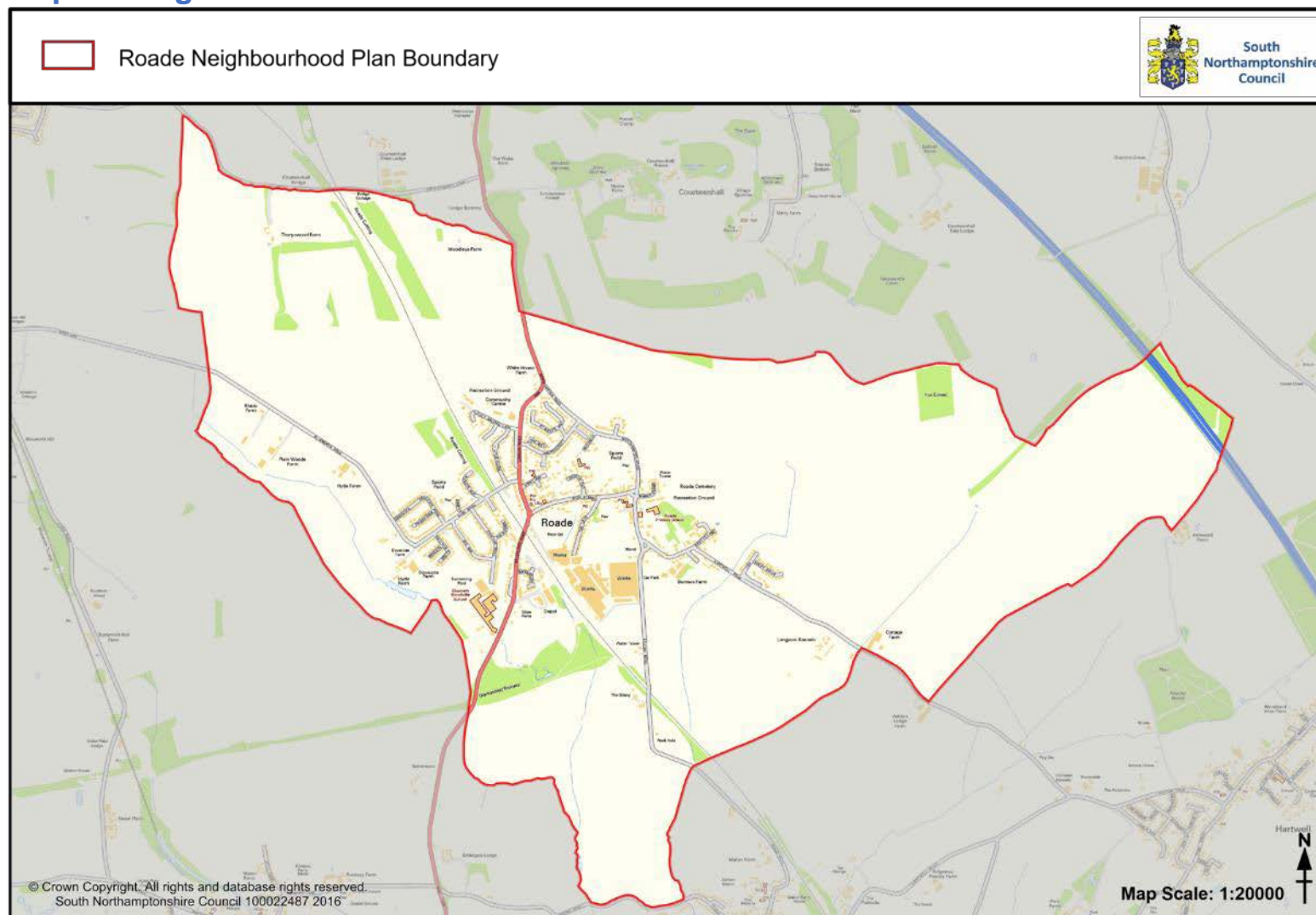
Shops and services, South View

6.11 Monitoring and Review

- 6.11.1 Neighbourhood Development Plans are only valuable when kept up to date. The Parish Council will monitor the policies and proposals on an annual basis. Where the need for change is identified the Parish Council will work with SNC to produce updates and amendments where necessary. Should significant sections of the Neighbourhood Development Plan become out of date the Parish Council will look to review the whole document by producing a revised Neighbourhood Development Plan, following the neighbourhood development planning procedure.

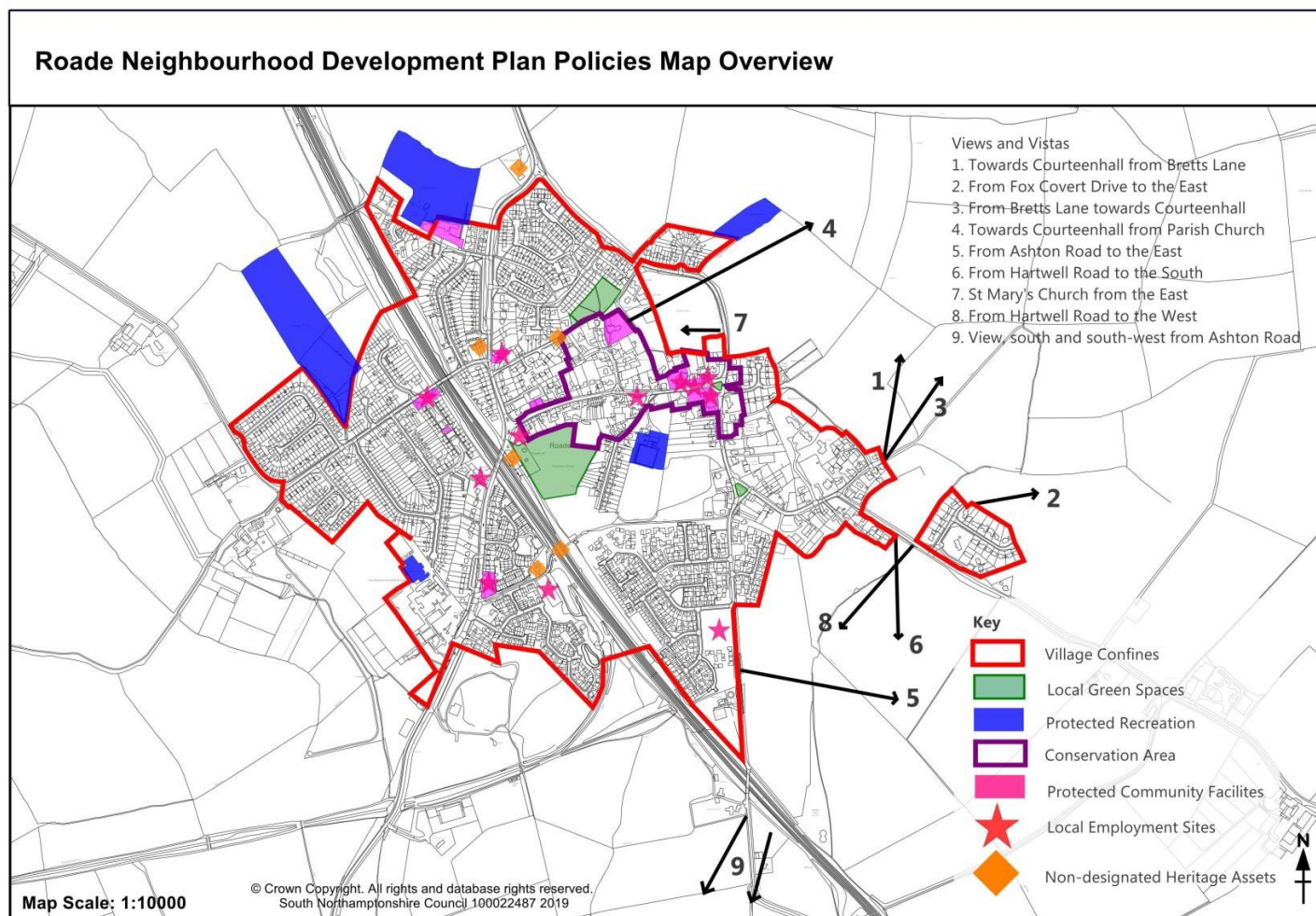
Maps

Map 4 Designated Area

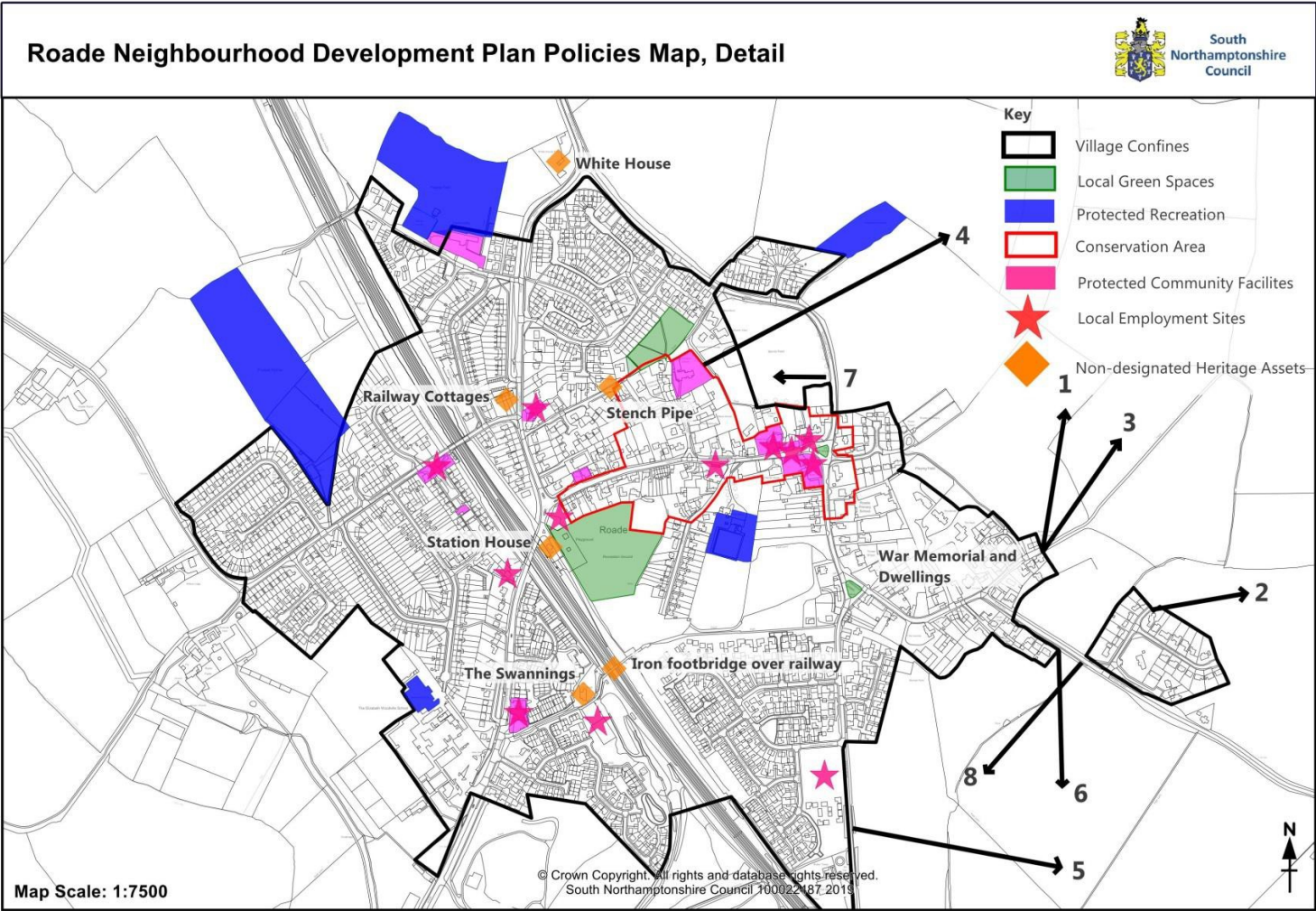


Map 5 – Roade Neighbourhood Development Plan Policies Map Overview (PSMA number 0100059105)

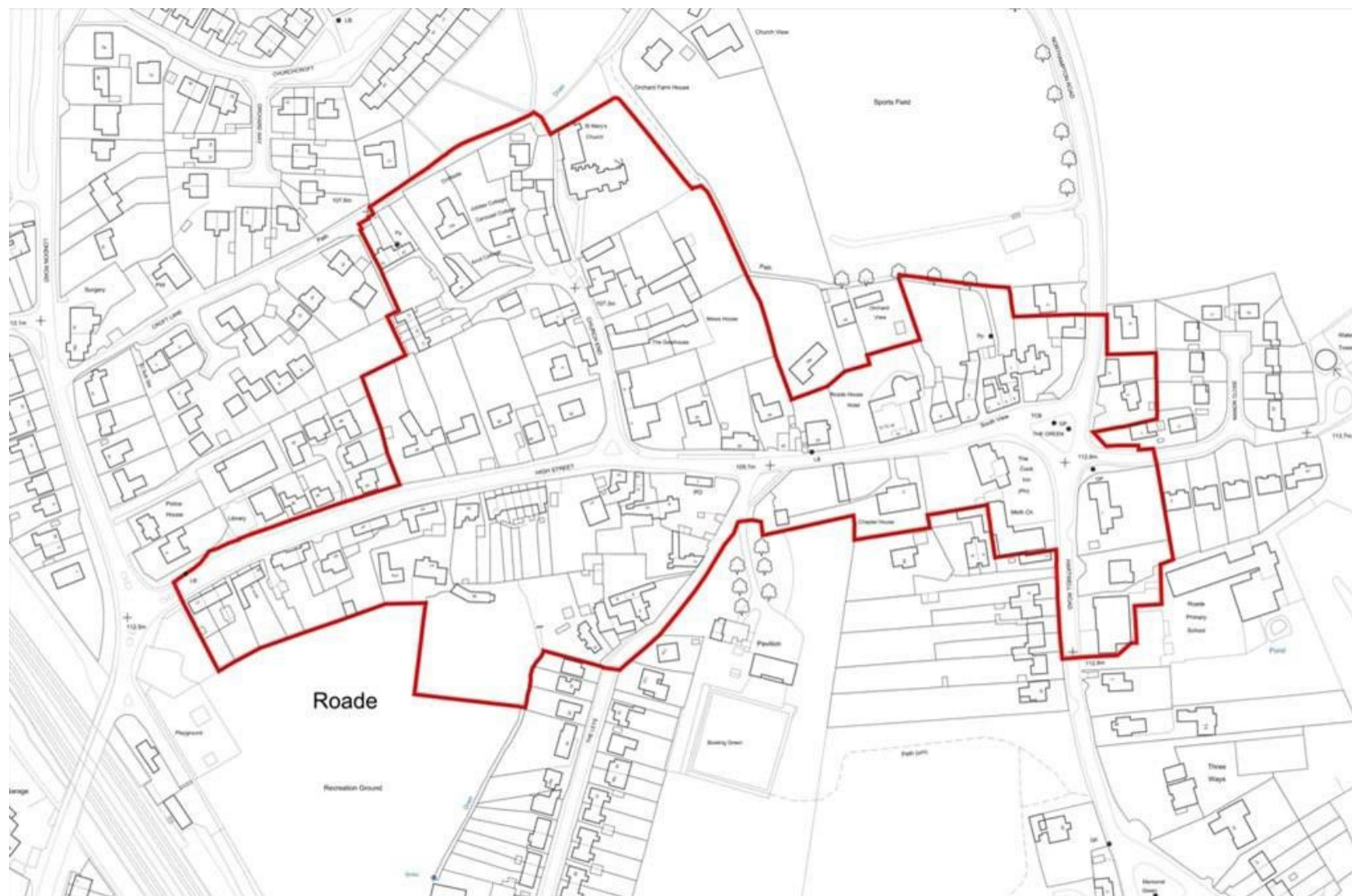
A coloured area on the map indicates that the area or feature is mentioned in the Plan



Map 5A – Roade Neighbourhood Development Plan Policies Map Detail (PSMA number 0100059105)
A coloured area on the map indicates that the area or feature is mentioned in the Plan (see Key at Map 2)

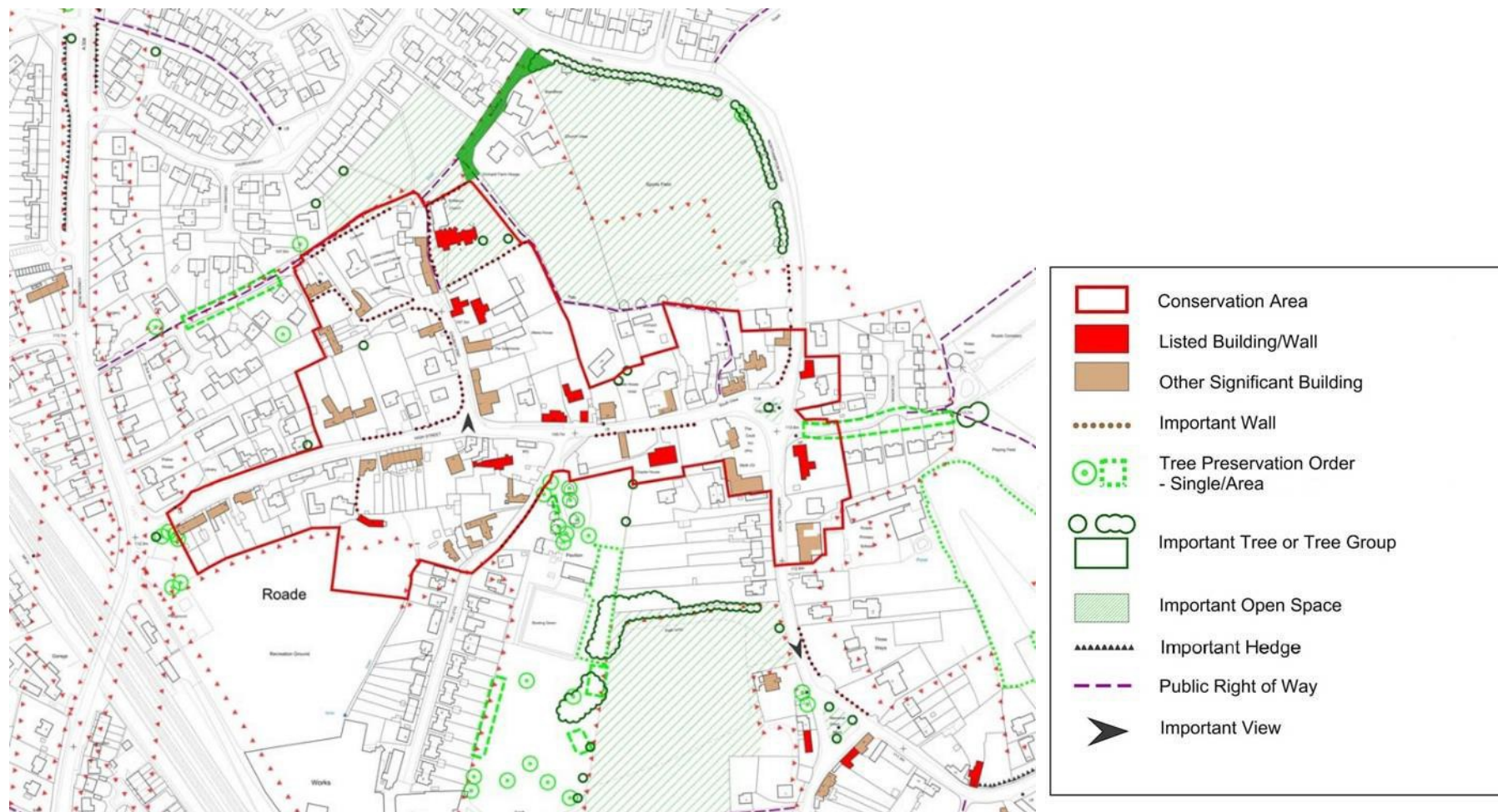


Map 6 - Conservation Area Boundary (Source: Roade Conservation Area Appraisal, SNC)



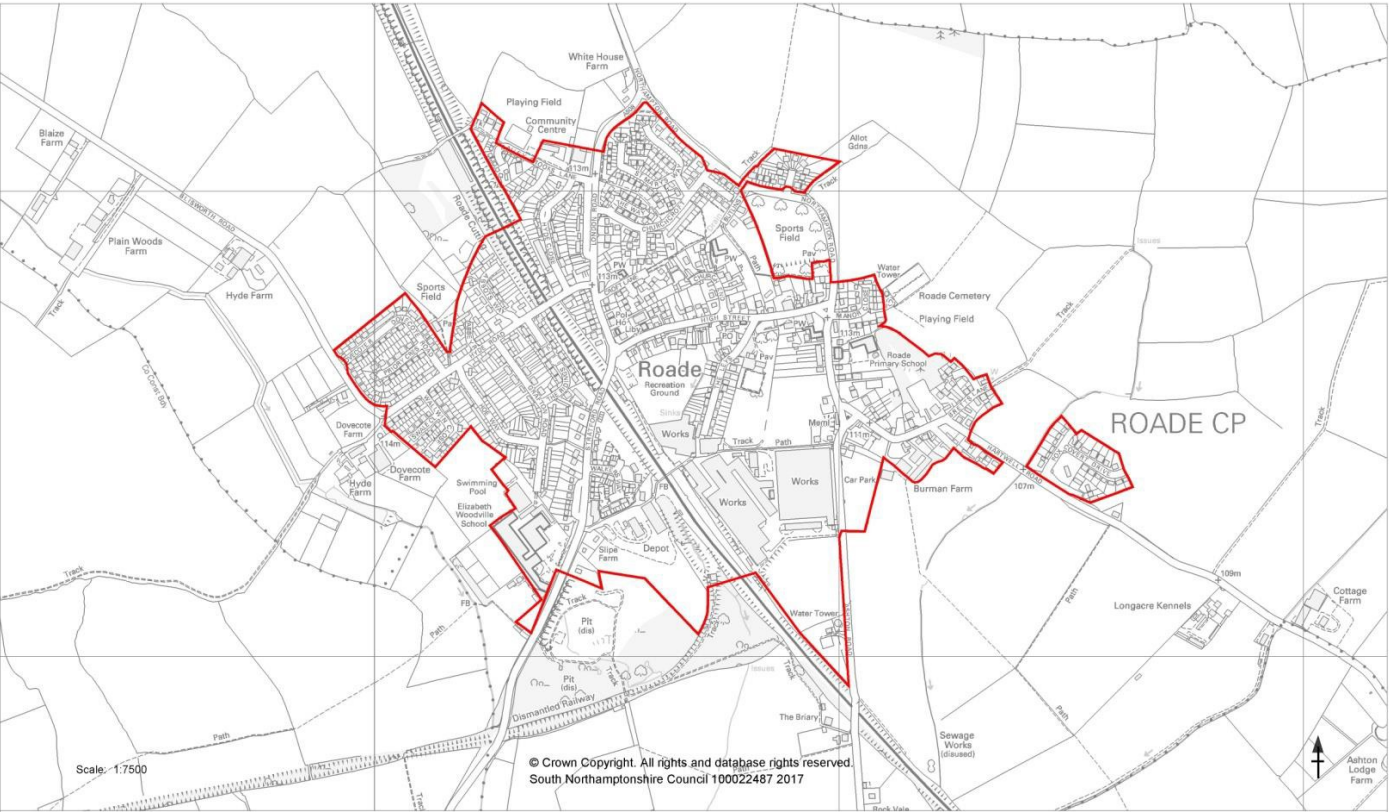
Map 7 – Conservation Area Detail

(Source: Roade Conservation Area Appraisal, SNC)



Map 8 - Planning Policy Map

Village Confines: Roade



Key
 Village Confine Boundary

South Northamptonshire Local Plan Part 2A
Preferred Options (Part 1); Consultation
Draft Proposals Map March 2017

Glossary

The Glossary is neither a statement of law nor an interpretation of the law, and its status is only an introductory guide to planning terminology and should not be used as a source for statutory definitions.

Accessibility: The extent to which employment, goods and services are made easily available to people, either through close proximity, or through providing the required physical links to enable people to go to locations where they are available.

Affordable Housing: Housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/ or is for essential local workers); and comprises affordable housing for rent, starter homes, and discounted market sales housing.

Ancient Woodlands: These are defined as areas where there is believed to have been continuous woodland cover since at least 1600 AD. It can include both ancient semi natural and ancient replanted woodlands. They are irreplaceable habitats.

Appropriate Assessment (AA): Under the Habitat Regulations Assessment, stakeholders such as developers/ Local Authorities are required to undertake this assessment when a plan or project is likely to have an impact on any European Environmental conservation designations (i.e. Natura 2000 sites consisting of Special Protected Areas of Conservation, Special Protected Areas, etc.). The overall aim of this assessment is to demonstrate that the plan/ project will not have an adverse impact on the integrity of the environmental designation. Alternatively, the AA will need to demonstrate why the proposed project/ plan is in the overriding public interest and the compensatory measures that will be taken to ensure the overall coherence of the Natura 2000 sites is protected.

Biodiversity: The variety of plants, animals and other living things in a particular area or region. It encompasses habitat diversity, species diversity and genetic diversity.

Brownfield Land: See definition for Previously Developed Land.

Carbon Footprint: The amount of greenhouse gas produced in daily life through the burning of fossil fuels.

Community Infrastructure Levy (CIL): This allows Local Authorities to raise funds from developers undertaking new building projects in their area. This is used to fund a wide range of infrastructure (i.e. transport schemes, schools, etc.) that are needed to support the development of their area.

Connectivity: The linkages that exist between key locations.

Developer Contributions: Contributions made by a developer to remedy the impact of development, either by paying money for work to be carried out or by directly providing facilities or works either on or off-site.

Development Plan Document (DPD): These are planning documents forming part of the Local Development Framework (LDF) and which have a status of being part of the development plan. In order to acquire this status, they will be subject to independent scrutiny through a public examination. Certain documents within the LDF must be DPDs, for example a Core Strategy, Site Specific Allocations of land and Area Action Plan where produced.

There must also be an adopted Policies Map which may be varied as successive DPDs are adopted. Current Local Planning Regulations no longer use the term DPD and refer to Local Plans instead.

Dwelling: A self-contained building or part of a building used as a residential accommodation, and usually housing a single household. A dwelling may be a house, bungalow, flat, maisonette or residentially converted farm building.

Economic Development: Development, including those within the B Use Classes, public and community uses and main town centre uses (but excluding housing development).

Environment Agency: This is a Public Body that is responsible for protecting and improving the environment of England and Wales, and for protecting communities from the risk of flooding and managing water resources. They are consulted throughout the plan making and decision making process in order to promote sustainable development.

Evidence Base: The information and data gathered to justify the policy approach set out in the Neighbourhood Plan including physical, economic, and social characteristics of an area. It consists of consultation responses and the finding of technical studies.

Flood Risk Attenuation: Measures such as tanks and surface ponds that are designed to reduce or prevent water entering an area, sewers and rivers during periods of heavy rainfall with the potential to prevent flooding.

Flood Zone 1: An area with low risk of flooding. This zone comprises land assessed as having a less than 1 in 1000 annual probability of river or sea flooding. **Flood Zone 2:** An area with a low to medium risk of flooding. This zone comprises land assessed as having between a 1 in 100 and 1 in 1000 annual probability of river flooding or between a 1 in 200 and 1 in 1000 annual probability of sea flooding.

Flood Zone 3a: An area with a high probability of flooding. This zone comprises land assessed as having a 1 in 100 or greater annual probability of river flooding or a 1 in 200 or greater annual probability of flooding from the sea.

Flood Zone 3b: This is an area within a functional floodplain. This zone comprises land where water should flow or be stored in times of flood.

Green Infrastructure: A strategically planned and delivered network of high quality green spaces and other environmental features. It is designed and managed as a multifunctional resource capable of delivering a wide range of environmental and quality of life benefits for local communities. Green Infrastructure includes parks, open spaces, playing fields, woodlands, allotments and private gardens.

Infrastructure Delivery Plan (IDP): The IDP identifies the necessary social, physical and green infrastructure required to support the new development proposed in the Joint Core Strategy for West Northamptonshire up to 2029. The document will be subject to monitoring and regular review.

Lifetime Homes: The Lifetime Homes standard is a set of 16 design criteria that provide a model for building accessible and adaptable homes. This standard is widely used in planning policies. **Local Centre:** A centre that includes a range of small shops and services of a local convenience nature, serving a small catchment. They might typically include a small supermarket, a newsagent, a sub-post office, a pharmacy and take-away.

Local Development Documents (LDDs): Any document prepared by a local planning authority individually or with other local planning authorities which deals with one or more of the following:

- the development and use of land;
- the allocation of sites for a particular form of development or use;
- environmental, social, design and economic objectives relevant to the development and use of land; and
- development management and site allocations policies which guide the determination of planning applications.

LDDs are referred to in the Regulations as Local Plans and this is the term commonly used in the Joint Core Strategy.

Local Development Framework (LDF): The name for the portfolio of Local Development Documents. It consists of Development Plan Documents, Supplementary Planning Documents, a Statement of Community Involvement, the Local Development Scheme and Annual Monitoring Reports. Together these documents provide the framework for delivering the spatial planning strategy for a local authority area and may also include local development orders and simplified planning zones. The National Planning Policy Framework no longer refers to LDFs and uses the term 'Local Plan' instead.

Local Plan: The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004. Current Core Strategies, and other planning policies which under the Regulations would be considered to be development plan documents, form part of the Local Plan. The term includes old policies which have been saved under the 2004 Act.

Local Strategic Partnership: This is a partnership that brings together organisations from public, private, community and voluntary sector in a local authority area, so that different initiatives and services support each other and work together. The partnership is responsible for producing a Sustainable Community Strategy/ Vision, setting out their local priorities and the key actions that may need to be taken to achieve these, in order to enhance the social, economic and environmental well-being of their area.

Localism Act: This is an Act of Parliament that changes the powers of local government in England. The Act includes provisions for local government finance, town and country planning, the Community Infrastructure Levy and the authorisation of nationally significant infrastructure projects.

Mixed Use (or Mixed Use Development): Provision of a mix of complementary uses, such as residential, community and leisure uses, on a site or within a particular area.

Mode: The type of transport being used for a journey.

National Planning Policy Framework (NPPF): This document sets out the Government's planning policies for England and how these are expected to be applied. It provides a framework within which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities.

Northamptonshire Biodiversity Action Plan (BAP): Lists the most threatened habitats and species in the county, and sets out targets for action to aid their recovery.

Parish Plans: Are prepared by Parish Councils and other local community groups and set out a vision for their local area and usually include an action plan of how to achieve the vision. Parish Plans can be used to inform the development of planning policy at the local level.

Physical Infrastructure: Includes existing and future development required to support utilities, transport and waste management.

Previously Developed Land (PDL): Land which is or was occupied by a permanent structure (excluding agricultural and forestry buildings) and associated fixed surface infrastructure, including the curtilage of (land attached to) buildings. It includes defence buildings and land used for mineral or waste extraction when there is no requirement for subsequent restoration. Land in built up areas such as private residential gardens, parks, recreation grounds and allotments are not considered as PDL. PDL is still commonly referred to as brownfield land.

Public Realm: Areas available for everyone to use, including streets, squares and parks.

River Nene Regional Park (RNRP): An independent community interest company creating a green infrastructure network of environmental projects along the River Nene.

Safeguarding: This is a technical term for an established part of the planning system that protects large-scale infrastructure projects, such as roads or railways, from conflicting developments. It provides a statutory mechanism by which Local Planning Authorities (LPAs) must consult HS2 Ltd on new and undecided planning applications which fall within the safeguarded area and it provides HS2 Ltd with a statutory remit to comment on such applications. The safeguarding direction also puts in place statutory blight provisions whereby owners of land or property within the safeguarded area can serve a blight or purchase notice on the Secretary of State for Transport or Local Planning Authority respectively.

Section 106 Agreement/ Contribution: Refers to Section 106 of the Town and Country Planning Act 1990 and is a legally-binding agreement or planning obligation with a landowner in association with the granting of planning permission. These agreements are a way of delivering or addressing matters that are necessary to make a development acceptable in planning terms. They are increasingly used to support the provision of services and infrastructure, such as highways, recreational facilities, education, health and affordable housing.

Site of Special Scientific Interest (SSSI): A site or area designated as being important due to its wildlife plants or flowers and/ or unusual or typical geological features. SSSIs are identified by Natural England and have protected status under Wildlife and Countryside Act 1981.

Social Infrastructure: Includes education, healthcare, sports facilities, cultural and community facilities.

Special Protection Area (SPA): An SPA is a designation under the European Union Directive on the Conservation of Wild Birds. Under the Directive, Member States of the European Union (EU) have a duty to safeguard the habitats of migratory birds and certain threatened birds.

Strategic Environment Assessment: A generic term used to describe environmental assessment as applied to policies, plans and programmes. The European 'SEA Directive'

(2001/42/EC) requires a formal 'environmental assessment of certain plans and programmes, including those in the field of planning and land use.

Strategic Flood Risk Assessment (SFRA): Assessment of all forms of flood risk from groundwater, surface water, impounded water bodies, sewer, river and tidal sources, taking into account future climate change predictions. This allows Councils to use this information to locate future development primarily in low flood risk areas (Level 1 SFRA). For areas that have a higher risk of flooding, the SFRA examines the capacity of the existing flood prevention infrastructure (i.e. drainage) and identifies all the measures that any potential development may need to take to ensure that it will be safe and will not increase flood risk to third parties (Level 2 SFRA).

Strategic Housing Land Availability Assessment (SHLAA): A technical document which assesses the amount and nature of land which could be made available for housing development. It is part of the evidence base that will inform the plan making process.

Strategic Housing Market Assessment (SHMA): A technical study which assesses housing need and demand across a defined market area and which is used to inform housing and planning policies.

Supplementary Planning Document (SPD): Provides additional guidance on matters covered by a DPD/ Local Plan. They will be an important consideration in determining planning applications.

Sustainable Development: Development which meets the needs of the present, without compromising the ability of future generations to meet their own needs.

Sustainable Urban Extensions: These are defined as a planned expansion of a city or town that can contribute to creating more sustainable patterns of development when located in the right place, with well-planned infrastructure including access to a range of facilities and when developed at appropriate densities.

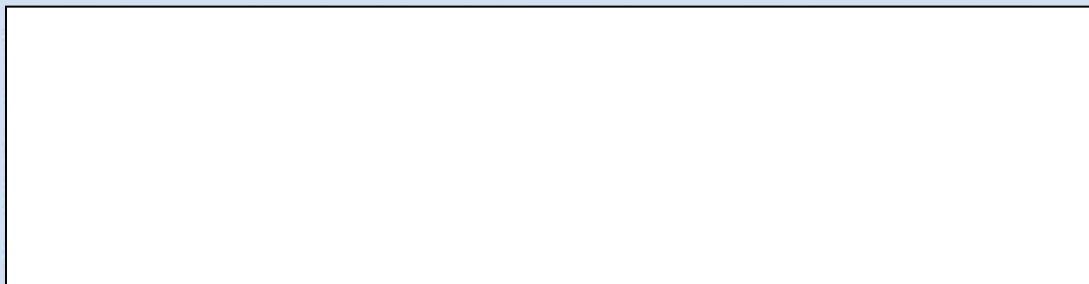
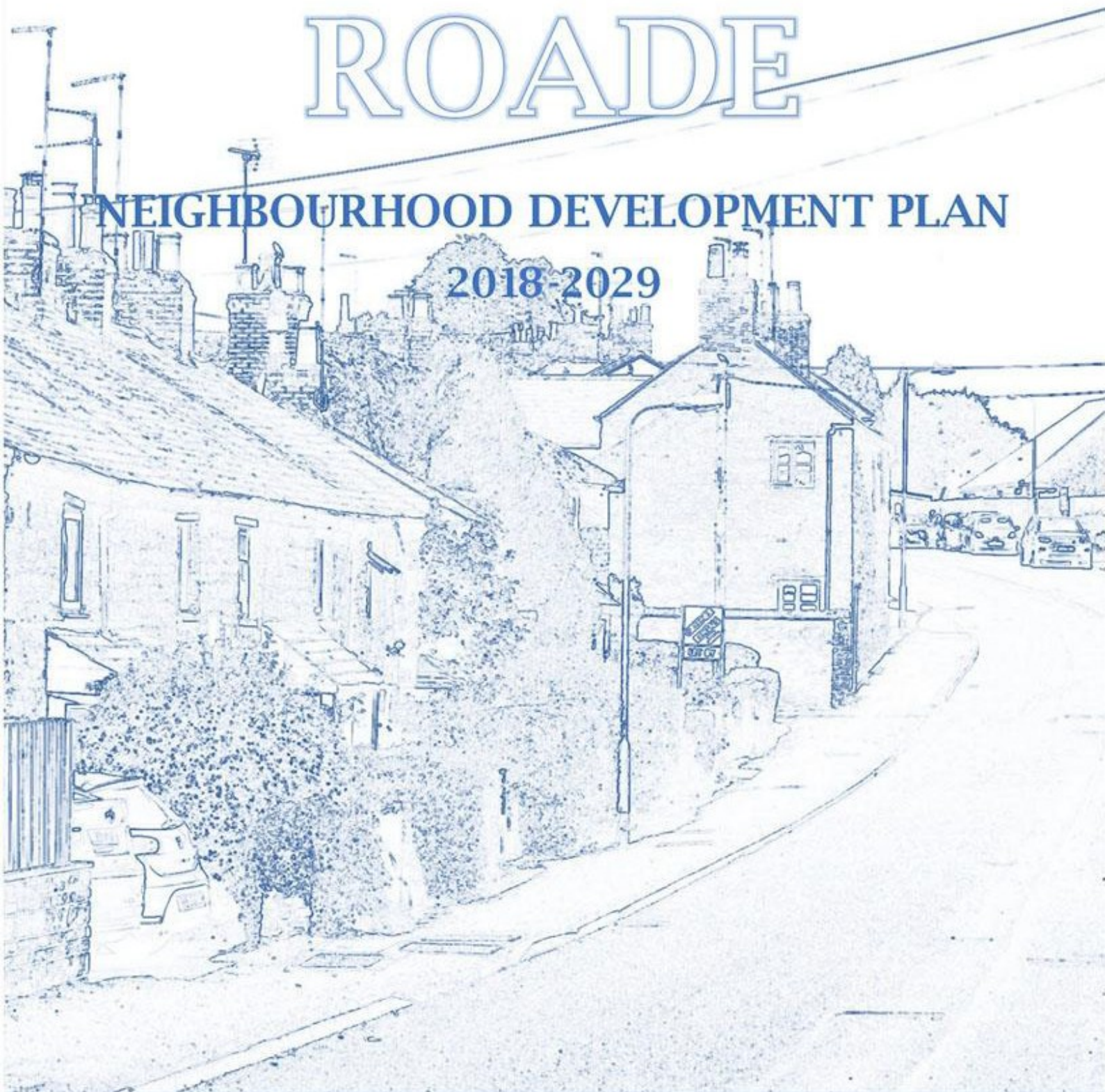
Topography: The gradient and variations in height within a landscape.

Viability Appraisal: An assessment of a proposed development to ensure all elements for the development, including required infrastructure and any required financial contributions can be successfully delivered in an economic context.

ROADE

NEIGHBOURHOOD DEVELOPMENT PLAN

2018-2029



Produced by Roade Neighbourhood Planning Steering Group, on behalf of Roade Parish Council.
Photos by Sue Hagon.

