

Uppingham Neighbourhood Plan



Draft edition prepared by Uppingham Town Council Neighbourhood Plan Advisory Group April 2020.

1st Edition

Introduction:

Uppingham already benefits from a “made” Neighbourhood Plan (formal date 11th January 2016) covering the period of 2013 – 2026 and was produced in general conformity with the Rutland County Council Local Plan prevalent at that time. Rutland County Council are in the process of updating their Local Plan to cover the period to 2036 and the decision was taken by Uppingham Town Council to refresh the Uppingham Neighbourhood Plan in line with the Neighbourhood Planning Act 2017. The same Neighbourhood Planning Area as designated in the existing Neighbourhood Plan is to be used for this refreshed plan. The purpose of this refreshed Neighbourhood Plan is to ensure general conformity with the revised Rutland County Council Local Plan and to address areas of development not in the existing Neighbourhood Plan.

Vision and Aims:

The aim of the Neighbourhood Plan is to retain and enhance the traditional values of a small market town ensuring that future development in Uppingham reflects the community’s needs and aspirations incorporating new technology where appropriate. The built environment should be compatible with local and national policies, but above all should enable all sections of the community to enjoy a sustainable way of life.

That said, we are not an inward looking town, but rather a place that is proudly independent. We often seek local solutions to our issues but we seek to build and maintain connections with the wider world. We aspire to be a town which makes decisions with the long-term in mind and have a vision looking to improve the lives and prospects of generations to come rather than adopting short term fixes.

Evidence on the Area

In November 2018 Uppingham Town Council engaged a consultant Clive Keeble Consulting Ltd (on behalf of OPUN – the Architecture and Design Centre for the East Midlands) to provide some initial scoping data and evidence that could be used to inform the debate for the initial work in the process of refreshing the Uppingham Neighbourhood Plan. This data was obtained early in the process of refreshing the Neighbourhood Plan in order to ensure that the data was used to inform debate and help develop appropriate policies rather than retrospectively attempting to justify decisions made.

As part of the report produced a paper was provided giving Census data and population details. From this data we are able to evidence that the 2011 Census indicates that Uppingham had 4745 residents (split almost exactly 50/50 between males and females) and that there were 1740 households. The average household size was 2.2 and there were a total of 3763 residents living in households with 982 residents in communal living. This relatively high percentage living communally (20%) is influenced by the presence in the town of the world renowned private Uppingham School. The presence of Uppingham School is significant for a number of reasons. It gives the town worldwide recognition, it makes facilities available to the Uppingham public such as a sports centre and an indoor swimming pool that normally would not be found in a town of this size, is the largest employer in the town and is a significant property owner. In addition to these physical manifestations, the presence of nearly 800 transient secondary age school children can skew the population data when considering housing needs etc. A key point illustrated by this is that the Uppingham School population (which has a large number of boarders) may have created a statistical impression that the population is younger than it actually is. The 2011 Census gives the average (mean) age of residents as 38.1 years which is lower than for the whole of Rutland (42.4 years). We need to be aware of this factor when establishing policies for housing types and sizes. This is particularly relevant for any policies requiring a proportion of smaller dwellings for downsizing, single level dwellings and purpose built retirement complexes (for sale or rent).

The situation across Rutland is that the over 65 population is forecast to increase (2014-2030) by 8.5% as a proportion of the total population, with a decreasing number of those in younger working age. Furthermore, there is an increasing demand for health and social care services for increased dementia and mobility needs which also need specific housing solutions.

Uppingham extends to 778 hectares in area and this gives a population density (people per hectare) of 6.10.

Again based on the 2011 Census data 62.9% (or 2026 in number) of residents aged 16-74 are described as being economically active. This is slightly lower than the overall Rutland figure of 69.3%. Employment amongst this group is recorded at 58.1% (or 1873 in number) which again is slightly lower than the overall Rutland figure of 64.7%. This variance in these

two economic indicators might be explained as a result of the bias towards older people in the population structure and the impact of boarders at the Uppingham School.

In terms of those who are employed, 59% have full-time jobs, 23% have part-time jobs and 18% are self-employed.

Whilst the Census data records retired people as “economically inactive” (here in Uppingham that equates to 13% of residents aged 16-74) these residents often have disposable income and are very important to our local economy of which 30% comprises retail, food and health/social care. The remaining key parts of the economic picture, as taken from the 2011 Census show education as accounting for 22% and manufacturing 11%. These latter two figures are both skewed by our two largest employers, Uppingham School and Arnold Wills & Co.

Commentary from Clive Keeble Consulting Ltd regarding housing prices is based upon the RCC Strategic Housing Market Assessment 2014 (updated in 2017) and some primary research that they undertook via Zoopla. From this it can be evidenced that the average sale price achieved for Uppingham in 2018 was £296,648. This is higher than the Rutland average of £257,000 which in turn compares to the East Midlands average price of £167,000.

The conclusion drawn by the consultant is that Rutland is one of the least affordable areas in the region with the median house price to median earnings ratio of 10.8 (Gov.uk, July 2016). Rutland has a high proportion of detached and very large houses and properties owned outright compared with the rest of the region and a low proportion of local authority rented and mortgaged properties.

Social Characteristics: Rutland is a relatively affluent area with very low levels of deprivation, the lowest in the East Midlands and 301 out of 326 nationally, where 1 is the most deprived. However, small pockets of deprivation exist across the county which tend to be masked by the wider prosperity. There are low levels of unemployment (3.7% on out of work benefits in February 2016), low levels of crime and lowest levels of premature death (under the age of 75) in the East Midlands. The County also has a higher than average rating for happiness (ONS Annual Population Survey).

Other economic influences on housing. There is a high incidence of self-employment; 14.3% compared to East Midlands average of 9.7% (Nov. 2016-ONS- Employment and Unemployment). A high proportion of the work force is managerial or professional (53%). Earnings of residents on average are higher than those for the region.

As regards the local rented sector, the 2014 SHMA contains details on the (public and private) rented sector across the County, including opinions from agents. It was noted that there are two local rental markets in operation; the focus is on the mass market segment, but there is a premium market with higher rents. Mass market rents were cheaper in the surrounding villages especially to the south of Uppingham. There was upward pressure on these rents due to shortage of supply however conditions were good for investors and new supply was always coming forward. Overall there was a shortage of homes to rent,

particularly 3 bed semis with a garden and garage. Demand for these homes was driven by working families unable to buy.

Regarding social housing, the former Council stock was transferred to Spire Homes (now Longhurst Group) some years ago. There is a general lack of 1-bedroom housing for single persons as well as 4/5 bedroom homes for larger families. Around 50% of all people presenting as homeless are a result of a failed private rented sector tenancy or one that has ended. The council offers a rent deposit scheme for people that are homeless or threatened with homelessness but there is a general shortage of affordable private rented sector homes and the schemes can be extended to households seeking accommodation in Leicestershire or Lincolnshire.

The population of Uppingham is predominantly classed as white (4598 people or 96.9%) with only 2.7% of mixed ethnic groups and Asian. This reflects the situation in the county as a whole and is lower than averages for the East Midlands and England. Other datasets show a generally healthy population, good standards of housing and low levels of deprivation. However, this does not obviate the need for the Local Plan and the Neighbourhood Plan to address the issue of an ageing population.

Summary of Community Engagement:

Since the existing Uppingham Neighbourhood Plan was formally “made” by Rutland County Council on 11th January 2016 there has been a recognition that this was an on-going process which ultimately has resulted in the formal decision to “re-fresh” the Neighbourhood Plan. As the “qualifying body” Uppingham Town Council has sought to engage with the wider community through the inclusion of non-councillors on its Neighbourhood Plan Committee. This Committee formally met on 12 occasions between January 2016 and September 2018 but it became apparent that the community were looking more of a leading role in the refreshing of the Neighbourhood Plan than just being members of a Town Council Committee. As a consequence this formal Council Committee became an Advisory Group with effect from December 2018 in an attempt to facilitate some of the communities concerns that the process was becoming too formal and with a bias towards the Town Council (who only represented 25% of the make-up of the group). Since June 2019 the leadership of this group has now passed to a non-councillor and the Advisory Group are driving forward this draft refreshed plan (which of course will involve referral back to the Town Council as the qualifying body).

Since becoming an Advisory Group, the team working on the refreshed plan (which includes representatives drawn from 14 community groups in the town as well as some Town Councillors) has identified a small number of key areas for consideration. These key areas are :-

- 1) Housing
- 2) Local Economy
- 3) Transport
- 4) Community facilities, Services and Open Spaces

Cutting across all four key areas we will be addressing environmental impacts as an on-going theme.

The method of working has been to split the larger Advisory Group into smaller working parties covering each key area. It is incumbent upon each group to ensure that proper wide community consultation and involvement takes place. For example, the Housing working party organised a “Developer’s Morning” in December 2019 where all those potential developers interested in being allocated a site in the Neighbourhood Plan were invited to staff a “street-stall” in the Town Hall so that the public could quiz them about their ideas and they could gain feedback about the types of properties that the Uppingham Community required. The event was very successful with over 100 attendees and has provided some very useful data that is helping to form this draft plan.

The Developers have also been encouraged to enter into dialogue with the community via a mechanism known as the Vanguard Board. This is an informal meeting between interested Developers and local community and business leaders where ideas can be freely swapped back and forth in an attempt to build consensus and avoid unnecessary conflict from “predatory” planning applications. The concept of such a talking shop came from the involvement of a key Civil Servant who was instrumental in the original Uppingham Neighbourhood Plan and there have been a total of four meetings of the Vanguard Board since that time.

The town of Uppingham is fairly unique in that it enjoys a vibrant community spirit and a strong desire by the public to engage in local issues. As well as having a formally elected Town Council (of 15 members) there is also an elected Neighbourhood Forum and Business Forum in the town. The Neighbourhood Forum meets approximately each quarter and regularly attracts an audience of over 50 people. The progress of the Neighbourhood Plan has been a regular agenda item for these meetings.

Following the making of the existing Neighbourhood Plan there was a drive by the business community to develop a plan that was more focused on their needs. This was facilitated by a local Community Partnership who produced a Town Centre and Business Zone Plan following wide consultation with the public (and the business community in particular). The outputs of this separate plan have been incorporated where appropriate into the refreshed Neighbourhood Plan which gives us another avenue of community engagement.

Going forward we will be making our draft plan available to all residents of Uppingham and continuing with our formal “workshops” for the key areas identified.

Local Green Space Designations.

The existing Uppingham Neighbourhood Plan did identify a number of areas to be designated as local green spaces. Since that time the RCC emerging Local Plan has sought to

introduce policies that make the designation of such spaces more technically demanding. The workgroup looking at Open Spaces will be addressing these challenges.

Site Allocations.

The emerging Local Plan from Rutland County Council states that site allocations for Uppingham will be made from the Uppingham Neighbourhood Plan (Policy H1). There is a caveat with this that if the Neighbourhood Plan fails to identify a minimum number of 200 new dwellings within 3 years of the Local Plan being adopted then the Planning Authority reserve the right to go back to allocating sites themselves. For the first time there is also a suggestion in the emerging Local Plan of a maximum number of dwellings where allocated in a Neighbourhood Plan and this is indicated as normally being no more than 20% of the minimum figure. Whilst this is not a hard and fast rule it does seem prudent to plan for a figure of between 200 and 240 dwellings for wider consultation with the Uppingham Community.

One of the problems with the allocated minimum number from RCC is the potential Garden Village/Community that they are considering for the St George's Barracks site. The number of dwellings that may or may not be built there ultimately will affect numerical allocations for the rest of the County. For the purposes of our planning we have decided to continue to work to a figure in the range described above as this is based upon the latest draft version of the emerging Local Plan.

The Working Party dealing with the key area of Housing all agree that the Housing theme in our Neighbourhood Plan is much more than just numbers, and have therefore carried out a desktop sense check on each site put forward for consideration in the August 2018 draft Local Plan to ensure that we are going to hit the minimum of 200 homes in the allotted timescale. Our methodology was based upon the personal knowledge and judgement of the group members from conversations that they had held with the various developers either in their roles as Councillors or through membership of the Vanguard Board. In the existing Neighbourhood Plan there were three main sites allocated for housing. Site A is the small site to the North Side of Leicester Road (shown on the map on page 32 of the existing Neighbourhood Plan). It is 0.46 hectares and is allocated for up to 14 dwellings. It was considered by the group that there should be no amendments made in the refreshed Neighbourhood Plan in respect of this site. Site B lies adjacent to site A on the North of Leicester Road and totals 5.45 hectares (it is also referred to as LPR/UPP/09 on the map at Appendix 2 of this document). The existing Neighbourhood Plan supports initially developing 3 hectares (shown in pink on the map at page 32 of the existing Neighbourhood Plan) in the period up to 2026 with the remainder of the site (shown in red) to be potentially developed in the following 10 years to 2036. It was noted that there had been some ongoing discussions between the landowners agents and the Town Council that had resulted in an independent design review (as required by the existing Neighbourhood Plan) but that these discussions had not followed the spirit of the existing Neighbourhood Plan as the agent was seeking up to 150 homes on this site (and on part of site C now re-designated

as LPR/UPP/07) and with a non-cluster based masterplan. For the purposes of the refreshed Neighbourhood Plan it was felt by the group that the requirements of the existing Neighbourhood Plan must be robustly defended and it was thought that a more feasible outcome would be to consider that up to 75 dwellings could be delivered by this proposal in the stated timescales. The group thought that it might even be appropriate to consider no longer retaining the “reserve” land (shown in red on the map) for the refreshed Neighbourhood Plan given that the overall housing numbers requirement had now dropped so dramatically and there was a desire to see a more balanced approach to achieving this, especially around house types and size. Site C (which is in the ownership of two different parties) located on the south of Leicester Road comprises of approximately 4.5 hectares of which 3 acres (pink on the map at page 32 of the Neighbourhood Plan) was considered suitable for development for up to 75 dwellings. In reality this site has now been developed by Bloor Homes and because of its commercial success they have applied for and received planning permission to complete up to 104 homes (75 + 29). These are counted already in the RCC draft Local Plan of August 2018 as part of the stated commitments figure of 112 and so there are no more additional properties to come from site C apart from a few potentially from LPR/UPP/07 as discussed above.

The existing Neighbourhood Plan supports the construction of up to six custom built, self-build, single dwellings in the period up to 2026 and the group felt that there was no need to amend this view and so the intention will be to support up to six such properties in the refreshed plan.

In summary the group felt that a realistic appraisal of likely numbers from the existing Neighbourhood Plan was therefore around 95.

Discussion then turned to what additional sites might be considered in the refreshed Neighbourhood Plan to assist with getting the correct numbers and, more importantly, the right types of properties. At this stage reference was made by the group to the work done by the OPUN group for the Town Council and in particular the Local Housing Needs Assessment (designated as Paper 2). From this we noted the following key points: *There is a requirement for new affordable housing; there is a statistical demand for commercial 2 and 3 bed units and; there is no specific market provision of single level units, as either bungalows or apartments.* This led to the group to commend the work being done by the newly formed Uppingham Homes Community Land Trust to provide up to 6 dwellings (4 x 1 bedroom apartments and 2 x 2-bedroom maisonettes) on a truly affordable basis. It was therefore decided by the group to recommend that the site on Seaton Road designated for this development be included within the refreshed Neighbourhood Plan. Similarly, the group welcomed the proposal by Mr Lawrence Fenelon to build up to 5 affordable properties at his site which is designated as LPR/UPP/03 and it was decided by the group to recommend that this site be included within the refreshed Neighbourhood Plan. Turning to the need for bungalows, in particular the group felt that although good discussions had been held with the developers at the site designated as LPR/UPP/05 there were serious reservations concerning access to the site. Nevertheless, the group recognised that it was difficult to get developers to commit to building bungalows and so decided to recommend

that due consideration be given to including part of this site in the refreshed Neighbourhood Plan provided that it was restricted to bungalows and a nominal figure for now of 25 such properties has been included in the calculations pending an appropriate resolution of the access issue. It was also decided that any future discussions regarding bungalows should include a mix of 2 bedroom and 3 bedroom properties with more being of the smaller capacity. Continuing with the theme of bungalows, the group discussed the stated desire of the agent for Uppingham Gate (site LPR/UPP/02) to be allowed to develop some housing on what is primarily designated as employment land. The matter of mixed use was addressed by the OPUN work in May 2018 which concluded the site “*should become a mixed-use allocation, with master planning to secure an appropriate mix of uses (including specialist housing)...*” Given the proximity of this site to the doctor’s surgery, the group felt that an appropriate type of specialist housing would be bungalows and again we have nominally allowed for 25 such properties in our calculations. This therefore takes the total number of newly identified dwellings to potentially 61, which added to the 95 identified in the existing NP gives a potential figure of 156. Obviously this is still short of the 200 required and so the group also considered the site on Leicester Road by the Cricket Club (LPR/UPP/04) being promoted by Langton Developments Ltd. This is a site of potentially 8.4 hectares but the group was very conscious of the need to maintain the possible route of a future link road and so was of the opinion that a recommendation could be made to restrict the initial allocation on this site to 3 hectares which would allow for around 75 dwellings. Again, housing type and design will be paramount and we consider that any properties built on this site should be in accordance with our Housing Needs Survey with larger properties at the front of the site (in keeping with the established street scene) and smaller properties deeper into the site. We are also looking for an innovative approach from all the developers to donate some small parcels of land for self-build and community led housing. The group was also of the view that we would be happy to receive any expressions of interest from developers/land owners to donate land for sports pitches.

Taking all the likely figures together (95 from the existing NP and now 136 additionally from the refreshed NP) we have come to an indicative figure of a plan that would provide 231 new homes between now and 2036. We believe that we have been equitable to all those developers/land owners who have shown an interest in helping the future of Uppingham, whilst remaining completely loyal to the concepts of Neighbourhood Planning.

Finally we are aware of a recent proposals at Uppingham Gate from the NFU and look forward to discussing this directly with them.

Employment and economic development

In 2016, following the formal “making” of the Uppingham Neighbourhood Plan, the business community wanted to build upon the very positive impact of the Neighbourhood Planning process and decided to produce a Town Centre and Business Zone Plan. Whilst this is not the only driver for employment and economic development in Uppingham, the Neighbourhood Plan Advisory Group recognised in 2016 (item 6 of the meeting dated 11th

April 2016) the important contribution of the Uppingham Town Centre and Business Zone Plan (UTC&BZ Plan) and took as an action point the requirement to ensure alignment and co-ordination between the UTC&BZ Plan and the refreshed Neighbourhood Plan.

During the period 2016 to 2036 the UTC&BZ Plan proposes a number of actions to stimulate annual economic growth of 1.5%+ and create 100+ jobs. Uppingham's heritage will be protected and its offer to young people and the elderly strengthened. The town will be safer with an even stronger community spirit. Its economic prospects will be enhanced and the viability of local business strengthened. Delivery of both the UTC&BZ Plan and the refreshed Neighbourhood Plan will ensure a sustainable virtual and physical Uppingham worthy of 'vanguard' status with government, attractive to inward investment and an exemplar market town.

In addition to the UTC&BZ Plan, work has also been undertaken by the NPAG Local Economy Working Group and the identified key areas for attention of this are:-

- a) Future potential of business zones
- b) High Street and shop fronts (Primary and Secondary)
- c) Market Place
- d) Parking capacity and traffic flow
- e) Public transport and cycling/motorcycling provision
- f) Delivery lorry problem especially on Fridays (restrictions?)
- g) Local delivery of public services to create public sector jobs here – Has RCC ever considered this?
- h) A6003

It was recognized by the Working Group that the following further work needs to be carried out:-

- a) Updated surveys required – businesses, population and visitors
- b) More central parking (allotments?)
- c) Community Hub – Study economics of selling town hall/library to fund new community facilities (including a new library) on two sites? e.g. Leicester Road? Library site? Allotments? etc.)

Possible areas to develop Neighbourhood Plan Policies were identified as:-

- a) Additional parking for private vehicles
- b) Alternative transport
- c) Incentives to attract/create new businesses
- d) Making town centre provision more attractive to younger families
- e) Work stations/start-ups in empty shops/premises (Acquire library site for this purpose?)
- f) Link Job creation to reducing travel and environmental impact

- g) Set target(s) for number of new jobs policies will create e.g. 200 over life of plan or 15 per year; 1 or 2 jobs for every house built?

Finally, it was decided to host Saturday morning meetings with townsfolk and evening meetings with town centre landlords and businesses to inform policies. A key question for these meetings will be “*What are the barriers to entry into our high street?*”

Planning Policies/Supporting Guidance

Our Planning Policies are to be read in conjunction with those proposed by Rutland County Council in its draft Local Plan plus those contained in the existing Neighbourhood Plan. For the avoidance of doubt, those Planning Policies that are derived from the existing Neighbourhood Plan plus from this refreshed Neighbourhood Plan are listed below:-

Policy 1 - Protect Central Conservation Area

All future development in the town centre conservation area should comply with the County Council’s conservation and heritage policies including those for listed buildings. Wherever possible, construction materials and finishes should complement the surrounding area and the character and heritage of the immediate environment. Where approved, modern replacement/new build materials should also visually complement the immediate environment.

Commercial property alterations and frontages should complement the heritage of the immediate environment with suitable wall mounted signage.

Any enhancement of the street furniture, signage and street lighting should have a heritage appearance but also regard for energy conservation and public safety.

Any modernisation of the Market Place and High Street should complement their heritage with the installation of new infrastructure being as unobtrusive as possible.

Such development should not hinder their community use for events.

Policy 2 - Public Information Signage

The Plan supports the installation of additional pedestrian and parking signage in the town. Signage should be of heritage appearance and may be wall or column mounted.

The existing signage policy of Rutland County Council is supported with a view to a co-ordinated approach, particularly in the conservation area.

Highway signs must comply with County Council Highways policies with regard to size, height, materials and location.

Opportunities should be taken to reduce street clutter when new signage and public realm schemes are undertaken.

Policy 3 - Housing – Numbers

The refreshed The Uppingham Neighbourhood Plan supports sites located at the sites shown in the table below for housing and the construction of up to 231 homes (excluding windfalls but including the custom built single dwellings in Policy 6) during the period up to 2036.

Site Identification	Number of Dwellings	Housing type restrictions (if appropriate)
Site A	14	
Site B LPR/UPP/09	75	
Site C LPR/UPP/07	Any allocation to be included as part of site B	
Badley Orchard Seaton Road	6	Affordable Housing only
LPR/UPP/03	5	Affordable Housing only
LPR/UPP/05	25	Bungalows only
LPR/UPP/02	25	Specialist housing including bungalows
LPR/UPP/04	75	Mixed housing with larger properties to the front of the site
Total	225	

Policy 4 – Design and Access Policy

New Housing must acknowledge the landscape in which the Town is set. Dwellings generally should not exceed a density of 25 dwellings per hectare in order to retain the character of existing developments within Uppingham. Sites consisting of 25 or more dwellings should be designed for construction in “clusters” around green or open spaces.

The Plan requires developers to submit design proposals that reflect residents’ calls for quality and adequate open space. Each site will require a separate design and access statement and a contribution to community infrastructure.

Developers must demonstrate in a Design and Access Statement how their proposed development reinforces Uppingham’s character and heritage. The statement must set out how the proposals follow the policies and guidance in relevant national and local documents as well as this Plan. The Design and Access Statement must address the following:

- *Context and character*
- *Historic character*
- *Connection with the countryside*
- *Quality for pedestrians, cyclists and the physically disadvantaged*
- *Development density and build quality*
- *Adherence to the “cluster” concept of dwellings around green or open spaces*

- *Car Parking*
- *Landscaping and access to open and green space*
- *Occupier controlled access to fibre, copper and other home office services*
- *Environmental footprint*
- *Play provision*

Policy 5- Right to require an individual design review

The Town Council reserves the right to require an individual design review on any development of 25 dwellings or more or any single building of more than 3000sqm. Such reviews should be carried out by an appropriately qualified independent body and conducted within the design review guidelines established by RIBA or CABI. The purpose of such a design review will be to seek independent verification that the development meets the specific requirements of this Neighbourhood Plan's Policies.

Policy 6- Housing - Single Dwelling Developments

The Uppingham Neighbourhood Plan supports the construction of up to six custom built, self-build, single dwellings in the period up to 2036.

Policy 7 - Retail Development - Shop Frontages

The Plan supports the extension of the town's primary shopping frontage retail area to cover additional ground floor shop frontages within the central conservation area namely High Street West Numbers 1,3,7,9,11,13 and Queen Street Numbers 3 and 5.

Policy 8 - Environment and Preservation of Important Open Space

Every household shall be within a 20 minute walk of open countryside.

Policy 9 - Environment and Preservation of Important Open Space

No further development, apart from amenities, will be permitted on green space within the Plan boundary beyond that proposed in this Plan or acknowledged in its policies.

Policy 10 - Environment and Preservation of Important Open Space

An appropriate landscape buffer zone to a standard in keeping with the town's rural setting will be enforced on the northern boundary of the Uppingham Gate development site (Site LPR/UPP/02)

Infrastructure

In January 2020 the NPAG Working Group looking at Transport issues identified the following key matters (items marked with * will require appropriate evidence from external consultants/experts):-

(1) A6003: Major highway through town. Increasing traffic levels, both haulage and cars, due to

- Expansion of Corby: 12000 houses plus industrial development
- Development of St Georges Garden Village: 2,200 houses plus industrial development
- Future possible developments as described in revised Neighbourhood Plan at Uppingham Gate and its environs
- All will lead to big increases in traffic*

Issues :

- Major increases to traffic flows.
- Cuts High Street in two. Major pedestrian flows crossing the road
- 'Walking to School' route for UCC pupils. Approximately 50% of UCC pupils live in the town. Only route available. Road narrows, and gradients encourage speeding (in spite of speed humps) and increased emissions.*
- Traffic delays at (garage) Traffic Lights. This is increased by existing /planned housing developments on Leicester Road. *
- Pedestrian Crossing at (garage). Traffic Lights increased danger through increased traffic and narrowness of pavements for pedestrians to wait for lights*
- Cross road at bottom of Scale Hill SBW/South Street has HGV usage to industrial estate. Poor visibility from South Street. *

Solutions :

- Long term: north/south bypass. Route to be retained through future developments
- Upgrade of field footpath to lit all weather terrain from South Street to UCC playing fields
- Re engineer SBW/South Street cross road
- Pressure on NCC and RCC to sign HGVs via Duddington Roundabout for N/S travel

- Consideration of creating Uppingham a 'low emission' zone.*
- Re engineer road at Pelican crossing to give more priority to pedestrians.*
- Possible chicanes/Lights to make it single track in places* Attempt to dissuade HGVs

(2) Parking : This may more of a perceived issue than reality

Issues.

- Perceived shortage of parking spaces on pressure days eg Saturdays and Market Days. No up to date figures *
- Traders consider parking to be 'life blood' of the town.
- Confusion between attempt to engender a 'modal shift' to use of public transport by restricting parking opportunities, and Local Plan assertion that there should be adequate parking in the market towns. *
- Some wasted/unused parking opportunities and very poor signage *
- Only 2 E charging parking spaces.

Solutions

- Greater but unfussy parking signage
- Consider development of Ayston Road Layby parking. Also land to west of Ayston Road
- Encourage local residents to walk/cycle into town. Provide cycle rack in market place
- Further funding /encouragement of Hopper or similar
- Imaginative usage of other town centre land should any become available
- More E charging parking spaces

(3) Pedestrians and Cycling: Consideration should be given to both utility and pleasure routes

Issues

- Many town centre and adjacent pavements are in poor state of repair. Much damage caused by heavy delivery Lorries parking on pavements. Poor state of repair is both dangerous and aesthetically unpleasing
- Town streets are narrow and inflexible. Crossing streets by those in mobility scooters and child buggies can be dangerous
- Crossing A6003 is dangerous at times.

- Although the town centre is relatively flat there is no culture of cycling within the town *
- Age profile of population
- Perceived danger
- Town footpaths are poorly signed, not mapped and some are difficult for scooters and buggies

Solutions

- Improvements to pavements through joint action between RCC/UTC. Active consideration be given to a strategy to prevent HGVs from pavement parking for deliveries*
- Existing footpaths be mapped, signed and improved to improve their utility usage.
- New Housing developments should be required to offer solutions as to how to access the Town Centre/Schools/Surgery as a pedestrian or cyclist, either by the improvement of existing routes or the development of new ones. *
- Re engineering of (garage) traffic lights pedestrian crossing.*
- Leicester road verge, amongst others. should be considered for addition of cycling path*

(4) Public Transport: This is a key plank of government's green policy, and offers great challenges in a rural setting such as Uppingham

Issues:

- Both the 747 & RF1 (Privately run services) are essential and are at the mercy of RCC subsidies. The both offer connections to railway stations (Corby/Oakham/Leicester), Hospitals, and major shopping centres. They also offer a perceived lifeline to the isolation of 'small town living'
- Both services have some reliability problems, and the lack of a 'real time' information service can lead to frustration and missed appointments
- The Bus interchange on North Street East is poorly designed and creates dangerous traffic situations for those leaving the Car Parks. The comparison with the availability of the facility on Oakham is very depressing.
- The Town Hopper performs a much needed service, but it is not integrated into the funding regime of RCC

Solutions

- Some permanence to funding arrangements of 747/RF1/Hopper

- Re configuration of North Street East bus interchange and the provision of ‘real time’ information.*

Matters outside the scope of the Neighbourhood Plan.

Specific Planning Policies are listed at the appropriate paragraph earlier in this document but the Neighbourhood Plan Advisory Group have identified a number of areas that are important to the people of Uppingham but are outside of the strict legal scope of this refreshed Neighbourhood Plan. However, given the amount of effort and work that has gone into garnering these issues, plus the involvement of the wider community in identifying them, we consider it appropriate to make the following proposals:-

Proposal 1 - Protect Central Conservation Area

The Community Right to Bid gives community groups the opportunity to bid for and buy community buildings and facilities that are important to them. The Town Council should explore the case for public acquisition of any significant community asset that comes onto the market for disposal.

Proposal 2 - Create Additional Community Service Facilities

In September 2013 the Town Council undertook a feasibility study of four possible locations for additional community service facilities. The work was undertaken by ‘Locality’. The sites considered were the present library site, the old doctor’s surgery site, the Town Hall (mezzanine floor or extension) and finally the open space at the rear of Tods Piece. The Plan supports the proposal that the Town’s Council and its Voluntary Sector work together to achieve the desired outcome of providing additional community service facilities here in Uppingham.

The design and location of such buildings could be the subject of Neighbourhood Development Orders. This would mean that the Uppingham community would have the final say on their construction and character.

Proposal 3 - Technology and Infrastructure - Community Safety

As funds become available, the Plan supports creating new roundabouts at the southern entrance to the town near Uppingham Community College (UCC) and part way down Leicester Road at the entrance of the new housing developments. It also supports further action to control speed in London Road and other suitable sites.

Proposal 4 - Technology and Infrastructure - Communications

The Plan supports the location of the Uppingham Mast at Welland Vale Nurseries and the installation of community Wi-Fi and 5G across the town centre and in principal public buildings.

Proposal 5 - Technology and Infrastructure - CIL Contributions

Further to the adoption of a CIL Policy, the Town Council will prioritise CIL funding it receives to those items listed in the Plan's CIL Schedule.

Proposal 6 – Tourism

The Town Council should work with its partners to help promote Uppingham as a unique visitor experience with quality at its heart, and take the lead in establishing a centralised information presence at an appropriate central location.

Proposal 7 - Industry and Employment - Station Road

The Plan supports the following changes and improvements for the Station Road Industrial Estate.

- *Undertake a safety audit with emergency services*
- *Explore public ownership of all the highway and upgrade of road surface*
- *Modernise and increase quantity of street lighting*
- *Surface water drainage improvements*
- *Improved access by limiting car parking at the entrance to Station Road*
- *Introduction of a pressure pad/sensor warning light system at the junction with London Road*
- *Improved signage on the London Road and at the entrance to Station Road*
- *Fibre Broadband connections*
- *Securing winter salt/gritting status with County Council*
- *Better traffic management and improved parking*

Proposal 8 - Industry and Employment - Station Road

The Plan supports a bid to the Local Enterprise Partnership (LEP) for development funding for this site

Proposal 9 - Transport - Coach Stop

The Plan supports the siting of a long distance coach stop in the town.

Proposal 10 - Transport - Car Parking Policy

The Plan supports a move to local control or ownership of the town's main car parks with a view to implementing local parking policies appropriate to a small market town. New housing developments should link communal parking spaces to individual properties where appropriate.

Proposal 11 - Transport - Safer Walking and Cycling Routes

The Town Council should pursue the construction of appropriately signed safer walking and cycling routes in and out of the town centre linking them to the design requirements of new development sites. Such routes should reflect the additional needs of the physically disadvantaged.

Proposal 12 - Transport - Seaton Road Roundabout

The Plan supports a re-examination of the problems being caused by the present design of the roundabout at the top of Seaton Road.

Proposal 13 - Transport - New Bus Interchange

The Plan supports a major review and possible re-design of the present bus interchange with the aim of creating safer walking routes between the town centre and Tod's Piece, a safer highway and a more attractive landscape linking walking and cycling routes and the Heritage Trail to improved access to buses.

Proposal 14 - Retail Development - Exterior Temporary Signage

The Plan supports an exploration of the case for limiting the size of temporary signage such as 'To Let' boards in the conservation area.

Proposal 15 - Tod's Piece

The Plan supports the development of the perimeter of Tod's Piece with relevant community facilities. Such development should address the creation of safer routes into the town centre, cycle parking, public information signage, improving drainage and the case for an enhanced and landscaped transport hub within a road widening scheme.

Proposal 16 – Community Infrastructure Levy funded potential projects

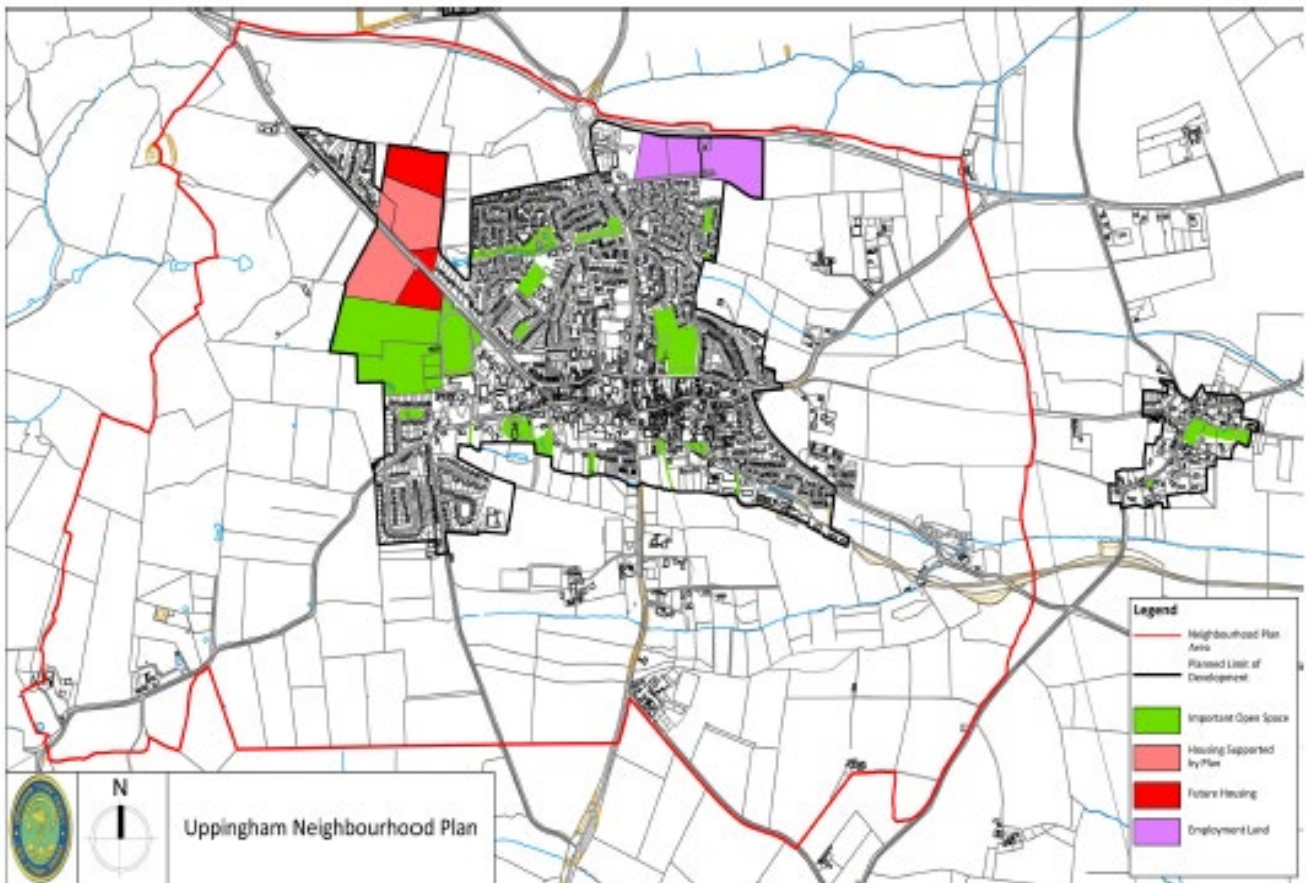
The Plan supports the following areas for CIL Expenditure (contributions from developers)

- *Highway Infrastructure and parking provision*
- *Development of a Community Hub*
- *Acquisition and development of Community Assets including community housing*
- *Community Safety developments*
- *The further development of Tod's Piece*
- *Enhancement of community service provision*
- *Cycle paths and footpaths*
- *Technological developments*
- *School buildings*

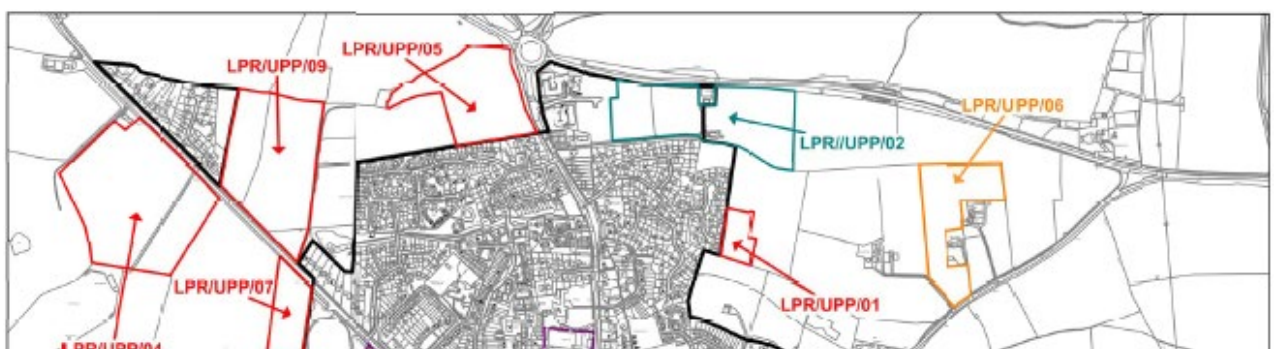
List of Appendices

1. Map showing boundary of existing Neighbourhood Plan Area (the refreshed Neighbourhood Plan will use the same boundary)
2. Map showing location and identifying number of development sites resulting from the Call for Sites issued by Rutland County Council as reported February 2016.
3. Locality roadmap document giving suggested template for a Neighbourhood Plan Document.

Appendix 1



Appendix 2



Appendix 3

Appendix 3

Content and structure of the plan

The following are suggestions for possible structure and content of the plan:

Introduction: Status and purpose of the plan.

Vision and aims: The neighbourhood plan can set out the community's overall vision for the area and should include overall aims for its future development. These can relate to a wide range of planning and regeneration matters – social, economic and environmental. The vision and aims of the plan can then be translated into detailed policies, guidance and proposals later in the plan.

Evidence on the area: An overview of the neighbourhood area will provide a useful context for the policies of the neighbourhood plan. This may include the context of the wider area and key evidence (social, economic and environmental data).

Summary of community engagement: It is useful to provide a brief overview of the community engagement programme that was undertaken and the key outcomes/issues arising.

Local green space designations: Neighbourhood plans may designate Local Green Space. If these are included, a plan showing the boundaries of each Local Green Space will need to be included.

Site allocations and/or development envelopes: The neighbourhood plan may allocate key sites for specific kinds of development, such as housing, retail, employment or mixed use. An alternative approach is for the neighbourhood plan to define areas within which development may be located,

for example village envelopes. The boundaries of sites and/or village envelopes should be shown clearly on scale plans.

Planning policies: A neighbourhood plan, once successful at referendum, will form part of the statutory local development plan for the area and will contain policies against which development proposals will be considered. Planning applications will be determined in accordance with the neighbourhood plan's policies unless material considerations indicate otherwise. Policies should provide a clear indication of how a decision maker should react to a development proposal. It helps if they have supporting text that explains the intention behind the policy.

Supporting guidance: The policies in the plan could be supplemented if necessary by more detailed guidance (e.g. development briefs for particular sites). This would be helpful in interpreting and applying the policies of the plan.

Infrastructure: Infrastructure proposals relating to the use and development of land could be included in the plan. For example, it could include policies around improving public spaces, highways, pedestrian links or providing new community facilities, providing these were essential to allowing the development of certain sites to go ahead.

Matters outside of the scope of the neighbourhood plan: A non-statutory part of the plan could be added, perhaps as an annex, describing proposed actions or projects.

