

## 8.0. SHOPS AND RETAIL (SR)

### POLICY SR1 - ACTIVE RETAIL FRONTAGES

8.0. Keyworth is a well serviced settlement designated a Key Settlement within the Rushcliffe Borough Council Local Plan. Three main shopping areas exist within Keyworth; Keyworth Square (Main Street), the precinct on Wolds Drive (including Budgens) and a smaller collection of shops at the junction of Debdale Lane and Nottingham Road. The community highly value these shopping areas and want to protect them through encouraging the clustering of facilities by resisting retail development outside of the identified retail areas and reinforcing the role of the primary shopping area at the Square.

#### POLICY

*The Neighbourhood Plan designates three key shopping areas within Keyworth as Retail Frontages. The extent of these Retail Frontages is identified on the Proposals Map. Retail development (use classes A1 -A5) in excess of 75sq/m(gross) outside of these designated Retail Frontages will be resisted, unless part of a residential development on an allocated site where convenience retail can be provided up to 150 sq/m ( gross) or to meet an identified localised need.*

*Within these frontages retail development which fall into Use Classes A1-A4 is encouraged, particularly those which propose a strong active frontage during the day. Use Class A5, hot food takeaways, will be resisted where the granting of any one permission would result in over 35% of the frontage being occupied by A5 uses.*

*Proposed change of use from retail to residential within the identified Retail Frontage will be resisted, unless it is for 'above shop living'. In all cases, mixed use buildings will be supported where they maintain a ground floor active retail use within the frontage.*

## EXPLANATORY

- 8.1. This policy sets the extent of the retail areas within the settlement by defining the frontages – or shop fronts – which form the limits of retail development within Keyworth, and thereby makes sure that new and existing shopping uses are focus for new retail development. The role of these shopping areas, in particular the primary area, the Square, is reinforced through the concentration of retail and associated uses should they exceed the size of a typical corner shop. Furthermore, it allows for the impacts of retail areas (parking, deliveries, litter and neighbour amenity) to be focused and controlled effectively.
- 8.2. It is hoped by ensuring that by focusing retail within these key frontages that the vitality and viability of these areas can be sustainably maintained. The exception being for the larger allocated housing sites, where a smaller convenience retail use may be appropriate to meet local need and ensure that more of the community have access to localised shopping facilities.
- 8.3. Within the retail frontages, residential development will be resisted, unless it is in the form of a flat above a unit or part of another mixed use scheme. Flats / apartments above shops are considered not to detract from the retail area and in fact add to the vitality and vibrancy of such centres and make the best use of land.
- 8.4. Retail uses within the Use Classes A1 – A4 (shops, cafes hairdressers etc.) are permitted but A5 uses, Hot Food Takeaways, are resisted where they would make up more than 35% of the frontage in any one area as they are not considered to contribute positively to the retail frontage and are, in the main, closed for much of the day, which collectively would undermine the vibrancy of the area.

## **POLICY SR2 - PUBLIC REALM IN RETAIL AREAS**

- 8.5. The Keyworth Conservation Area Appraisal and Management Plan (2010) identifies the appearance of unsympathetic shop fronts, street furniture and hard landscaping in The Square area as a key weakness within Keyworth. Whilst the other retail areas are not within the Conservation Area they too are considered, by residents, to be making a poor contribution to the settlement as a whole.
- 8.6. Keyworth's retail areas are therefore in need of environmental improvements both aesthetically and also to improve their functionality (parking / deliveries) and ability to serve the community. This includes improved access for all and making the retail areas places where people want to spend time and businesses want to invest. The overall aim of this policy is to seek contributions from developments to deliver environmental improvements for the benefit of residents and businesses and to secure their long term vitality and vibrancy.

## POLICY

*The Neighbourhood Plan seeks contributions from all new development in excess of 50 residential units or in excess of 500 sq/m commercial, towards achieving public realm improvements within the areas defined by the shopping frontages (Policy SR1). The improvements should focus on the delivery of the following elements;*

- *Shared surfaces and crossing, (where appropriate)*
- *Improved parking provision (short stay in particular)*
- *Improved accessibility which includes disabled parking bays, ramped access to shops and additional seating areas*

*Incorporation of forecourts and encouraging retail units to 'spill' into the street to encourage an active street scene*

*Landscape schemes for these improvements should seek to introduce planting and street trees, (in compliance with LR2) and use an appropriate and robust palette of materials including natural stone products.*

*Developments or community led projects which seek to provide any of the above improvements in line with the Public Realm Strategy will be supported subject to compliance with all other policies within the plan.*

## EXPLANATORY

- 8.7. This policy focuses on making the retail areas more attractive, visible and viable through delivery of public realm improvements. The aim is to create spaces which people want to spend time in, visit and invest in. The policy details how retail units can offer an improved active retail frontage. Contributions may be sought to cover the cost of survey and overall design, in addition to physical delivery. The retail uses are important for both local people and local workers and as such appropriate contributions should be negotiated by the LPA in consultation with the Parish Council.
- 8.8. The Public Realm strategy set out in the policy should look to improve the quality and durability of surfaces, improve shop fronts (policy SR3) and shop forecourts and introduce more attractive seating areas, whilst addressing the parking and surfacing. This is to be achieved through improved short stay parking, disabled parking and general accessibility of the shops and seating areas (removing any unnecessary changes in levels etc.).
- 8.9. The design of shop fronts is dealt with specifically by policy SR4. Further guidance on the public realm within the Conservation Area (of which some is designated as a retail frontage) is contained in policy CA1.

### **POLICY SR3 - DESIGN OF SHOP FRONTS**

- 8.11. Good shop front design promotes not only the individual shop but also contributes to its location and raises the quality of the street. Policy SR4 deals specifically with the design of shop fronts within the retail areas in Keyworth. It not only covers shops and retail within the identified shopping frontages (SP1) but also those outside these areas. Some of this guidance will also be relevant to applications for advertisement consent if they are of a scale and type not permitted by permitted development.
- 8.12. The Keyworth Conservation Area Appraisal and Management Plan (2010) identifies the appearance of unsympathetic shop fronts as a key weakness within Keyworth Square, however, evidence suggests that the other remaining retail areas are suffering from similar issues of poor shop front design. This policy sets out criteria which new and existing shops should follow in order to comply with best practice and improve the overall aesthetic appearance of these areas.

## POLICY

***Refurbishment or replacement of existing shop fronts and installation of new shop fronts as part of new development proposals must demonstrate how they have considered and addressed the following design criteria:***

- ***Consideration of architectural style of adjoining buildings and shop fronts and the wider street scene;***
- ***Fascias should be of a scale proportionate to the rest of the building, not obscure windows and other architectural detailing, and align with other fascias in the parade. Box fascias and box lighting will not normally be permitted.***
- ***The Subdivision and proportions of windows should relate to the character of the building and its neighbours;***
- ***Signage should respect the character of the individual building and adjoining properties. Only one hanging box should be permitted per shopfront.***
- ***Solid shutters are considered unacceptable. Only security measures which maintain a level of transparency to and from the street will be permitted. The following measures are encouraged; laminated glazing, lattice grill or perforated shutters.***
- ***Within the Conservation Area projecting boxes and external shutters are also considered to be inappropriate and will be resisted.***

## EXPLANATORY

- 8.13. This policy seeks best practice in new and existing shop fronts by making sure retail units interact well with and make a positive contribution towards the street scene. This is achieved via the set of criteria which should be used to guide the specific design of shop fronts. These criteria deal with transparency, proportion, activity and consistency in shop front design.
- 8.14. Shutters and other security measures are often the cause of inappropriately scaled and designed shop fronts and therefore solid shutters are resisted and external ones resisted within the Conversation Area.
- 8.15. The Keyworth Square retail area is predominantly within the Keyworth Conservation Area and is therefore subject to additional restrictions to ensure that shop front design enhances and preserves the setting of listed buildings and heritage assets.



## 9.0. TRANSPORT AND ACCESS (TA)

### POLICY TA1 - SUSTAINABLE MODES

- 9.0. Keyworth is a highly sustainable settlement and the NDP seeks to further promote and expand sustainable modes of transport and high quality design which offers people real choice and has benefits for health and wellbeing as well as wider environmental issues.
- 9.1. The NDP supports the creation of an integrated transport network (including footpaths and cycleways) enhancing interchange between key modes and enhancing Keyworth's role as a 'rural hub' for both transport and for local shops and services.

#### POLICY

*All new residential development should be located to take advantage of existing services and facilities (as outlined in policy CA1) as well as being within easy walking distance (400m) of a bus route. Transport Assessments which accompany planning applications should consider how they intend to provide new and improve existing connections and encourage their use through good design.*

*All new development sites above 1 hectare (residential and non-residential) are required to prepare and implement travel plans which demonstrate how the scheme proactively seeks to encourage residents and workers to choose sustainable alternative modes to the car when accessing employment opportunities, key services and facilities.*

*Schemes which contribute to the wider network of cycle and pedestrian routes with particular focus on the interchange between different bus services, and bus services with walking and / or cycling will be supported subject to compliance with other policies within the development plan.*

## EXPLANATORY

- 9.2. This policy seeks a commitment from developers to provide those using their sites real options to use sustainable transport rather than rely on the private car. This means ensuring they are within realistic walking distances for the majority of people and near public transport and walking and cycling routes. Some of this policy supports the hard infrastructure necessary to support policy LR2.
- 9.3. It is recommended that all new residential development is placed within 400m of a bus route. 400m is defined within 'By Design' and the 'Urban Design Compendium' as the maximum distance that can be considered reasonable to expect residents to walk to services and facilities.
- 9.4. Larger schemes are required to prepare travel plans to encourage people to use sustainable modes of travel. This is important in reducing the number of cars that may be used at peak hours. These should be implemented to ensure that where possible day-to-day travel patterns are changed so as not rely so heavily on the private car. This should be undertaken in parallel with ensuring that the infrastructure to support sustainable transport is included – such as improved bus waiting facilities, new safe cycle storage at bus termini - and that safe footpaths link these facilities with employment, leisure and retail opportunities.

## **POLICY TA2 - HIGHWAYS AND ACCESS**

9.5. Highways safety is a key aspect of delivering sustainable development. The impact of new development on the highways network in Keyworth has been a key concern for many residents and businesses operating within the settlement. In addition to ensuring that overall highways safety is accommodated within new development certain highways junctions have constantly been identified as being of concern. The policy seeks to target intervention onto these.

### **POLICY**

*All new development should ensure that it includes suitable measures to accommodate traffic entering and leaving the development, and contribute to improving the overall safety and attractiveness of the highways network. All traffic should enter and leave a site in a forward gear.*

*When designing highways interventions, applicants should consider the implications of changing lifestyle patterns, accommodating vehicles such as grocery delivery vans, removals vehicles and other HGV deliveries and for the collection of rubbish and recycling.*

*Subject to viability, contributions will be sought from all allocated sites (residential and non-residential): towards the following highways improvements:*

- *Widening the carriageway along Platt Lane to allow for greater width under the railway bridge and towards the village including appropriate safe footpaths on either side of the road*
- *Improvements to the junction of Platt Lane, Nicker Hill, Normanton Lane and Station Road to reduce speeds and increase visibility.*
- *Improvements to the junction of Nottingham Road and Debdale Lane to improve access for larger vehicles and to enhance the pedestrian environment*
- *Gateways into the settlement, including speed reduction treatment (not including carriageway narrowing (pinch points) or speed humps, which interrupt the free flow of traffic), at Bunny Lane, Station Road, Platt Lane, Stanton Lane, Selby Lane and Wysall Lane.*

## EXPLANATORY

- 9.6. This policy introduced the tests for assessing the acceptability of highways schemes with new developments. The final decision on these matters will rest with the highways authority (Notts CC) however, the policy ensures that they consider the appropriate matters when considering the highways impact of new development.
- 9.7. In addition, it is evident that there is a requirement for off-site highways works to accommodate the growth in traffic which will, in the main leave the village to the north along Station Road and Platt Lane. As a result, improvements to these routes, to ensure highways and pedestrian safety are highlighted and contributions, where appropriate, will be required from the allocated sites to deliver these. A strong focus on the Platt Lane, Nicker Hill, and Station road area of the network is highlighted since a good deal of the commercial and residential development is placed in and around this area, and that it is anticipated that up to 65% of the traffic generated by any site will leave in the direction of the A606 / A52 (see P10 highways assessment of sites and traffic).

### **POLICY TA3 - PARKING STANDARDS**

9.8. Parking and the impacts of parking on surrounding neighbourhoods need to be carefully considered as part of a new development. Insufficient parking causes overspill into streets surrounding a neighbourhood, add to highways safety issues and deliver unattractively designed neighbourhoods. Residential development has very specific parking requirements (that for residents and visitors), however, commercial and retail development is much more complex with a number of factors determining the acceptable number of spaces.

#### **POLICY**

***The following parking standards for new residential development are set:***

- ***For dwellings of 3 bedrooms or fewer – a minimum of 2 spaces to be provided***
- ***For dwellings of 4 bedrooms or more – a minimum of 3 spaces are to be provided***
- ***Include appropriate parking and safe storage of up to 2 bicycles***

***Visitor parking should also be considered and provided at a rate of 1 space for every four dwellings proposed. Parking should be design entirely within the confines of the site, and not result in overspill to the surrounding streets. A mixture of types will be encouraged.***

***Where garages are provided they must be of a scale to accommodate larger vehicles and have internal measurement of not less than 3.5m wide, by 6.5m long and 2.5m high. Where a garage or car port is provided as part of the parking standards set out above, permitted development right will be removed to restrict its conversion to living space and the loss of it use for parking.***

***Non-residential developments should demonstrate an appropriate level of parking based on consideration of the following and may be provided by way of improvements to existing public car parking facilities;***

- ***Accessibility,***
- ***Type of development***
- ***Availability of public transport***
- ***Likely peak time number of visitors and local employees***

## EXPLANATORY

- 9.9. The community have been increasingly concerned about the impact of parking from any new development on the surrounding streets and neighbourhoods. The policy seeks to address this concern and ensure that parking for any new development is provided comfortably within any given development. A wide range of parking types should be provided including; off street, on-plot, in court and garaging and should be fully integrated with the design for the overall site.
- 9.10. The standards for residential development are based on the numbers of cars associated with larger households. Many having more than two vehicles. If the intention is to increase the use of public transport, these vehicles need to be safely and conveniently stored within the development during the day and overnight.
- 9.11. Of particular concern is the provision of a garage that is, either too small, or is converted to a habitable room, which mean that the parking space is of little or no use. The policy makes provisions to stop this from happening.
- 9.12. All new development will be expected to be delivered to set parking standards, or contribute to the delivery of new car parking as part of the identified shopping areas where this is appropriate. The criteria set for none residential development, and the determination of appropriate parking numbers, have been adapted from national guidance in the NPPF.

## 10.0. HOUSING (H)

### POLICY H1 – HOUSING STRATEGY

10.0. The Rushcliffe Borough Local Plan overall housing strategy (Policy 2) seeks the provision of a minimum of 450 residential dwellings in or adjacent to Keyworth. Keyworth is defined as a *Key Settlement* given its range of shops and services and regular public transport connections. Following careful consideration of the available sites, their impact on traffic generation, the green belt and the landscape character the following strategy has been developed which allocates 480 dwellings across three sites, with two further sites allocated as safeguarded land should the allocated sites not come forward or for the next plan period totaling another 200 dwellings.

## POLICY

***The Keyworth Neighbourhood Plan makes provision for the delivery of 480 residential dwellings to meet the strategic targets set out in the Rushcliffe Local Plan. Housing should be at the densities set out in policy H3. These dwellings will be delivered through the delivery of the following allocations:***

- ***H1.1 Land off Nicker Hill, Keyworth (9 hectares) – 200 dwellings to include a minimum of 80 dwellings suitable for elderly persons (either as an extra care facility or as sheltered bungalows);***
- ***H1.2 Land off Platt Lane, Keyworth (4 hectares) – 80 dwellings to be delivered as either a retirement village or similar, and include a 30 space car park (and associated crossing facilities) to support the sports hub at the Platt Lane playing fields;***
- ***H1.3 Land north of Bunny Lane, Keyworth (9 hectares) – 200 dwellings which must ensure the delivery of a 4ha linear public park to form the new western boundary to the settlement to the immediate west of the site boundary.***

***Where necessary, improvements to local road junctions and pedestrian and cycle links to the shopping hubs will be sought through the use of contributions. All these allocations will be required to demonstrate how they have met localised convenience retail needs and appropriate highways and access arrangements, both on and off-site.***

***In addition to the key sites above, applications for infill development, on previously developed sites within the settlement boundary (as defined on the proposals map) up to a maximum of 10 dwellings will be supported subject to compliance with other development plan policies. Sites which come forward beyond the settlement boundary will not be supported.***

***The following housing sites are safeguarded for development beyond the plan period (2028+), or to be brought forward should it be demonstrated, beyond reasonable doubt, that the sites listed above are not deliverable within this plan period. These sites are:***

- ***H1.4 Land between Platt Lane and Station Road, Keyworth (9 hectares) – 100 – 150 dwellings to include appropriate parks, leisure and open space to the north-east of the site to support the Keyworth Leisure Hub within the site boundary (minimum of 3 ha).***
- ***H1.5 Land north of Debdale Lane, Keyworth (5.2 hectares) – 40 - 50 dwellings including a large ecological, landscape buffer to the north-west of the site.***



## EXPLANATORY

- 10.1. This policy is designed to signpost the delivery of the Local Plan housing targets for Keyworth. It allocates sites which are designed to deliver slightly in excess of the housing targets set by the Local plan in order to provide for some flexibility in the detailed delivery of each of the sites. In addition, it offers alternatives through the use of the two safeguarded sites should the preferred strategy be considered undeliverable within the plan period (to 2028).
- 10.2. The choice of these sites has been informed by extensive consideration by independent consultants considering highways and access, landscape and visual impact, heritage and conservation and sustainability and access to services as well as submission by all site owners / promoters. All of the sites are within the greenbelt as no sites of sufficient size exist within Keyworth without resorting to greenbelt land. As a result a thorough test of the greenbelt has also formed part of the site selection process.
- 10.3. Two specific site are allocated for the delivery of elderly persons / sheltered accommodate based on responses from the developers / promoters, in order to help meet the perceived need and to reflect the population trends that signpost a need for older persons housing in Keyworth
- 10.4. In addition, the plan also supports smaller scale development within the settlement boundary (as defined on the proposals map) which may deliver up to 10 residential dwellings. A number of sites have been identified in the SHLAA and from site walkover that may deliver a small number of dwellings. It is considered that schemes of this type will ensure that brownfield and previously developed land is used to best advantage but does not undermine the overall delivery strategy.
- 10.5. Outside of the development boundary, and the allocated sites, all other residential development will be resisted in order to protect the landscape character and to focus the delivery and improvements to services in a targeted manner. This does not affect the statutory instruments regarding the conversion of redundant farm buildings.

## **POLICY H2 – TYPE AND TENURE**

10.6. Whilst the delivery of elderly persons homes has been considered as part of the overall spatial strategy, there are still other unmet needs for housing delivery that have been highlighted by consultation or by the Rushcliffe Housing Needs Survey. This policy seeks to set out an appropriate percentage mix of housing (whether affordable or otherwise) to meet this need. It also reflects the need to ensure that young people and young families have an opportunity to move to Keyworth to support the local businesses and ensure that schools and leisure facilities remain viable.

POLICY

***With the exception of the portion of the elderly, sheltered and extra care facilities required as part of sites H1.1 and H1.2 the following development mix will be sought from all new development in excess of five dwellings:***

<b><i><u>Dwelling Type and Size</u></i></b>	<b><i><u>Percentage Mix</u></i></b>
<b><i>Two-bed starter homes</i></b>	<b><i>30</i></b>
<b><i>Two bed Bungalows</i></b>	<b><i>15</i></b>
<b><i>Three Bed Family Homes</i></b>	<b><i>25</i></b>
<b><i>Four Bed Family Homes</i></b>	<b><i>15</i></b>
<b><i>Executive Homes (5+ bed)</i></b>	<b><i>15</i></b>

***Flatted and apartment development will be resisted unless it is for a specific identified need, or is part of the delivery of sheltered or extra care facilities, or as part of living over shops.***

***All properties should be provided with a private garden(s). For dwellings of 2 bedrooms this should be not less than 40 sq/m and for all larger properties this should be in excess of 100 sq/m. Sheltered homes and extra care facilities should ensure that either private or semi-private (shared space) is provided of not less than 15 sq/m per dwelling.***

***Affordable housing (including shared ownership and social rented housing) should be delivered in accordance with the requirements set by the Rushcliffe Local Plan and should be provided equally between starter homes, bungalows and family homes. Affordable housing should be designed and delivered to be indistinguishable from market housing.***

## EXPLANATORY

- 10.7. The current housing stock in Keyworth is mostly comprised of 3 and 4 bed detached housing with gardens. However, the population mix demonstrates an aging population (50+) without children meaning this house type is inappropriate for their needs. The mix of dwellings set out by this policy focuses heavily on the smaller starter and family homes mix, as well as medium sized bungalows.
- 10.8. The latter is a reflection of consultation where a number of residents desired a move to smaller 2 bed bungalows with gardens instead of living in larger three and four bed homes which could be used for families. The focus on smaller properties is a strategic desire to attract young people to the village to diversify the population structure and to make it easier for young families to live in appropriate housing in the village. Nevertheless, there is a provision for larger housing to ensure that schemes still strive to deliver mixed communities to ensure their overall sustainability.
- 10.9. Standards within this policy are also set for garden size to ensure that appropriate private space is delivered for all new properties. The size of the sites and the densities proposed allow for this to be easily achieved and reflects the local vernacular and built character as well as allowing for properties to be subject to extension and alteration to meet changing needs for the occupiers, helping to meet lifetime homes standards.
- 10.10. Affordable housing, delivered in accordance with the Borough standards and a specific mix is provided by this policy to ensure that it is targeted where there is considered to be the appropriate need. These should be indistinguishable from other properties in line with government guidance.

### **POLICY H3 – DESIGN REQUIREMENTS FOR NEW DEVELOPMENT**

10.11. The design of new residential properties is important for the creation of sustainable community.

The NPPF states that '*Good design is indivisible from good planning*' and as a result the following policy has been drafted. The community, in their response to the site selection process and the overall role of the plan have highlighted matters of local character, provision of open space, densities and landscape and planting. The policy addresses all of these along with some of the wider design issues highlighted as a result of the baseline and SA process.

## POLICY

***On all allocated sites set out in policy H1, and for any scheme over 5 houses the following design criteria apply to assist in delivering the very highest design quality for new residential development:***

- ***A strong network of green and blue infrastructure be developed, improving biodiversity, accommodating SUDs and appropriate public and private spaces – including recreation spaces;***
- ***Reinforce character and identity through locally distinctive design and architecture;***
- ***Present a layout for new development which integrates well with the surroundings***
- ***A clear hierarchy of streets and spaces should be delivered including the use of shared surface and pedestrian priority routes where it is safe and practicable to do so;***
- ***Deliver appropriate densities commensurate with the surrounding townscape and in any event not in excess of 30 dwellings per hectare and ensure that densities at the urban edge are no greater than 20 dwellings per hectare subject to specific development requirements;***
- ***To ensure that buffer planting is provided adjacent to existing properties to a minimum of 5 metres depth and this is retained and managed in perpetuity;***
- ***Minimise the production of carbon through sustainable construction techniques, reuse of materials and promotion of integrated renewable and low energy design solutions;***

***Where appropriate developers should demonstrate how they have addressed their criteria through the use of masterplans, design coding and design briefs for specific sites. Conditions may be imposed to ensure that design codes or briefs are delivered and adhered to.***

***Schemes for allocated sites will be the subject of a Design Review process run by OPUN or similar and will be subject to a Building for Life 12 assessment, Secured by Design and Lifetime Homes standards or any subsequent relevant standards that may replace them within the plan period.***

## EXPLANATORY

- 10.12. This criteria based policy sets clear statements of intent for any design solution on a scheme of more than five dwellings in Keyworth. Below that number of units, the holistic design process has little or no effect, however, the policy still offers some useful guidance.
- 10.13. Larger sites have the opportunity to deliver a comprehensive landscape package which addresses matters of biodiversity, public and private space and other soft design elements. The integration of SUDs will assist greatly with dealing with runoff and localised flooding issues.
- 10.14. The policy focuses on local integration and local identity. It is important that planning applications demonstrate how they have considered the surrounding area and the surrounding townscape and used these to shape the design solution presented. This may include an assessment of urban form, densities, materials or even design details. Where appropriate applicants may consider demonstrating this through a vernacular study or architectural workbook.
- 10.15. The density indication given in this policy is entirely deliverable given the scale of the allocated sites and demonstrates a reflection of the local townscape. It is also intended that this will limit the over-development of large single plots with multiple smaller dwellings which would undermine the overall townscape quality. This has been a very specific issue raised by the community in consultation.
- 10.16. Allocated sites should be subject to a design review process. The regional design review panel OPUN have recently introduced the concept of Community Design Review which is supported on all of the allocated sites. Smaller schemes will all benefit from a simpler process. In all cases, the standards set by the Building for Life 12, Lifetime Homes and Secured by design process should be used as a guide and accreditation of all allocated sites is sought.

## 11.0. ENVIRONMENT (E)

### POLICY E1 – GREEN AND BLUE INFRASTRUCTURE

11.0. The landscape surrounding the village of Keyworth is of great importance to the community and an important asset to the parish. The protection and enhancement of the landscape is encouraged throughout the KNDP and the establishment of a strong green and blue infrastructure network throughout the parish will aid in ensuring these protection measures. This includes considering the role of hedgerows, watercourses, woodland and scrub areas and any other designated asset (such as the Keyworth Nature Reserve or local SINCS).

#### POLICY

*Development which promotes the establishment of and/or enhancement of green and blue infrastructure within the parish will be looked on favourably. Proposals which include the provision of new green space and provide high quality landscape solutions will be supported.*

*Development will be refused where it does not take forward opportunities to create a network of green and blue infrastructure taking account of assets both on and off the site.*

*Proposals should clearly demonstrate how they are contributing and restoring the overall biodiversity and green and blue infrastructure network within the parish.*



## EXPLANATORY

- 11.1. The joining up of Local Green Spaces with each other but also with the wider countryside (see Policy LR1 - New and Existing Open Spaces and Parks) is vital in ensuring a high quality environment and landscape for the residents of the parish.
- 11.2. The delivery of high quality landscaping schemes and provision of enhancement measures to the environment is something that all new development and proposals must demonstrate. The use of high quality environmental approaches within the development such as Sustainable Urban Drainage (SUDs) and Soakaway technology will be looked upon favourably by the plan.
- 11.3. It is important for proposals to address the guidelines of the local character assessment and to pay special attention to the effect that any new green and blue infrastructure may have on existing sensitive environments within the parish and on the Conservation Area. The reestablishment of field boundaries, hedgerows and trees within the parish is of importance and new development must make an effort to contribute to the enhancement and conservation of the landscape within the parish of Keyworth.
- 11.4. Green infrastructure may include improvements and enhancement of the parish's footpaths as well as using the parish's waterways as an asset. New development that links to existing footpaths within the parish as well as development that proposes new links and infrastructure will be looked upon favourably by the KNDP. Policy LR2 (Access to the Open Countryside) explains in further detail the need for new development to provide access to the surrounding landscape and the importance of public access throughout the parish.

## **POLICY E2 - PROTECTION OF THE ENVIRONMENT**

11.6. The landscape surrounding Keyworth is a rich and diverse landscape that is important to the setting of the village as well as the quality of life for residents living in Keyworth. Because of this, new development must be seen to place importance on the landscape and the existing designations that are in place throughout the parish.

### **POLICY**

***The landscape surrounding the settlement of Keyworth is of high value and any proposals should demonstrate how they have taken measures to both protect and enhance this landscape.***

***The protection and enhancement of the existing Keyworth Meadow Nature Reserve and of other identified sites of biological and landscape importance as defined on the proposals map are important and developments which place importance on this will be supported.***