

Uppingham Neighbourhood Plan



2013 –2026



A Draft Prepared for External Examination

by

Uppingham Town Council

May 2013

Forewords

The Uppingham Neighbourhood Plan gives a unique opportunity for residents and businesses to influence the development of the town over the next thirteen years. The Task Group has consulted widely to ensure that the views expressed are incorporated in the Plan.

Residential development is a key aspect of the Plan but is only one component of the overall scheme. Our hope is that the traditional values of a market town which has developed over the centuries will be reflected in these 21st century proposals. This delicate balance is hard to reach but, with your help, your vision for the future of Uppingham is achievable.

County Cllr Edward Baines - Chair of the Neighbourhood Plan Task Group

Welcome to this draft version of the Uppingham Neighbourhood Plan. This is possibly the most important document prepared by the Town Council and its partners since its formation. If approved by the community it will give the local community a much greater say and more control over the shape of its destiny. It is an “enabling plan” that will determine the way the town can develop should private enterprise or public bodies have the funds and desire to invest in the town.

The Town Council is grateful for the huge amount of work carried by the Neighbourhood Plan Task Group, and in particular its chair Edward Baines, and its hard working Officer Ron Simpson without whose tireless effort this plan would not be the quality document that is presented to you. The document also shows the benefits of collaborative working between local organisations and the value of constant consultation with its community.

I urge you to support this plan

Cllr David Casewell - Uppingham Town Mayor

During a Visit to Uppingham in February 2013

“Voting *no* for a neighbourhood plan does not mean a vote for no development, but for *no control* over development”

Nicholas Boles MP
Planning Minister

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What is the Plan Trying to Achieve?

The Vision

The aim of the 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.

Key Objectives

- Protect the town's heritage appearance and modernise its infrastructure
- Affirm which areas of the town should remain as open space
- Strengthen community spirit, community health and community safety
- Improve community life with particular regard for the vulnerable, disadvantaged and disabled by strengthening community services
- Improve the sustainability of the town's retail centre
- Attract public and private sector investment
- Attract new employers and help create local jobs
- To increase housing by around 170 dwellings, including an appropriate percentage of 'affordable properties' and single dwelling sites
- New housing development to be in distributed clusters rather than en-bloc
- New properties to comply with an Uppingham Design Statement
- To enhance the visitor offer and attract the next generation of tourists

The Legal Position

If supported by a majority of the community in the public referendum, this Plan will acquire a dominant legal status in the county's planning framework. It will:-

- Ensure the community's views on the future of the town, and in particular planning matters, take precedence
- Ensure that new housing is only built in the agreed places and to approved standards
- Indicate where further commercial development is appropriate
- Be the authoritative source of reference for county planners in addition to the Local Plan

What Area Does the Plan Cover?

The Parish of Uppingham and a small part of Ayston. See map at page 33

Action Themes

Reviewing the Plan's key objectives and the ideas contributed by the community and the Task Group, the Plan identifies the following areas for action:-

- UPP TH1 Protection of the town's character and heritage
- UPP TH2 Further development of community facilities and services
- UPP TH3 Public Information Signage
- UPP TH4 Technology & Infrastructure
- UPP TH5 Tourism
- UPP TH6 Housing
- UPP TH7 Industry and Employment
- UPP TH8 Transport
- UPP TH9 Retail Development
- UPP TH10 Design
- UPP TH11 The Environment and Preservation of Open Space
- UPP TH12 Tod's Piece

Sustainability and Relevance to Existing Policies

It is required that this Plan complies with the strategic policies in the Rutland Local Plan. It is also required that the proposals for action within it are sustainable and compliant with European Union and UK legislation. The Town Council therefore commissioned an appropriately qualified consultant to verify a Sustainability Study of the Plan's proposals and recommendations before agreeing its final contents. This study is available as a separate publication and accessible online at www.uppinghamneighbourhoodplan.info

In examining the sustainability of the policies proposed within the Plan, the Task Group has had regard for a Strategic Environmental Assessment Template specifically prepared by Rutland County Council to support the Neighbourhood Plan process. The Task Group has also made use of the County Council's site appraisal criteria (colour coded) which scores development sites green, amber or red on a range of criteria including Topography, Biodiversity, Cultural Heritage, Townscape, Public Open Space, Proximity to Services, Access to Public Transport and Available Infrastructure.

How Has the Plan Been Created?

Community and business groups in the town have worked together to prepare the Plan. A Task Group, operating under the auspices of Uppingham Town Council and chaired by local businessman Edward Baines, has undertaken most of the work.

As the qualifying body under Neighbourhood Planning legislation, Uppingham Town Council are legally responsible for producing the Plan which must be approved in a public referendum of the town's registered voters. This vote will take place in the late autumn of 2013 and be administered by Rutland County Council.

Prior to the public referendum, the Plan will have been subject to approval by Uppingham Town Council and Rutland County Council as well as an independent external examiner. The Plan has also been subject to statutory public consultation and amended in the light of community responses and the results of much informal consultation via community groups and local businesses.

The cost of preparing the Plan has been subsidised by a government grant of £50k to Rutland County Council, approximately £15k of which has been used by the Town Council to draft and publish the Plan. Because of this, much of the work has been undertaken by unpaid volunteers who live in and care for the town.

Key Steps

- Task Group formed late 2011
- Neighbourhood Plan area defined
- Community Workshop held to collect community ideas and priorities
- Developer Workshop held to share Developer's initial ideas with community
- Theme groups developed to work on community ideas
- Business and Community surveys undertaken
- Briefing newsletters circulated
- Task Group prepares 'long list' of housing development sites
- Community invited to vote on 'long list' via a newsletter
- Results fed back through Neighbourhood Forum
- Business Forum consulted and briefed on employment issues
- Draft Plan prepared and presented to Neighbourhood & Business Forums
- Draft Plan presented to Town Council May 2013

Who Has Been Consulted?

The Uppingham Neighbourhood Plan has taken two years to prepare. The Task Group has met on over 30 occasions and a large number of residents and businesses have contributed their ideas. The Town Council has organised consultative workshops, discussions, questionnaires and newsletters. The Uppingham Neighbourhood Forum has prepared and distributed newsletters, hosted consultative events and published web-based information. The Town's Business Forum has undertaken surveys and hosted business debates. Residents' Associations have held their own meetings to look at particular aspects of the Plan. Interested developers have contributed their ideas at a public



Developer Day and in discussion with the Neighbourhood Plan Task Group. All of the ideas and proposals in the Plan have come from these meetings and consultations to build upon the suggestions already published in the Parish Plan and the publication 'Uppingham 2025'.

Conversations have revolved around what needs to be done to comply with the new housing requirements specified in the Local Plan, what the town's employment needs are, what modern infrastructure is needed and what changes should be made to ensure the economic vibrancy and sustainability of the town. There has been much talk of growth, increased amenity, history and heritage. The effective use of land and the preservation of green space have been central to many of the discussions. Quality of environment and the desire to vary housing density, size and design have been regular topics of debate. A sensible balance of affordable and executive homes, housing in clusters rather than in large estates and the wish to retain a rural perspective shine through the discussions.

The Task Group has tried to consult as many people as possible. This includes classroom conversations with primary school pupils and telephone conversations with the housebound. Every household in the town has had a number of newsletters, either inviting them to participate, or comment on some proposals. There has been dialogue with the Trustees of Uppingham School and regular updates provided to Uppingham Town Councillors. In addition to talking to the community, the Task Group has also benefitted from advice and support given by a wide range of external agencies. These are listed in Appendix B.

Uppingham - A Brief History

The 6th century Saxon farmstead that came to be known as the *settlement of the people on the hill*, otherwise *Uppingas*, developed where the ancient track from Oakham to Rockingham crossed the ridge. In Saxon and Norman times Uppingham was one of the seven small hamlets included in the King's Manor of Ridlington. The town gained its Market Charter in 1281, although a market had existed long before this date. The market place is the focus of the town and reflects a long history of Uppingham as a place to trade as well as a place to reside. This partnership between business and the residents is still a key feature of the town today.

Opening from the Market Place, St Peters & St Pauls church forms an integral part of the town. In Saxon times it was one of the three attached to the royal manor of Ridlington. The church was rebuilt and enlarged early in the 14th century and its tower built several decades later. The early 1300s were prosperous times for Uppingham until the Black Death ravaged the town in 1348-9 AD.

In 1584 Robert Johnson, Rector of North Luffenham, founded two grammar schools, one each at Oakham and Uppingham, to provide free education for the sons of local people. The Elizabethan Schoolroom, built in 1584, is one of the three oldest buildings in Uppingham. Owned by Uppingham School, it is listed as a Grade I building of architectural and historic interest deserving of protection and preservation.

During the 17th Century, Uppingham was an important stop for coaches on the route between Stamford and Leicester. When the North - South route was opened in 1754-55 the London Mail coaches would stop at Uppingham and it was during this period that some fine coaching inns were built in the town. Two of them, the recently renovated Falcon Hotel and the Crown, are still in existence to this day and feature in the town's Heritage Trail, acting as vibrant destinations for visitors and locals alike.

Uppingham experienced a period of major expansion during the 19th Century. Firstly Uppingham School attracted a very influential Headmaster, Edward Thring, who oversaw a significant expansion of the school, both in terms of pupil numbers and of buildings. Secondly, the people of Uppingham wanted to embrace the new technologies available to them at the time and, in 1894, after a lot of pressure and subsidy by the townsfolk, a railway station was built. This serviced a branch line between Seaton and Uppingham for both goods and passenger traffic. For many years the line was an essential element in the social and economic framework of the town but the increasing popularity of the motor car and the decline in freight traffic meant that closure in 1964 under the Beeching axe was inevitable.

The station buildings were demolished and the area is now the town's Industrial Estate.

The motor car is still a vital part of daily life in Uppingham and key to its social and economic development. Yet every November it gives up its market place parking to host a Fatstock Show, the only one of its kind in the UK.

Uppingham has many residents who live in the town centre, the central area of which is a conservation area.

Community and business services provided in the town support the many villages in its hinterland with elderly residents tending to relocate to the town once they are unable, for reasons of age or health, to drive.



In the 1980s the A47 bypass was built and over the last 30 years the town has expanded its housing stock to reach a total of around 1800 properties occupied by a population of around 4500.

In March 2013 The Times newspaper listed Uppingham as 18th in the UK's fifty most desirable places to visit. In April of the same year it joined the top 1% of communities in the world for broadband speed with phase 1 of its 1Gb 'fibre to the premise' (FTTP) network.

This brief history sums up what Uppingham is all about. It is a town that is passionately proud of its heritage whilst always looking forward. Today it continues to reflect the spirit of its forefathers, who welcomed new innovations such as stage coaches and railways, as it strives to bring 21st Century technologies such as low carbon vehicles and superfast fibre optic broadband to the town. Uppingham has a proud history of being proactive and the Uppingham Neighbourhood Plan continues this 1500 year legacy that can be traced back to those first Saxon settlers.

The contributions of members of the local history study group to this section of the Plan are acknowledged

UPP TH1— Protection of the Town’s Character and Heritage

Rationale

The growth of Uppingham from an agricultural settlement to a market town of around 4500 people, and its rise as a place of manufacturing and trading, has helped define its unique character and heritage. Many of its more substantial properties were erected in the 18th century creating its Georgian look. The ironstone from which many of them are built was quarried locally. The founding of Uppingham School by Archdeacon Robert Johnson in 1584 and its subsequent development into today’s centre of learning excellence cemented the town’s economic prospects, resulting in its large number of well preserved listed buildings



and the vibrant community it is today.

It is not surprising that preservation of the town’s heritage appearance and conservation area was considered very important by many respondents to the Task Group’s consultations. There is a strong expectation that the Neighbourhood Plan will have this objective at its heart.

Policy UPP TH1/P1 - 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 reflect the surrounding area and the character and heritage of the immediate environment. Where approved, modern replacement/new build materials should visually reflect the immediate environment.

Commercial property alterations and frontages should also reflect 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 reflect their heritage with the installation of modern infrastructure being as unobtrusive as possible. Such development should not hinder their community use for events.

The Town Council should explore the case for public acquisition of any significant community asset that comes onto market for disposal within the conservation area.

UPP TH2— Development of Community Facilities & Services

Rationale

As Uppingham is not the county town of Rutland it has often not been the choice of the county council or the county's voluntary sector infrastructure organisation when it comes to the location of a new community service or building. The town does not have a volunteer centre, nor a hopper bus, to enable travel to the existing centre on the edge of Oakham. The County Council does not have a customer service desk in town and the library requires updating. Uppingham Town Hall is operating at near capacity and recently became the home of the local police. The town has a vibrant community sector with many of the community services that are accessible in the town being provided by local voluntary groups in a variety of



premises. The town does not have its own youth centre but does have excellent school based facilities and independent sports clubs. Uppingham is to have a purpose built new health centre by the end of the year. It also has an excellent post office. Banking facilities are limited to one high street bank but a new cash machine has been installed in the Market Place. Respondents to the Task Group have sent out a clear message on what is required. New

community facilities were envisaged in 'Uppingham 2025' and have now received additional support. These could provide a new focus for community service provision. One or more suitably located buildings could also host a new library and/or the additional public toilets called for in consultation replies. To help achieve this objective the case for public acquisition of any existing community asset should be explored.

Proposal UPP TH2/P1 - Create Additional Community Service Facilities

The Plan notes that a feasibility study of four possible locations for additional community service facilities has been commissioned by the Town Council. They are the present library site, the old doctors surgery site, the Town Hall (mezzanine floor or extension) and finally the open space at the rear of Tods Piece. The work is being undertaken by 'Locality' and will be the subject of a major report back to the community. The Plan supports the proposal that the Town's Council and Voluntary Sector work together to achieve the desired outcome, 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 in their construct and character.

UPP TH3 — Public Information Signage

Rationale

As an attractive market town close to the major tourist attraction of Rutland Water, it has not escaped respondents' attention that public information signs are in short supply. There is an identified need for signs to guide pedestrians to a variety of locations and motorists to the various car parks and updated information points.

The town centre tourism information boards are in a poor state of repair and need replacement. There are a number of on-line portals to Uppingham information including a site prepared for the town's Heritage Trail.

The principal responses from respondents call for new heritage signage in the town centre to direct visitors to a variety of locations including businesses in Queen Street, Orange Street, Ayston Road and High Street West. The town also needs signs pointing to the Town Hall, the library and the car parks.



The Town Council secured a grant to create a Heritage Trail. This has funded information boards on the town's history and interesting buildings.

Pedestrian signage is required in the Market Place, in the North Street car parks, at the Queen Street junction and at the entrance to High Street West. Highway signs are required at the garage junction and in North Street West, North Street East and London Road directing motorists to parking areas including Leicester Road.

Policy UPP TH3/P1 - Public Information Signage

The Plan supports the installation of additional signage in the town.

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

Signage should be of heritage appearance and may be wall or column mounted.

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

UPP TH4—Technology and Infrastructure

Rationale

As an attractive market town with a heritage appearance to its town centre it is important that essential infrastructure development does not detract from the town's charms. Technological innovation, although essential to its future sustainability should also, wherever possible, observe this principle.

The town has an effective East/West bypass in the A47 and logically this should remain as its northern boundary for development purposes. 'Uppingham 2025', the Parish Plan and some respondents raise the argument for a North/South bypass to the west of the Town. Funds for a feasibility study of such a project are not currently available and the business and social benefit to the town has not yet been



demonstrated other than the diversion of heavy traffic. Nevertheless, the logic of forward planning suggests that the likely line of such a bypass should be protected in the Uppingham Neighbourhood Plan.

Other proposed highways works reflected in the Plan are to increase public safety and reduce traffic speeds by inserting small roundabouts at the southern entrance of the town, near Uppingham Community College, in Leicester Road at the entrance to the new housing developments proposed elsewhere in this plan and at other sites as required.

Ideas for improving the bus interchange in North Street East are captured in the Plan's Transport proposals.

More work is required to reduce traffic speeds in the dip of London Road where large numbers of school pupils move about during term time. The current speed humps appear ineffective and there is a strong case for more effective speed enforcement. The Plan supports further action to control speed.

New technology will be a vital part of Uppingham's future with the ability to attract new employers and promote economic growth, dependent upon the community embracing next generation technology. Our aging population will need access to Tele-healthcare. Homeworking is increasingly popular. Community services will be often offered on-line. Our hotels, factories, galleries, shops and schools will need the very best IT infrastructure the town can secure. The County Council's Digital Rutland project will offer broadband speeds up to 60mbs by the end of 2014 and the Digital Uppingham Fibre Project now offers a 1Gb 'fibre to the premise' service.

The town is fortunate to have such a choice. The Neighbourhood Plan supports both these developments to ensure Uppingham has the very best technology to help it thrive. Proposals have been made in the Design section of the Plan to make the installation of next generation technology easier in new homes.

National statistics confirm the rapid growth and importance of wireless technology but suggest that rural areas such as Rutland will lag behind in the provision of 4G and other modern services. Mobile communication is patchy in some parts of town, partly due to the poor location of the existing mast. Town and county have agreed that a new broadband mast may be erected in a remote location in the grounds of Welland Vale Nurseries at the edge of the town. There were no public objections to this proposal and the Plan therefore supports this site for telecommunication purposes. This is in line with the County Council's emerging policy hoping to limit the number of additional masts built in the county.

The Plan supports the installation of community wifi in the town centre area and in public buildings.

Finally, the Plan supports the view that all new multiple housing developments should make a financial contribution to infrastructure. Developers should, in particular, be asked to contribute to the items listed in the Plan's Community Infrastructure Levy (CIL) schedule.

Policy UPP TH4/P1 — Technology and Infrastructure - Bypass

The Plan supports protecting the projected line of a North/South bypass to the west of the town as illustrated in the map on page 33

Policy UPP TH4/P2 — Technology and Infrastructure - Community Safety

As funds become available, the Plan supports creating new roundabouts at the southern entrance to the town near 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.

Policy UPP TH4/P3 — Technology and Infrastructure - Communications

The Plan supports the location of the Uppingham Mast at Welland Vale Nurseries and the installation of community wifi across the town centre and in principal public buildings.

Policy UPP TH4/P4 — Technology and Infrastructure - Contributions

Developers of multiple housing and employment sites shall be required to make a contribution to the items listed in the Plan's Community Infrastructure Levy (CIL) schedule.

UPP TH5—Tourism

Rationale

In March 2013 the Times Newspaper reported on a survey identifying the top 50 towns to visit. Uppingham came 18th, thereby setting a target for improvement for future surveys.

As a visitor centre Uppingham has much to offer including Uppingham School, but no full time tourist office. Some tourism literature is held by the major hotels and restaurants. The staff of Uppingham School Bookshop in the High Street act as unofficial agents for the town selling a wide range of local tourism literature and maps. There should be more opportunity to promote Uppingham on a county wide basis. This is a situation that needs to be addressed.



The town is promoted by means of a range of successful websites but there is the need to ensure effective linkage between them.

In the absence of a full time tourist office much could be gained from a centralised information point, perhaps supported by trained volunteers.

A new town map and guide has been printed and this will link with a proposal to identify points of interest to be marked by plaques.

The county's new tourism bus, an hourly, seven day a week, service should aid tourist mobility and attract new visitors. The town's two partnerships mount a wide range of initiatives to increase footfall and attract more tourists. However, it is the town's reputation for being a 'quality' destination that has most significance for any marketing initiative. The town's approach to promoting tourism must recognise its unique character and heritage. A policy promoting this direction of travel is what is required.

Policy UPP TH5/P1 - 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.

UPP TH6—Housing

Rationale

The Rutland Local Plan calls for the construction of at least 160 homes in Uppingham over the next 13 years. It originally proposed that all this development should be in the North West quarter of the town, surrounding the existing Firs development. During the consultation process on the Neighbourhood Plan, the community supported a long list of viable development sites which the Town Council has now reduced to three, still all in the West. This acknowledges that the Branston Road development, which will contribute to the overall housing total required, cannot be part of this Plan as a planning application has already been submitted under the existing planning procedure and is likely to have been determined by the time of the community referendum. The area is however addressed in the ‘open space’ section of the Plan.

To avoid the prospect of a single huge housing estate in the North West of the town, the Plan supports the concept of housing built in dispersed clusters with adequate green and open space. Conscious of the need to comply with the ‘strategic’ objectives of the Rutland Local Plan, the Neighbourhood Plan rejects proposals to build on the East side of town and has selected three sites in the West for the required homes, These are SALL/UPP 04, SALL/UPP 05, and SALL/UPP 10. The case for each is outlined overleaf. It is required that an appropriate percentage of the homes to be built in Uppingham by 2026 will be so called ‘affordable’ homes.

The Plan also acknowledges the need for occasional, owner occupier, single dwelling developments. It therefore seeks the community’s approval to allow such homes to be built during the period up to 2026.

Policy UPP TH6/P1 - Housing Numbers

The Uppingham Neighbourhood Plan supports the phased construction of up to 130 homes on three sites (SALL/UPP 04, SALL/UPP 05, SALL/UPP 10) in the period up to 2026. The progress of this policy will be reviewed after five years.

Policy UPP TH6/P2 - Housing - Single Dwelling Development

The Uppingham Neighbourhood Plan supports the construction of single dwelling developments in the period up to 2026. The progress of this policy will be reviewed after five years.

Policy UPP TH6/P3 - Housing - Site SALL/UPP 10

The Plan supports the rear of this site (as viewed from the Leicester Road) beyond the line X—Y marked on the site map, being designated as recreation land.

SALL/UPP 04 - See map at page 34

This small site lies on the North side of Leicester Road to the West of the bulk of present housing development. It is in the County Council's list of sites which received a positive sustainability appraisal for housing development. Its southern edge lies on a good transport route and can be linked easily to the town centre for vehicular traffic, cyclists and pedestrians. The sustainability appraisal/strategic environment assessment which accompanies this Plan provides the evidence that this proposal is appropriate and sustainable. It is compliant with emerging planning



policy in Rutland and the policies put forward in this Neighbourhood Plan. The site would lend itself to a joint access with other sites onto Leicester Road, perhaps via a roundabout. This would enhance community safety on the Leicester Road and reduce traffic speeds, a long standing issue with the local residents and the community speed watch team.

The site complies with the clustering concept supported in this Plan and, depending upon house types, would accommodate up to 14 dwellings.

Consultation with the community on the suitability of this site for housing development and inclusion in the Plan resulted in 89% of respondents supporting the proposal.

SALL/UPP 05 - See map at page 34

This large site also lies on the North side of Leicester Road and is adjacent to development site SALL/UPP 04. It is in the County Council's list of sites which received a positive sustainability appraisal for housing development. As with site SALL/UPP 04, its southern edge lies on a good transport route and can be linked easily to the town centre for vehicular traffic, cyclists and pedestrians. The sustainability appraisal/strategic environment assessment which accompanies this Plan provides the evidence that this proposal is appropriate and sustainable. It is compliant with emerging planning policy in Rutland and the policies put forward in this Neighbourhood Plan. The site would lend itself to a joint access with other sites onto Leicester Road, perhaps via the same roundabout.



This site is large enough to host more than one cluster of properties and still provide for adequate open and green space. While originally mooted as being able to accommodate up to 120 homes, the Plan supports (subject to design) the development of up to 86 dwellings in more than one cluster. Consultation with the community on the suitability of this site for housing development and inclusion in the Plan resulted in 85% of respondents supporting the proposal.

SALL/UPP 10 - See map at page 34

This is a site south of the Leicester Road originally designated as recreation land. Following discussions with the landowners and immediate neighbour Uppingham School, a shared purpose proposal has been agreed in principle with all parties, enabling the construction of some badly needed large executive homes to the front of the site. To the rear of the homes a line limiting further housing development is to be established beyond which will be 'designated' recreation land and preserved as green space. The southern boundary of this development (x-y on the map) will mark a new limit of permitted development as will its western boundary, the likely line of any future western bypass.



As this site was not designated for housing in the original RCC schedule of development sites, an updated strategic environmental assessment/sustainability study has been undertaken. Its content confirms the site as a sustainable option. Full details may be viewed in the published sustainability study online at www.uppinghamneighbourhoodplan.info A summary of the document confirms:-

The site's northern edge lies on a good transport route and can be linked easily to the town centre for vehicular traffic, cyclists and pedestrians. The site is compliant with emerging planning policies of Rutland County Council and this Plan. The site supports the concept of clustering development on dispersed sites, being on the opposite side of Leicester Road from the other two sites supported by the Plan.

The site lends itself to a joint access with the sites on the North side of Leicester Road, perhaps via the suggested roundabout. It is on a major bus route, and is well placed for safe cycling and walking routes to town.

The site complies with the clustering concept supported in this Plan and, depending upon design, could accommodate up to 40 or more dwellings. Consultation with the community on the suitability of this site for housing development and inclusion in the Plan resulted in 70% of respondents supporting the proposal even though at that time up to 100 dwellings were envisaged.

A 2010 Landscape Study concluded that the site (previously proposed as the location for a new school) is the least sensitive of all sites in terms of landscape and the site with the greatest capacity (in terms of impact on landscape) to accommodate development. Studies done for the school proposal concluded that there were no physical or environmental constraints to the development of the site.

Using the County Council's own site appraisal criteria (colour coded) the site scored 'green' on Topography, Biodiversity, Cultural Heritage, Townscape, Public open space, Water Conservation, Contamination, Proximity to services, Access to public transport, availability, transport and available infrastructure. There were no red scores for any criteria.

Housing Summary

The housing proposals supported in this Plan comply with the strategic direction of the Local Plan and will be subject to phasing. The Task Group notes the positive feedback given on the proposals in the Plan given by residents attending a presentation on the draft Plan at a well attended meeting of the Neighbourhood Forum in April 2013. Similar positive feedback was given following a presentation at a Business Forum meeting in April 2013.

The Plan calls for new housing to reflect the Plan's Design Statement and to acknowledge the landscape within which the town is set. The concept of building in 'clusters' surrounded by adequate green or open space, is thought to be key to the new developments enhancing the town's appearance. The Plan expects developers to submit design proposals that reflect the call for quality. Each site will require a separate design statement and a contribution to community infrastructure.

Rutland Local Plan policies that relate to development in the countryside include EN2, EN3, EN25, EN28, HO6, EM5, RE5, LE10, LE12, AG2, AG3, AG4, AG5, UT2, UT9 and in particular EN26. These policies are set out in full in the Local Plan.

UPP TH7—Industry and Employment

Rationale

Uppingham is a manufacturing town with a heritage appearance that attracts visitors from far and wide. Manufacturing industry is predominately located to the South of the town in Station Road. Detailed proposals for this site are documented overleaf. Employer discussions revealed that highway condition, public safety, lighting, drainage and signage are issues. The main spatial issues discussed included, whether a new access into the site was thought appropriate and if a long term strategy should involve a migration of industry to Uppingham Gate. Several



employers indicated that they will need larger premises in next three to five years. No one thought the construction of a new entrance financially viable. Investment in many of the present buildings is noted, as is the desire of many employers to stay in Station Road. The Plan therefore recommends a 'retention and improvement' strategy for the site.

To the East of the parish lies Welland Vale Nurseries which has planning permission to develop as a retail garden centre. This development is supported as it will provide a valuable local service and become another reason to visit Uppingham.

The principal development site offering new employment opportunities and business start up possibilities is at Uppingham Gate on the northern boundary of the town. The site is adjacent to existing new office buildings and the location agreed for the new doctor's surgery. An access point to the town's new broadband fibre network has been created at the site boundary. Developers have come forward with a number of ideas for the site which is scheduled for 'employment' in the Rutland Local Plan. This plan supports the site as being for employment purposes. Transport proposals to support the site are documented in the relevant section of the Plan. A schedule of the employment opportunities thought appropriate for the site are detailed overleaf.

Policy UPP TH7/P1 - Industry and Employment - Uppingham Gate

The schedule overleaf details the development proposals the Town Council would welcome at Uppingham Gate.

Policy UPP TH7/P2 - Industry and Employment - Station Road

The schedule overleaf details the changes and improvements that the Plan supports for the Station Road Industrial Estate.

Uppingham Gate



UPP TH7/P1 - Development with these characteristics would be supported:

- A Data Centre, Techno Hub or other high tech employer (s)
- Light industry start up units
- A garage with fuel and a small shop
- Office units
- Light electrical
- Health Care related employment
- Environment friendly start ups
- Transport/coach interchange with public car parking

The Plan does not support:

- Heavy industry
- Housing
- Lorry intensive developments

Station Road Industrial Estate



UPP TH7/P2

The Plan supports the following improvements and changes on Station Road:

- Undertake a safety survey with emergency services
- Explore public ownership of 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

UPP TH8—Transport

Rationale

The Plan acknowledges the high level of community interest in transport matters that is reflected in consultation responses. The town's history and future dictate the significance of Uppingham as a transport interchange and stopping place, but a great deal more work needs to be done.

Despite being on a major route, Uppingham has no officially designated coach stopping place. The Plan supports the idea of a long distance coach stop for Uppingham which could be integrated with the stopping place of scheduled bus



services. Given that Uppingham Gate is the town's principal location for new employment, as well as the new health centre, scheduled bus services should stop both at Uppingham Gate and in the town centre.

Action to improve parking and reduce parking charges top the list of many respondents consulted on the Plan. The Plan supports the current efforts of the Town Council to improve the situation.

Having successfully campaigned for more parking at the top of Seaton Road, the Town Council's has secured a strong community remit to pursue control of the town centre car parks and the introduction of a more appropriate system of enforcement. Signage to the town's car parks has also come in for criticism and is addressed in the signage section of the Plan. Resident parking is an issue in some parts of town. New housing development should link communal parking spaces to individual properties where appropriate.

A call for safer walking and cycling routes and improvement of the walking/cycling environment is clearly evident from the Plan's consultations. This issue is also of particular significance for the physically impaired, many of whom move about the town in disability scooters. Improvements are essential to the pedestrian crossing at the junction of the A6003 and North Street. Signage is poor for the North/South walk though the town with no mention of it in the town centre or at bus stops.

The town has no cycle paths into the town centre despite their obvious contribution to environmental and community safety targets. Possible courses of action include new cycle paths from the A47 roundabout to the town centre and the top of Leicester Road and a third linking the town centre to the proposed new housing developments on Leicester Road. These could be part funded by developer contributions relating to new housing and employment development sites.

The oval shaped roundabout at the top of Seaton Road continues to cause problems for buses and long commercial vehicles trying to turn around it. The problem is exacerbated by the new hourly bus service. It could be replaced by a low profile roundabout of a different shape.

The town's present bus interchange between the Cooperative store car park and Tods Piece is said by many to be inadequate and poorly located. An architectural review of the locality proposes one possible solution. Removal of the footpath on one side and a re-designation of the nearby Tods Piece footpath as the main footpath. A widening of the road then becomes possible with a new recess created to access buses and the town's heritage trail. Such work would create the beginning of a new attractive bus interchange which could be linked to new cycle parking and the proposed new cycle paths. An improved pedestrian crossing, perhaps a widened, raised table, could then provide a safer route for walkers and cyclists between the town centre and Tods Piece. Landscaping of the surrounding area including the boundary of the Coop car park could, with Coop cooperation, result in a safer and much better looking bus interchange.

Policy UPP TH8/P1 - Transport - Coach Stop

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

Policy UPP TH8/P2 - 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.

Policy UPP TH8/P3 - 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.

Policy UPP TH8/P4 - 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.

Policy UPP TH8/P5 - 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, landscaped environment linking walking and cycling routes and the new Heritage Trail to improved access to buses.

UPP TH9— Retail Development

Rationale

Uppingham has a vibrant town centre and is an important shopping hub for local villages. Small independent traders still predominate and the quality of life for those living here is enhanced by the presence of the butchers, hardware shops, baker, clothes shops, post office, bank, newsagents, food, furniture, takeaways, flower shop, cafes, licensed premises, the garage and the Coop.

The town is a quality visitor destination with its excellent hotels, pubs and restaurants and its jewels include its galleries, book and gift shops and the School.



Respondents have made it clear that the Council should use the Neighbourhood Plan to sustain and support the trading efforts of local businesses while encouraging greater diversity in the town's offer.

Some towns have spoiled their centres by permitting inappropriate development or not encouraging an appropriate mix of quality businesses. To preserve the Uppingham shopping experience as one of 'quality' the Plan supports retail development policies that monitor and control change of use, shop frontages and temporary exterior signage. It also extends 'primary shopping frontage' policy to cover all ground floor retail premises within the central conservation area. Parking policy is dealt with under Transport.

Policy UPP TH9/P1 - Retail Development - Change of Use

The Plan supports a study of present RCC change of use policy to see if any strengthening or local control is required.

Policy UPP TH9/P2 - Retail Development - Shop Frontages

The Plan supports the extension of the town's primary shopping frontage retail area to cover all ground floor shop frontages within the central conservation area.

Policy UPP TH9/P3 - 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.

UPP TH10—Design and Access

Rationale

Uppingham is a beautiful market town with many fine buildings. It was the strong view of the community that the Neighbourhood Plan should ensure the town's future development reflects its heritage and that any new development should acknowledge its character and environment. The Town Council acknowledges the duty this puts upon it and the expectation of quality and sustainability in any new build.

Dialogue with developers has revealed that there is joint benefit if the Neighbourhood Plan sets out community expectations. These are best defined in a design statement within a new local policy. This policy establishes a framework to guide all future development. Individual site design and access statements will be required from every developer proposing to build on the sites approved in this Neighbourhood Plan. The Design Policy UPP TH10/P1 is the foundation upon which these should be based.

Policy UPP TH10/P1 - Design and Access

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

The Town Council reserves the right to require an individual architectural review on any development application. The Plan acknowledges existing policy guidance in the National Planning Policy Framework (NPPF) and the current and emerging policies of Rutland County Council.

UPP TH11—Environment and Preservation of Open Space

Rationale

The Town Council is determined to preserve and enhance the town's local environment. A key principle of this plan is that no household should be more than a ten minute walk from open countryside. While some development on greenfield sites is supported in the Plan, design statements for each approved development site will seek to maximise green and open space. The Plan favours a majority of new homes having a garden. Favoured designs will be those that present clusters of homes around open space.



Tod's Piece is the town's principal central open space asset. Its central area should be preserved as green space. The Plan's proposals for improvement are listed separately overleaf.

Acknowledging that the Plan enables house building on greenfield sites, the Plan proposes to prevent further built up development to the south of Leicester Road by creating a local policy specifically to protect the remainder of the open space to the West, inside the line reserved for a possible future bypass. The Plan also acknowledges the efforts made by Spire Homes to maximise the housing potential of the Branston Road development but notes and supports the 87% community response in favour of retaining site UPP21 (North West of 18-40 Branston Road) as open space. The Uppingham Gate Development site for new employment opportunities occupies the first view of town when approaching from the North and to a significant extent from the East when travelling along the A47. It is considered vital that the boundary design of this site create a positive image of the town and reflects its rural context.

Policy UPP TH11/P1 - Environment and Preservation of Open Space

Every household shall be within a one mile walk of open countryside.

Policy UPP TH11/P2 - Environment and Preservation of Open Space

No further building will be permitted on green space within the Plan boundary beyond that proposed in this Plan or acknowledged in its policies.

Policy UPP TH11/P3 - Environment and Preservation of Open Space

A green boundary to a standard in keeping with the town's rural setting will be enforced on the northern boundary of the Uppingham Gate development site.

UPP TH12—Tod’s Piece

Rationale

Tod’s Piece is the town’s principal central open space and one that has been criticised for lacking some community facilities. Over recent years the Town Council has made some progress in developing it as a play area with two sets of playground equipment being installed and a skateboard ramp.



Respondents had a great deal to say about what should happen on Tod’s Piece with the consensus being that its centre should be protected as open space, with a football pitch and perhaps improved drainage. Respondents confirmed that any future development should be around the edge and that, in summary, it should be further developed in the form of a public park.

The proposal from Uppingham in Bloom to replace the old tennis courts with a ‘sensory garden’ received widespread support. This work will have been completed by the date of the Neighbourhood Plan Referendum. Respondents called for more landscaping and trees around the perimeter. Public toilets on Tod’s Piece is the request from many families, particularly those with children. Safer access and a stronger pedestrian link with the town centre are seen as necessary, perhaps as part of an improved bus terminus.

Tod’s Piece is one of the possible locations for new community facilities which could be constructed at the rear or the very front of the site (when viewed from the town centre). Public toilets could be incorporated into such a project as could additional car parking. The remaining options are addressed elsewhere in the Plan.

Policy UPP TH12/P1 - Tod’s Piece

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

A Word About Development Orders

The 2011 Localism Act empowers the Town Council to require Rutland County Council to support it in the establishment of Neighbourhood Development Orders.

A Neighbourhood Development Order is an order which grants planning permission in relation to a particular Neighbourhood Area.

A Neighbourhood Development Order can enable the community to grant planning permission for new buildings they want to see go ahead and allow new homes and offices to be built without developers having to apply for separate planning permission.

These orders are subject to a community vote just like the Neighbourhood Plan ensuring that the local residents, rather than the County Council, determine whether a particular proposal goes ahead.

Uppingham Town Council intends to explore the potential contribution that such Development Orders might make to the implementation of this plan.

Community Infrastructure Levy (CIL)

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

- 1. Highway Infrastructure**
- 2. Acquisition and development of Community Assets**
- 3. Community Safety Developments**
- 4. Enhancement of Community Service Provision**
- 5. Cycle paths and Footpaths**
- 6. Technological Developments**

The Uppingham Neighbourhood Plan

2013 –2026

Executive Summary

An updated version of this summary will be delivered to all households prior to the ballot

Introduction

This Executive Summary has been written to draw the community's attention to the full version of the Uppingham Neighbourhood Plan which can be found online at www.uppinghamneighbourhoodplan.info or viewed at the Town Council office in the High Street and the Public Library in Queen Street.

Overleaf you will find a brief summary of all the main proposals and policies in the Plan. Should you require any further information on its content, please read the full Plan and then, if necessary, contact any member of the Neighbourhood Plan Task Group via the Town Council. Their details are listed at the end of this summary.

What Happens Next?

Residents will receive notification of the date of the Referendum and where to vote from Rutland County Council. The ballot arrangements will be very similar to Town and County Council elections although the location of the voting booths has yet to be agreed. Only those on the current electoral role will be eligible to vote.

Why it's Important to Vote in the Referendum

The Town Council wishes to encourage every eligible voter to use their vote to support this plan. The Localism Act has provided Uppingham with its first ever opportunity to be more than just a statutory consultee on planning matters. At times, in the past, the majority view in the town has been disregarded. Voting for this first ever Uppingham Neighbourhood Plan will ensure that the views of the local community prevail.

A Neighbourhood Plan approved by its community will become a statutory section of the Local Plan. Rutland County Council is supporting this plan and has agreed to recognise the proposals and local policies within it.

As the Planning Minister said on his recent visit to Uppingham, “ **To vote no is to vote for no local control over development**”.

Please use your vote

What is the Plan All About?

Vision

The aim of the 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.

Key Objectives

- Protect the town's heritage appearance and modernise its infrastructure
- Affirm which areas of the town should remain as open space
- Strengthen community spirit, community health and community safety
- Improve community life with particular regard for the vulnerable, disadvantaged and disabled by strengthening community services
- Improve the sustainability of the town's retail centre
- Attract public and private sector investment
- Attract new employers and help create local jobs
- To increase housing by around 170 dwellings, including an appropriate percentage of 'affordable properties' and single dwelling sites
- New housing development to be in distributed clusters rather than en-bloc
- New properties to comply with an Uppingham Design Statement
- To enhance the visitor offer and attract the next generation of tourists

Consultation and Organisation

The draft Uppingham Neighbourhood Plan has taken two years to prepare. The work was undertaken by a Town Council Task Group of volunteers. Many residents and businesses have contributed their ideas through a wide range consultative workshops, meetings, discussions and questionnaires. Throughout the process, regular newsletters, media articles and web site news items have kept the community informed. The Plan sets the development priorities for Uppingham in the period up to 2026. It indicates where new development should be permitted, what green space should be protected and what kind of new employers the town should seek to attract. It details many other improvements and how some of them might be paid for. Above all it seeks to protect Uppingham's heritage and history.

Please read the full plan. It has maps and photographs illustrating the reasoning behind the policies proposed overleaf. It is important for the future of the town that it has your support..

The Uppingham Neighbourhood Plan

2013 – 2026

Proposals and Policies

Land use policies are in blue

Policy UPP TH1/P1 - 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 reflect the surrounding area and the character and heritage of the immediate environment. Where approved, modern replacement/new build materials should visually reflect the immediate environment.

Commercial property alterations and frontages should also reflect 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 reflect their heritage with the installation of modern infrastructure being as unobtrusive as possible. Such development should not hinder their community use for events.

The Town Council should explore the case for public acquisition of any significant community

Proposal UPP TH2/P1 - Create Additional Community Service Facilities

The Plan notes that a feasibility study of four possible locations for additional community service facilities has been commissioned by the Town Council. They are the present library site, the old doctors surgery site, the Town Hall (mezzanine floor or extension) and finally the open space at the rear of Tods Piece. The work is being undertaken by 'Locality' and will be the subject of a major report back to the community. The Plan supports the proposal that the Town Council and Voluntary Sector work together to achieve the desired outcome, 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 in their construct and character.

Policy UPP TH3/P1 - Public Information Signage

The Plan supports the installation of additional signage in the town.

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

Signage should be of heritage appearance and may be wall or column mounted.

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

Policy UPP TH4/P1 — Technology and Infrastructure - Bypass

The Plan supports protecting the projected line of a North/South bypass to the west of the town as illustrated in the map on page 33

Policy UPP TH4/P2 — Technology and Infrastructure - Community Safety

As funds become available, the Plan supports creating new roundabouts at the southern entrance to the town near 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.

Policy UPP TH4/P3 — Technology and Infrastructure - Communications

The Plan supports the location of the Uppingham Mast at Welland Vale Nurseries and the installation of community wifi across the town centre and in principal public buildings.

Policy UPP TH4/P4 — Technology and Infrastructure - Contributions

Developers of multiple housing and employment sites shall be required to make a contribution to the items listed in the Plan's Community Infrastructure Levy (CIL) schedule.

Policy UPP TH5/P1 - 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.

Policy UPP TH6/P1 - Housing Numbers

The Uppingham Neighbourhood Plan supports the phased construction of up to 130 homes on three sites (SALL/UPP 04, SALL/UPP 05, SALL/UPP 10) in the period up to 2026. The progress of this policy will be reviewed after five years.

Policy UPP TH6/P2 - Housing - Single Dwelling Development

The Uppingham Neighbourhood Plan supports the construction of single dwelling developments in the period up to 2026. The progress of this policy will be reviewed after five years.

Policy UPP TH6/P3 - Housing - Site SALL/UPP 10

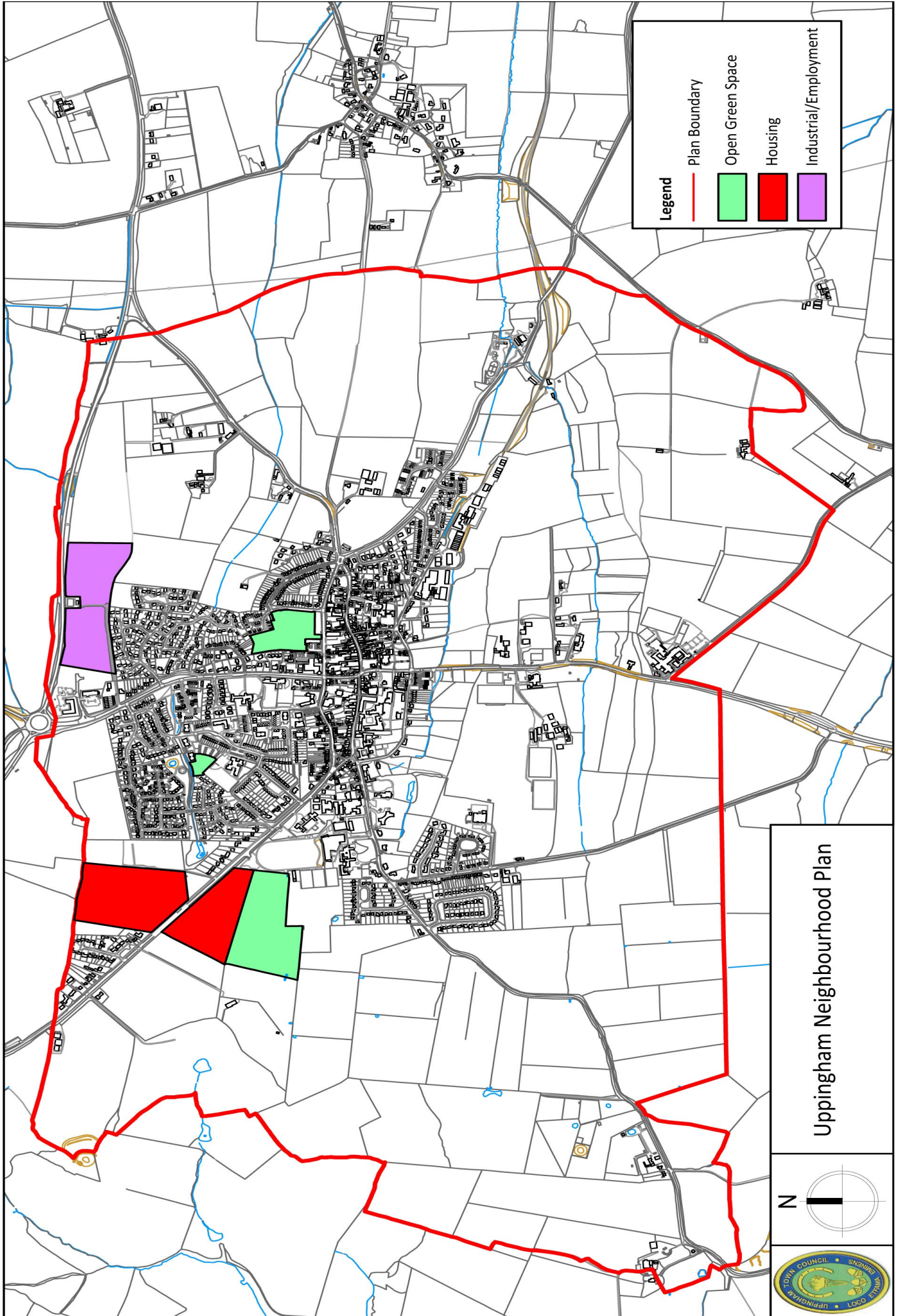
The Plan supports the rear of this site (as viewed from the Leicester Road) beyond the line X—Y marked on the site map, being designated as recreation land.

Policy UPP TH7/P1 - Industry and Employment - Uppingham Gate

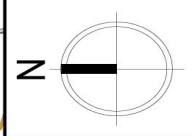
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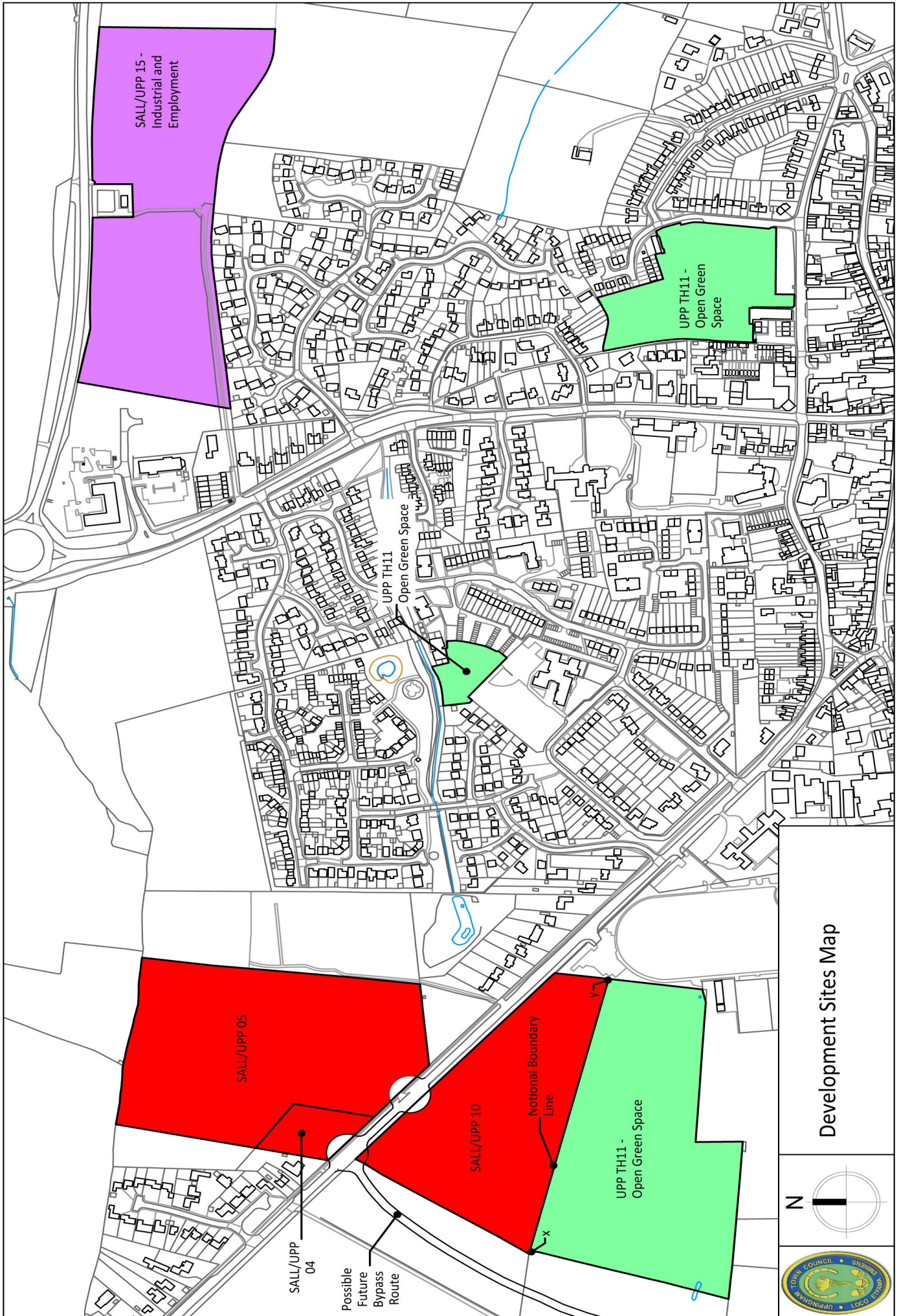


Uppingham Neighbourhood Plan

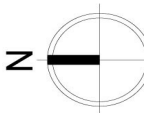


Legend

- Plan Boundary
- Open Green Space
- Housing
- Industrial/Employment



Development Sites Map



Policy UPP TH8/P1 - Transport - Coach Stop

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

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A green boundary to a standard in keeping with the town's rural setting will be enforced on the northern boundary of the Uppingham Gate development site.

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Summary

Paper copies of the full Draft Plan can be viewed at Uppingham Library and the Town Hall. See Appendix A in the full document for the organisations involved in decision making on the Plan. See Appendix B in the full document for external sources of reference used in preparing the Plan. See Appendix C in the full document for a schedule of emerging County Council policies impacted by the Plan. To comment on the Draft Plan email: response@uppinghamneighbourhoodplan.info or write to the Lead Officer UNP, c/o Uppingham Town Hall, High Street East, Uppingham, Rutland LE15 9PY. Please give your postcode in your response.

Task Group Members

David Ainslie: Edward Baines (Chair): David Casewell (Town Mayor)

Andrew Dighton: Tony Fowell: Chris Merricks: Stephen Taylor

Richard Reeve: Mark Shaw: Lucy Stephenson: Phil Wignell

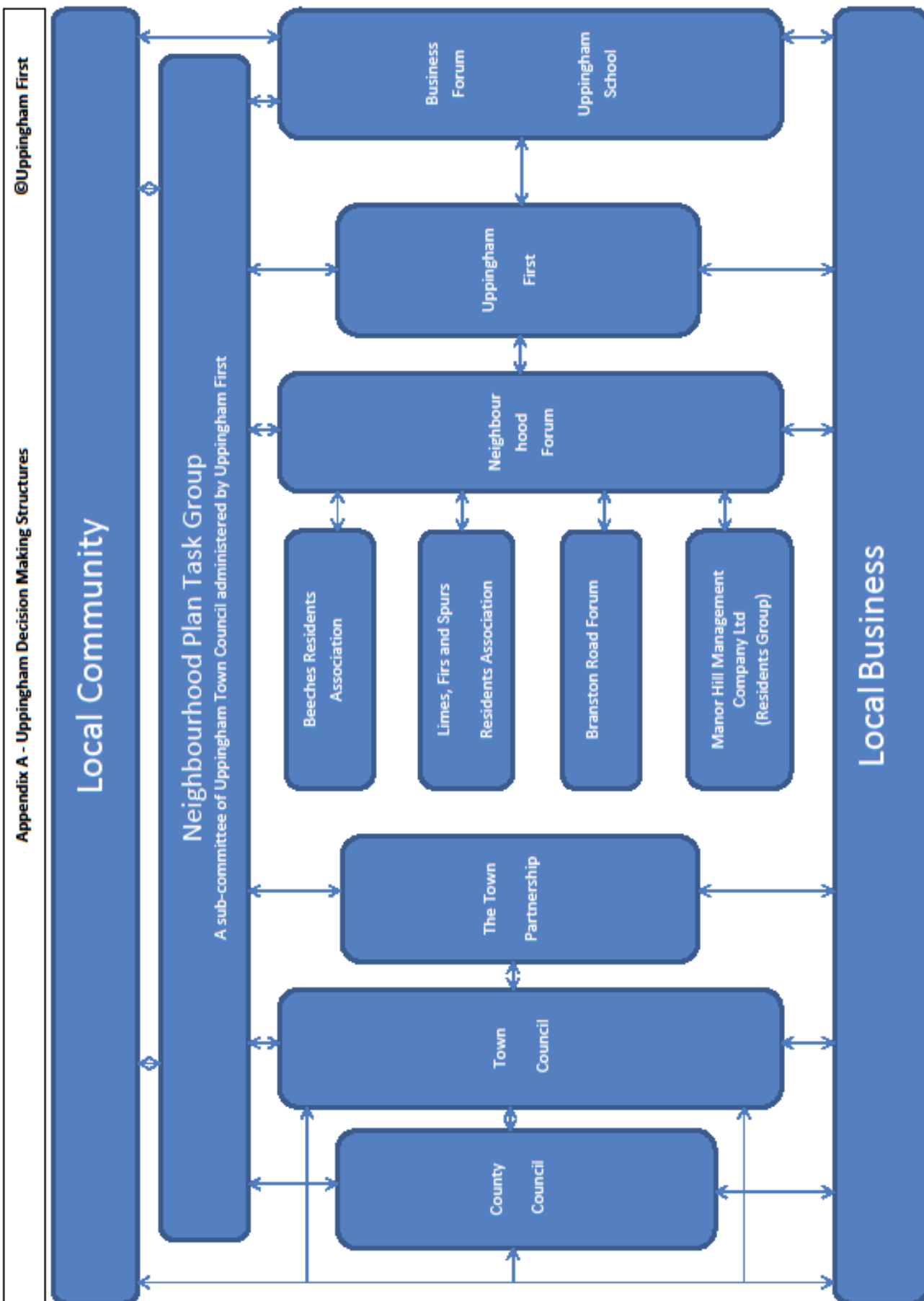
RCC Liaison Officer - Brett Culpin

Lead Officer - Ron Simpson

Town Clerk - Susan Awcock Tel: 01572 822681

Don't forget to use your vote

for local control of development in Uppingham



Existing Literature and Sources of Reference

Localism Act 2011

National Planning Policy Framework

Rutland Local Plan and Core Strategy

RCC Sites Allocation and Policies Development Plan

Rutland Landscape Sensitivity and Capacity Study 2010

Rutland Strategic Transport Assessment 2010

Developer presentations and submissions

Uppingham and Rutland SEA Template

Uppingham 2025

Uppingham Parish Plan

Department of Communities and Local Government (DCLG)

Design Council

English Heritage

Leighfield School

Locality

Natural England

Rutland County Council

Uppingham Local History Study Group

Uppingham School

Uppingham Town Council

David Allsop - Architect

Ayston Parish Meeting

Rutland Local Plan

Sites Allocations & Policies Development Document

The following draft RCC policies are impacted by the Neighbourhood Plan

SP1 - Sites for Residential Development

SP2 - New Retail Allocations

SP4 - Built Development in Towns and Villages

SP5 - Housing in the Countryside

SP11 - Town Centre Area, Primary and Secondary Shopping Frontages

SP13 - Telecommunications and High Speed Broadband

SP14 - Design and Amenity

SP15 - Advertisements

SP16 - Outdoor Lighting

SP19 - The Historic Environment

SP20 - Important Open Space and Frontages

SP21 - Provision of New Open Space

SP22 - Landscape Character in the Countryside

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Maps courtesy of Uppingham School

