

# **SKELETON NEIGHBOURHOOD PLAN FOR BINGHAM; REPORT ON PROGRESS UP TO DISSOLUTION ON 4 DECEMBER 2020**

## **INTRODUCTION**

This is an outline account of the work done by the Bingham Neighbourhood Plan Steering Committee (NPSC) up to March 2020. It is not a completed neighbourhood plan. For reasons given later it has not been nor could be possible to finish the plan: thus, the committee was dissolved in December 2020 with the hope that a new committee could be formed in the near future when certain problem issues became resolved.

### **HISTORY OF THE NEIGHBOURHOOD PLAN COMMITTEE**

Bingham Town Council took the decision to have a neighbourhood plan late in 2018 and invited a number of individuals who were known to them to be interested in it to a meeting in January 2019. The Bingham Neighbourhood Plan Steering Committee was formed and first met that month. At this meeting Peter Allen was appointed chairman, Karen Peters the Treasurer and Cllr John Stockwood agreed to act as secretary for the one meeting only. Nikki Thomas became the full time secretary at the February meeting.

The committee consisted of up to 15 members two of whom were senior students from Toot Hill School. The student participation was much appreciated by them and they have made a plea that it should be repeated in any new committee in the event of this one being dissolved.

Meetings were held in the Council Chamber on the last Monday of the month unless there were conflicting dates – such as bank holidays.

The last meeting at which the members met in person was held in February 2020. The following month the Covid-19 pandemic had taken hold and face-to-face meetings were not recommended. An attempt to hold a virtual meeting in March 2020 was not successful. Consultation with stakeholders outside the committee became impossible to do: thus, the business of the NPSC was suspended from April onwards.

During 2020 the government introduced new planning regulations, which had an impact on the process of developing a neighbourhood plan. Therefore, in October 2020 during the second wave of the pandemic the decision was taken that in the absence of any indication when it might be feasible to restart our work we should dissolve the NPSC so that it can restart from fresh when it is

feasible to do so. This was done at a virtual extraordinary general meeting on 4<sup>th</sup> December 2020.

## **BACKGROUND SETTING FOR THE NEIGHBOURHOOD PLAN**

At the time when the committee was being set up there were four basic conditions that had to be met in a neighbourhood plan. These were:

- a) The neighbourhood plan should be in general conformity with the strategic policies in the development plan for the area
  - b) It has regard to national policies and guidance
  - c) It contributes to sustainable development
  - d) It does not breach and is compatible with EU obligation
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- a) The relevant development plan for the area is the borough Local Plan Part 2. The existing one covers the period to 2028 and repeated reviews have not changed the initial housing allocation for Bingham; thus our plan was designed to refer to the period after 2028. There were problems with this approach in that we had no idea when we started what the Local Plan for the period after 2028 would look like. However, in July 2019 work was started on a multi-authority Greater Nottingham Strategic Plan which included Rushcliffe and was due to be completed in draft form during 2020. This was when we had planned to complete the draft Bingham NP. The Nottingham Strategic Plan, therefore, would set the background for our NP.
  - b) In 2019 a consultation paper was put out by the Minister for Housing recommending changes to Part L (conservation of fuel and power) and Part F (Ventilation) of the Building Regulations for new buildings. These, within a new Future Homes Standard, strengthened the Government's commitment to reducing carbon dioxide emissions. The consultation was due to close on Feb 1 2020. However, there was widespread criticism of the way in which it was proposed to administer the Future Homes Standard and not all architects were convinced that the result of the changes would be a reduction in emissions. In July 2020 new planning regulations were introduced which saw the removal of many of the constraints on acquiring planning permission, but also put the future of neighbourhood planning in doubt. Though there was reference to neighbourhood planning in the paper it was not clear how it fitted in the overall scheme of things. At the time of writing there was still no clarity on the matter.
  - c) In 2008 the Government made a commitment to reduce the UK greenhouse gas emissions in 2050 by 80% from 1990 levels. This commitment was incorporated into the National Planning Policy Framework. The target was upgraded in 2019 when the Government passed laws to bring all greenhouse gas emissions to net zero by

2050. This has not been changed since then. Prior to 2008 the Chancellor of the Exchequer, Gordon Brown, had announced that all new buildings in the UK would be net zero carbon by 2016. The Code for Sustainable Homes that was meant to support this objective came into force in 2008, but was not enforced by the new government after the 2010 General Election and was scrapped in 2015.

*Notes:*

*i) Net zero refers to achieving a balance between the amount of greenhouse gas emissions produced and the amount removed from the atmosphere. There are two different routes to achieving net zero, which work in tandem: reducing existing CO<sub>2</sub> and other greenhouse gas emissions and actively removing the gases from the atmosphere. A gross-zero target would mean reducing all emissions to zero. This is not realistic, so, instead, the net-zero target recognises that there will be some emissions but that these need to be fully offset, predominantly through natural carbon sinks such as oceans and forests. In the future, it may be possible to use artificial carbon sinks to increase carbon removal, research into these technologies is ongoing. When the total amount of carbon emissions produced is cancelled out by the amount removed, the UK will be a net-zero emitter. The lower the emissions, the easier this becomes.*

*ii) The definition of net zero given above is the one used officially. However, there is an element to this that is rarely mentioned. Humans have modified the atmosphere for the last 8000 years, starting when large areas of woodland were cleared by 'slash and burn' by Neolithic people to create agricultural land, thereby releasing large amounts of carbon dioxide into the atmosphere. As time progressed the amount of carbon dioxide released into the atmosphere by human action balanced the predicted reductions that would have occurred during the natural cooling of Earth caused by the changes in the position of Earth relative to the Sun on its orbital rotation. The human production of greenhouse gases balanced the natural drop in levels creating a stable, equitable, but humanly modified climate for nearly 8000 years. This ended at the start of the Industrial Revolution when coal burning to power steam engines caused emissions to rise dramatically. It is to the point before the sudden rise in emissions that the climate modellers referred in the Paris agreement. What this means is that there has to be a human input of greenhouse gases into the atmosphere in the future to keep the climate that had prevailed for the 8000 years prior to the Industrial Revolution. This has not been calculated, but it is a significant factor in calculating what net zero is.*

d) The relevance of EU law in relation to UK planning is an unresolved issue now that the UK has left the EU. At the time of writing full details of the agreement between the EU and the UK on this matter are not available.

## **THE WAY FORWARD**

Three factors led to the conclusion by the NPSC that we had no choice but to dissolve the committee. These were:

1. The Covid pandemic prevented meetings of any kind after February 2020. Attempts to hold email discussions on various issues failed. Some of the committee, because of age and underlying health factors, were shielding for much of this time. As a result the momentum that had been gathered up to March 2020 was lost and it was anticipated that it would not be easy to regain it when work on the NP could restart at some date in 2021. Now, with the second wave having peaked and a third wave still growing (December 2020) there is no prospect of an early return to an open environment in which meetings and consultations could be resumed.
2. Changes in the planning regulations announced in 2020 were vague about the role of the neighbourhood plan and led to a rethink in the borough council about the timetable for the development of the Local Plan. Until these matters have been resolved the Bingham neighbourhood plan would have no reference point in the local development plan and the first of the four conditions outlined above could not be met. By December 2020 none of the issues that relate to the changes in planning regulations had been resolved.
3. By dissolving the committee an opportunity is presented to the Bingham Town Council to restart the NPSC, working to the new guidelines whenever they may become available.

## **THE REPORT ON WORK DONE**

The purpose of what follows in this report is to place on record a summary of the work done by the NPSC in the period January 2019 to February 2020. This can be used by a new NPSC should they find it useful.

The report covers three components of the work done by the NPSC:

- Definition of the terms of reference, basic assumptions and strategy.
- Definitions of the objectives
- A summary account of the work done on each of these objectives.

### **BASIC ASSUMPTIONS IN THE APPROACH TAKEN BY THE NPSC**

There were three basic assumptions that influenced the way that the NPSC approached the work on the NP. However, in general the work carries on and is based on the work done in making the Community-led Plan. The report Brilliant Bingham, produced for the Bingham Growth Board is also influential in the thinking of the committee.

The three assumptions are:

1. Since the neighbourhood plan steering committee (NPSC) was set up in January 2019 it has been assumed that the Crown Estate, which owns all the remaining farmland in Bingham, will make a proposal to develop the land to the east of the current Chapel Lane development, possibly after 2028, the end of the current planning period as defined in the Rushcliffe Borough Council Local Plan. With this in mind, our plan, which looks forward to the period after 2028, refers only to this area.
2. In order to achieve the Government's objective of reaching net zero greenhouse gas emissions by 2050 steps need to be taken sooner rather than later and while Government has not prepared an overall strategy on how to achieve this target it is anticipated that during the time frame of the development of this neighbourhood plan one might emerge and that it will lead to building regulations being introduced in the short term that will place new requirements on developers regarding matters such as home insulation, carbon dioxide emissions and energy usage within households.
3. The high cost and difficulty of retro-fitting old houses to make them compliant with such new regulations will make it desirable to minimise the necessity to do this by ensuring that all new development projects conform to them. As an illustration, at the time of writing the Government seems to favour replacing gas fired domestic central heating with ground-source heat pumps. These currently cost around £15,000 per house and there are 25,000,000 dwellings that may need one.

The Crown Estate did indeed offer the land north of the railway line and east of Carnarvon primary school to the borough council for development after 2028. They offered it in land parcels from an area sufficient for 200 houses to the entire area when a request for expressions of interest was put out to land owners and their agents in 2019 during the process of gathering data for the Greater Nottingham Strategic Plan for the period after 2028. No decision was made by the RBC on the amount of land they would require in any part of the borough, if any at all. This was important for the NPSC because it raised the possibility that in that planning period no houses would be required by Rushcliffe Borough Council in the area around Bingham. This was one of the reasons why it was decided early in 2020 to delay finalising the NP until after the publication of the Greater Nottingham Strategic Plan.

## **STRATEGIC STATEMENT**

The first task set by the NPSC was to produce a statement of the strategic objectives for the committee. These were used as a reference for all the work that was done thereafter. The statement given below was adopted unanimously by the Neighbourhood Plan Steering Committee on 29<sup>th</sup> April 2019. It provides the practical and philosophical basis for the Neighbourhood Plan for Bingham.

*Any further major development in Bingham should be confined to the areas north of the railway line and east of Carnarvon Primary School. All green spaces within the built-up area, whether currently protected or not, should be preserved for public benefit.*

*All future development should facilitate the transition for Bingham from being a dormitory town towards being a more self-sufficient community that can serve as a commercial, employment and recreational hub for itself and the wider area around the town. It should be designed to ensure that the two halves of Bingham, north and south of the railway line, form a single entity.*

*The infrastructure (shops, industrial and other commercial areas, recreational facilities, schools, health service, transport links, broadband provision, charging points etc.) should be an integral part of the overall plan and developed at the same time as the housing. In addition, an employment strategy should be drawn up alongside the housing plan that reflects local needs and provides for all levels of ability.*

*The balance within the new housing provision must reflect the current and projected demographic structure of the community with accommodation for the retired and low waged integral to the plan.*

*All elements of the plan should be designed with the flexibility to adapt to predicted needs 30 to 50 years in the future. This should take into account the need to improve energy efficiency, anticipated changes arising from global warming, changes in the way power is generated and delivered to homes and businesses and in the provisions for personal transport.*

## **OBJECTIVES**

Once the strategic statement was agreed the committee then drew up a list of objectives that would form the basis for the formation of policies in the NP. This was not a fixed list. The term 'objective' is widely used in other neighbourhood plans in this context, but for much of the time we preferred to use the term 'category'. Here I have reverted to the generally used term 'objective'.

In all, eight versions of the table were drawn up, each reflecting changes that were required from the research that had been done to that date. Below is version 8, the one that was current in February 2020. In the column headed Policies are the topics that would be covered by individual policies within the plan. The Comments column gives the state of the research on that topic at the time it was drawn up. A working copy of this table had an additional column giving the name of the lead author on each policy. This information is not relevant in this report and has been omitted from it.

OBJECTIVES	POLICIES	COMMENTS
SUSTAINABLE HOUSING	<ul style="list-style-type: none"> <li>Standards for sustainable houses</li> <li>Housing mix</li> <li>Community power schemes</li> </ul>	Development strategy is omitted as it can be covered in the opening statement
BUSINESS & EMPLOYMENT	<ul style="list-style-type: none"> <li>Employment strategy</li> </ul>	All elements of business and employment will be covered. The transition from dormitory to self sufficiency can be integrated into the main statement.
TRANSPORT	<ul style="list-style-type: none"> <li>Public transport in/from the new development</li> <li>Pedestrian/cycling focussed development</li> <li>Motor car access and parking in the new development</li> </ul>	Safety and road system should be covered in a statement on the design of the whole development, which has to stress pedestrian/cycling focussed development, private car parking, and bus routes through. Crossing points over the railway line have been moved into the Links between north and south Bingham
LINKS BETWEEN N and S BINGHAM	<ul style="list-style-type: none"> <li>Crossing point over railway line</li> <li>Shared facilities</li> </ul>	This objective was originally a subsection of Town Centre (V2). Its status has changed because it seems to be central to several of the objectives.
ENVIRONMENT	<ul style="list-style-type: none"> <li>Local green spaces</li> <li>Linear Park &amp; Country park</li> <li>Green corridors</li> </ul>	Local green spaces includes everything that Ian and Trevor did, plus comment on the green belt. Green corridors includes any statements on biodiversity that need to be made
TOWN CENTRE	<ul style="list-style-type: none"> <li>Infill policy</li> <li>Town centre development (restaurants/cafes etc)</li> <li>Car parking</li> </ul>	Conservation area has been dropped because we do not want to do anything with it.
HERITAGE	<ul style="list-style-type: none"> <li>Archaeological, historical and natural heritage</li> </ul>	New objective. It seems we forgot about it earlier.
HEALTH & EDUCATION	<ul style="list-style-type: none"> <li>Health service</li> </ul>	Some work done on Health

	<ul style="list-style-type: none"> <li>• Education</li> </ul>	Service.
SPORT AND LEISURE	<ul style="list-style-type: none"> <li>• Sports facilities</li> <li>• Community centre</li> </ul>	This appears to be an issue we had undervalued originally. It removes any reference to the word Hub because the neighbouring parish councillors thought it was dangerous to use it.

## ***SUSTAINABLE HOUSING***

This was regarded as one of the core objectives because of the Government's commitment to reduce carbon dioxide output nationally to net zero by 2050. Houses being built now will still be inhabited in 2050 and we considered that a principal factor to be taken into account was that we should avoid handing onto future home owners the cost of retro-fitting houses being built to inappropriate standards now to make them conform to standards required in 2050.

Progress by the Sustainability Working Group up to October 2019 was summarized in a short statement produced for the committee and is as follows:

### ***BUILDING A SUSTAINABLE FUTURE***

#### *Aims*

1. *We should be committed to reducing our carbon footprint.*
  2. *Reduce waste and increase recycling.*
  3. *Provide transport solutions that achieves good accessibility and reduces need for fossil fuel*
- 
1. *Reducing carbon footprint from housing and commercial properties*
    - *Ensure all buildings have environmental friendly heat generating sources-such as biomass, photovoltaic and solar panels and heat recovery systems for individual properties.*
    - *Use high efficiency heating and hot water systems that achieve 92% and up-wards efficiency.*
    - *Investigate ground source, and air heat exchange systems.*
    - *Use neighbourhood heating systems*
    - *Use local solar panels and wind generation to provide electricity.*
    - *Achieve a balance between sustainability, cost effectiveness and aesthetics*
    - *For individual properties, use LED lighting, low water consumption showerheads, boiler optimisation, highest standard building and pipework insulation.*
    - *Conduct energy audits to identify effective energy saving measures, as required through Government ESOS mandatory carbon reduction targets*

*No work had been done on the 2<sup>nd</sup> aim. The third aim was partly covered by the Transport working group.*

In pursuit of the first aim several neighbourhood plans were read to see how this had been dealt with in other parts of the country and a number of



developments where houses had been built to appropriate standards for our purpose were investigated.

An important aspect to this research was to find out what elements were suitable specifically for market towns because most examples consulted were designed for large urban sites. Our intention was then to draw up a set of policies that described the guidelines that should be imposed on developers when designing new housing that was fit for the future. This task was set to be done in the Spring/Summer of 2020, but Covid intervened and it did not happen.

Several local authorities have embarked on projects or drafted guidelines for developers that meet with the requirements for change to deal with the climate emergency. An example close to home is Nottingham City Council, which has set in motion a collection of actions that will lead to carbon neutrality by 2028. In 2019 the City Council announced major steps in its progress towards this objective. Rushcliffe Borough Council Local Plan Part 1 also includes a strong statement regarding sustainable development and contains a range of policies related to climate change, including one for decentralised, renewable and low carbon energy generation.

Among others are:

- Parc Hadau, Pontardawe, Neath, South Wales. At planning stage this is a project for 35 houses to be energy self-sufficient.
- The Cambridge Sustainable Housing Design Principles
- St. John's Almshouses, Lichfield
- Energy efficient housing - Long Ashton Neighbourhood Plan (2016)
- *Much Wenlock Neighbourhood Plan (2014)*
- Gloucestershire Sustainable Energy Strategy
- Low-carbon neighbourhood planning. A guide to create happier, healthier, greener communities (Jan. 2018) TCPA, Esme Fairburn & Centre for Sustainable Energy
- Committee on Climate Change – *UK housing: fit for the future*

In addition to these there are three large, well-developed city projects that were selected as reference models. One, the Goldsmith Street Development, is complete and occupied, while the other two are still being built. The three are:

1. Goldsmith Street development in Norwich
2. Trent Basin Scheme in Nottingham
3. Climate Innovation District Leeds.

### **Goldsmith Street, Norwich.**

This is a development of 100 low-rise council houses and flats, built on Norwich City-owned land by a wholly-owned company, the Norwich Regeneration Company, set up by the city council. It is fairly high-density social housing built for rent. They have been constructed to the Passivhaus

standards for insulation and include Mechanical Ventilation Heat Recovery (MVHR) units in the interiors. They claim a 70% reduction in fuel bills. On site power generation is not part of this development. Car speeds are limited to 20mph and only street parking is available. The streets are 14 metres wide wall to wall. There are small gardens and a lane at the back. The project won the RIBA Stirling Prize for architecture in 2019.

### **Trent Basin Scheme, Nottingham**

This scheme is a collaborative project involving several private sector companies, Nottingham and Loughborough universities and the Nottingham City Council. It aims to provide 500 contemporary, high quality, low energy houses and apartments in a high-density development sited on 3.5 hectares on the north bank of the Trent, opposite Ladybay. They are designed around community spaces and the housing scheme is linked to the town centre by cycle ways and footpaths. The houses do not have gardens. Currently 44 dwellings are occupied. The principle behind this development is that it aims to achieve *net zero energy usage* and it incorporates a community energy centre developed by Project SCENE (Sustainable Energy Networks). The business model for this approach is being examined by Dr Mark Gillott, Professor of Sustainable Building Design at Nottingham University. With regard to energy the core idea is to use less and generate more on site. The houses are built to high standards of insulation, but in addition solar panels have been fitted to all buildings. While the aim is for the project to be self-sufficient in energy it remains connected to the national grid and is not an energy island. There is an energy storage system provided by Tesla, on the site. Every building has solar panels, even schools, which will generate energy for storage during the school holidays. Electricity is also provided by a separate urban solar farm. The project will have an energy manager, but he may not be resident, the service being provided by a specialist management group.

After a long conversation with Prof. Mark Gillott, who is an advisor to the Trent Basin Scheme, we came to think that the approach we should take in Bingham is to ensure that all future development in Bingham is mandated to have net zero energy consumption. In other words, power generation on site must equal consumption. The development must remain on the grid. This approach will cover all the individual elements listed in Aim 1 given in the summary statement for reducing the carbon footprint.

### **Climate Innovation District, Leeds**

This is also a recently started project, being built on the banks of the River Aire in Leeds. The coordinating sustainable development company is Citu. They claim that the Climate Innovation District in Leeds draws on international best practice and modern technology to build more than 500 low-carbon homes alongside manufacturing, leisure, offices and climate resilient public realm services. They are using 15 acres of brownfield land to build 1, 2, 3 and 4 bedroom family houses based on a European model of medium density urban housing. The most expensive house is £390,000. Each house will have some of what they call a private outdoor space, but

the whole complex is being designed around some innovative public, open spaces and they are using the south-facing roofs for terrace gardens and leisure activities.

The development is essentially car free. A high emphasis is being placed on accessing Leeds city centre by foot or bicycle and a bridge has been built over the river to do this. Space for car parking is additional to the cost of the house and is being provided underground. A primary school in the development is combining room for 420 pupils with a care home for the elderly and there is no provision for drop-off by car at the school or even car parking for the staff.

Rainwater capture and use is integral to their design.

The houses are being built with reference to Passivhaus standards, all with triple glazed windows. They will utilise passive solar gain, photovoltaic modules and active solar panels to achieve zero carbon living. Crucially the houses are timber-framed structures manufactured in a factory on site and modelled on Scandinavian designs. The architects are Swedish.

Two of these and other schemes that we have looked into have built into them a high level of water conservation involving rainwater capture, on-site purification and recycling. A system called Susdrain (SuDS) has been published that defines the best approach.

## ***BUSINESS AND EMPLOYMENT***

Various actions were decided upon to start this research off. They were:

- Prepare a basic statement
- Draw up a list of all the businesses in Bingham
- Issue a questionnaire to the businesses
- Attend meetings of business groups.
- Collate all the information acquired in order to draw up policies for the NP.

### ***Basic Statement***

An analysis of the needs in Bingham from information currently available was prepared as a preliminary statement. It read:

*Bingham, as it is currently configured, is very much a satellite commuter town serving the needs of local cities like Nottingham and Leicester. It is crucial to the future development of the town that it offers more in the way of local business opportunities and employment prospects. To function successfully and grow Bingham will need better mix of residential, commercial and 'light' industrial offerings.*

*Over 50% of Bingham's residents are aged between 25 and 65 with a concentration of younger people and families in the newer estates. With*

*the significant development north of the railway line it is reasonable to assume that the pattern will not change significantly in the years ahead. More than 80% of the population is in Higher Quality Employment with 27% in managerial or directorial positions, but too many depend on the daily commute to the major cities with the transport pressure that creates.*

*We know from [Community-led Plan](#) that 80% of residents see Bingham Market Place as a great community asset, which has the potential to bring Bingham to life. The Market square and Butter Cross have the makings of a unique space for dining and entertaining and the retail mix could be further improved. Rushcliffe Borough Council's [Brilliant Bingham](#) report found that some younger residents prefer to go out of town seeing little to do in Bingham itself. That is a trend that we would like to reverse. A thriving market square will ensure that Bingham remains a single cohesive community serving both sides of the railway line.*

*The town is currently served by light industry and commerce by the industrial estate north of the railway. It is currently at full capacity and due to be expanded as part of current development. We will seek opportunities to further attract a mix of traders and new employment opportunities into the town.*

*The world of work is rapidly changing and is increasingly characterised by flexibility; there is a demand for small start-up units offering specialised services. More and more people work from home\* or at a distance from their employer. There is no reason to assume that this working pattern will change. There are few small office units in the town to meet this change however with the building of the new leisure centre the availability of office space will increase. Bingham should take the opportunity to develop a varied offering for new start up's and alternative types of offering.*

*A viable town needs to be more than a conglomeration of large housing developments. The Neighbourhood Plan will develop an employment and business offering that will maintain growth and encourage people to step off of the commuter treadmill.*

\* Since this was written the Covid-19 crisis has driven a large number of people nationally to find ways of working from home. This has been so successful that many do not wish to return to office working. There are several impacts of this new trend, one of which is on the design of houses. New houses must be designed to allow a part of it to be used permanently as an office. This and a number of related issues have to be addressed in future development.

### ***List of businesses and questionnaire***

Once this basic statement was agreed it was decided to organise a questionnaire to be sent to existing businesses. Various sources of information

were used to draw up a list of the current businesses, but there remained a lot of uncertainty about the true number of home-based workers. A project was set up, but not implemented, to learn how many individuals worked from home. The questionnaire was drafted and corrected, but not finalised and issued.

The list of 115 current businesses is given below:

29 Market Place	29 Market Place, Bingham, Nottingham, NG13 8AN	Hairdresser
A M Edwards	1 Meadowsweet Hill, Bingham, Nottingham, NG13 8TS	Builders
A W Lymn	17 Long Acre, Bingham, Nottingham, NG13 8AF	Funeral Director
Agra	33 Long Acre, Bingham, Nottingham, NG13 8AF	Restaurant
Aldi	Nottingham Road, Bingham, Nottingham, NG13 8AW	Supermarket
ATS Euromaster	1, 1 Moorbridge Road, Bingham, Nottingham, NG13 8GG	Tyres
Country Kitchen	Market Place, Bingham, Nottingham, NG13 8AP	Indian Takeaway
Barber Queue	31 Long Acre, Bingham, Nottingham, NG13 8AF	Barber
Barnardo's	Eaton Place, Bingham, Nottingham, NG13 8BD	Charity Shop
Barolo	16 Market Street, Bingham, Nottingham, NG13 8AB	Fast Food
Bart Luckhurst	Union Street, Bingham, Nottingham, NG13 8AD	Picture Framing
Belvoir!	Suite 2, 18 Market Place, Bingham, Nottingham, NG13 8AP	Letting Agent
Bingham Auto Care	15, Moorbridge Road, Bingham, Nottingham, NG13 8GG	Car Repairs
Bingham Dry Cleaners	25 Market Place, Bingham, Nottingham,	Dry Cleaners

	NG13 8AN	
Bingham Fish & Chip Shop	12 Market Street, Bingham, Nottingham, NG13 8AB	Fish & Chip Shop
Bingham Foot & Therapy Clinic	Nottingham Road, Bingham, Nottingham, NG13 8AW	Alternative Medicine
Bingham Leisure Centre	The Banks, Bingham, Nottingham, NG13 8BL	Leisure Centre
Bingham Library	20 Eaton Place, Bingham, Nottingham, NG13 8BE	Library
Bingham Pet Care Centre	5 Market Place, Bingham, Nottingham, NG13 8AR	Pet Shop
Bingham Pharmacy	5 Eaton Place, Bingham, Nottingham, NG13 8BD	Chemist
Bingham Self Storage	Tithby Road, Bingham, Nottingham, NG13 8GQ	Self Storage
Bingham Station	Station Street, Bingham, Nottingham, NG13 8TF	Train Station
Bingham Townhouse	15 Market Street, Bingham, Nottingham, NG13 8AB	Hotel
Birds	1 Market Place, Bingham, Nottingham, NG13 8AR	Bakers
Blu	Needham Street, Bingham, Nottingham, NG13 8AE	Hairdresser
Boots the Chemist	Eaton Place, Bingham, Nottingham, NG13 8BD	Chemist
Boyes	18 Eaton Place, Bingham, Nottingham, NG13 8BD	Discount Shop
BP Connect	Grantham Road, Bingham, Nottingham, NG13 8DF	Petrol Station
Brompton House Dental Practice	19 Needham Street, Bingham, Nottingham, NG13 8AE	Dentist
Buttercross Financial Planning	1 Fisher Lane, Bingham, Nottingham, NG13 8BQ	Financial Advisor
Buttercross	Long Acre, Bingham,	Vets

Veterinary Centre	Nottingham, NG13 8AF	
Buttercross View Dental Practice	25 Market Place, Bingham, Nottingham, NG13 8AN	Dentist
Card zone	Market Place, Bingham, Nottingham, NG13 8AR	Card Shop
Chic Boutique	1, Old Post Office Yard, Long Acre, Bingham, Nottingham, NG13 8AF	Women's Clothes
Claire Grace Interiors	20 Market Street, Bingham, Nottingham, NG13 8AB	Kitchen Fitter
Clive Lancaster & Son	Eaton Place, Bingham, Nottingham, NG13 8BD	Butcher
Comparestagandhe n	17 Church Street, Bingham, Nottingham, NG13 8AL	Party Organiser
Costa	2 Eaton Place, Bingham, Nottingham, NG13 8BD	Coffee Shop
Country Carpets & Flooring	13 Market Place, Bingham, Nottingham, NG13 8AP	Carpets
CP Interiors	Market Place, Bingham, Nottingham, NG13 8AN	Interior Design
Daisy Chain Florist	19 Long Acre, Bingham, Nottingham, NG13 8AF	Florist
Delicia	11 Eaton Place, Bingham, Nottingham, NG13 8BD	Café
Diamond Kebab & Pizza	Market Street, Bingham, Nottingham, NG13 8AB	Fast Food
Dizzy ware	6, Old Post Office Yard, Long Acre, Bingham, Nottingham, NG13 8AF	Baby Shop
DS Recruitment & HR Services Ltd	5 Champion Way, Bingham, Nottingham, NG13 8TR	Recruitment Agency
Eaton Place Fish Bar	8 Eaton Place, Bingham, Nottingham, NG13 8BD	Fish & Chip Shop
Enhance	15 Church Street, Bingham, Nottingham, NG13 8AL	Hair & Beauty Salon
Evening Post	4 Stainmore Grove, Bingham, Nottingham, NG13 8SF	Newsagent
Folks and Fables	37 Long Acre, Bingham, Nottingham, NG13 8AF	Café
Frank Innes	23 Market Place, Bingham, Nottingham, NG13 8AP	Estate Agent
Glovers Gifts	5, Old Post Office Yard, Long Acre, Bingham, Nottingham, NG13 8AF	Gift Shop

Goscar Properties	Fairfield Street, Bingham, Nottingham, NG13 8AT	Letting Agent
Greggs	9 Eaton Place, Bingham, Nottingham, NG13 8BD	Bakers
Hammond Property Services	11 Market Place, Bingham, Nottingham, NG13 8AR	Estate Agent
Handicentre	Market Street, Bingham, Nottingham, NG13 8AB	DIY Store
Handicentre	3, Moorbridge Road, Bingham, Nottingham, NG13 8GG	DIY Store
Horse & Plough	25 Long Acre, Bingham, Nottingham, NG13 8AF	Public House
Ian Peat	7 Market Street, Bingham, Nottingham, NG13 8AB	Estate Agent
India	7 Eaton Place, Bingham, Nottingham, NG13 8BD	Indian Takeaway
Iris Blue	Eaton Place, Bingham, Nottingham, NG13 8BD	Newsagent
Lidl	Chapel Lane, Bingham, Nottingham, NG13 8GF	Supermarket
Long Acre Studios	Long Acre, Bingham, Nottingham, NG13 8BG	Art Gallery
M G HomeWorks	4, Stainmore Court, Bowland Road, Bingham, Nottingham, NG13 8RW	Kitchen Fitter
M.C. Autos	12, Moorbridge Road, Bingham, Nottingham, NG13 8GG	Car Repairs
Made Up	2, Old Post Office Yard, Long Acre, Bingham, Nottingham, NG13 8AF	Hairdresser
Mark Jarvis Racing Service	19 Eaton Place, Bingham, Nottingham, NG13 8BD	Bookmaker
Mayfair Salon	3 Long Acre, Bingham, Nottingham, NG13 8AF	Hairdresser
Mees Electrical	5 Market Street, Bingham, Nottingham, NG13 8AB	Electrical Store
Newton Fallowell	Cranmer House, 28 Market Place, Bingham, Nottingham, NG13 8AN	Estate Agent
Nottingham Heating	24 Harvest Close, Bingham, Nottingham, NG13 8RQ	Gas Engineer
Nottinghamshire Hospice Shop	Market Place, Bingham, Nottingham, NG13 8AN	Charity Shop
Oakwood Physiotherapy Practice	19 Needham Street, Bingham, Nottingham, NG13 8AE	Alternative Medicine
Peacock Cottage Delights	3, Old Post Office Yard, Long Acre, Bingham, Nottingham, NG13 8AF	Gift Shop
Pitstop Auto Centre	5, Moorbridge Road, Bingham, Nottingham, NG13 8GG	Car Repairs
Pizza Pasta Bar	Union Street, Bingham,	Fast Food



	Nottingham, NG13 8AD	
Pods, Petals & Presents	7 Market Place, Bingham, Nottingham, NG13 8AR	Gift Shop
Post Office	3 Union Street, Bingham, Nottingham, NG13 8AD	Post Office
Premier Stores	6 Nottingham Road, Bingham, Nottingham, NG13 8AT	Convenience Store
Rainbow Soft Play	28 Ringwood Road, Bingham, Nottingham, NG13 8SZ	Soft Play Equipment
Raw	14 Market Place, Bingham, Nottingham, NG13 8AP	Greengrocer
Rex Gooding Estate Agents	12 Market Place, Bingham, Nottingham, NG13 8AF	Estate Agent
Richard Watkinson	10 Market Street, Bingham, Nottingham, NG13 8AB	Estate Agent
Roma Travel	17 Union Street, Bingham, Nottingham, NG13 8AD	Travel Agent
Rose & May	7, Old Post Office Yard, Long Acre, Bingham, Nottingham, NG13 8AF	Delicatessen
Sainsbury's Local	8 Market Street, Bingham, Nottingham, NG13 8AB	Convenience Store
Sarah Hardy Holistic Therapies	8, Old Post Office Yard, Long Acre, Bingham, Nottingham, NG13 8AF	Alternative Medicine
Scissor Happy	Moor Lane, Bingham, Nottingham, NG13 8AS	Hairdresser
Shapers Hair & Beauty	11 Union Street, Bingham, Nottingham, NG13 8AD	Hair & Beauty Salon
Signor Pepper	19 Market Place, Bingham, Nottingham, NG13 8AP	Fast Food
Smlbiz	Fisher Lane, Bingham, Nottingham, NG13 8BQ	Financial Advisor
Soal Glass & Windows	42795 Church Street, Bingham, Nottingham, NG13 8AL	Glazier
Spring Chinese Takeaway	15 Eaton Place, Bingham, Nottingham, NG13 8BD	Chinese Takeaway
Stephen Gormley Photography	5 Osprey Close, Bingham, Nottingham, NG13 8QG	Photographer
Sue Ryder Care	10 Eaton Place, Bingham, Nottingham, NG13 8BD	Charity Shop
Sutton Auto Factors	14, Moorbridge Road, Bingham, Nottingham, NG13 8GG	Car Parts
Synergy Beauty Studio	29 Long Acre, Bingham, Nottingham, NG13 8AF	Beauty Salon
Synergy Boutique	29 Long Acre, Bingham, Nottingham, NG13 8AF	Women's Clothes
The Bingham Bike Man	4, Old Post Office Yard, Long Acre, Bingham, Nottingham, NG13 8AF	Bike Shop

The Butter Cross	Market Place, Bingham, Nottingham, NG13 8AP	Public House
The Chesterfield	Church Street, Bingham, Nottingham, NG13 8AL	Public House
The Circle Eatery	9 Market Place, Bingham, Nottingham, NG13 8AR	Brasserie
The Closet Boutique	15 Union Street, Bingham, Nottingham, NG13 8AD	Women's Clothes
The Co-operative Food	35 Market Place, Bingham, Nottingham, NG13 8AN	Convenience Store
The Little Hair Room	Long Acre, Bingham, Nottingham, NG13 8AF	Hairdresser
The Picture Café (now called Number 16)	16 Market Place, Bingham, Nottingham, NG13 8AP	Café
The Snack Shop	35 Long Acre, Bingham, Nottingham, NG13 8AF	Takeaway
The Vanity Rooms	Cranmer House, 28 Market Place, Bingham, Nottingham, NG13 8AR	Beauty Salon
The Wheatsheaf	Long Acre, Bingham, Nottingham, NG13 8BG	Public House
The White Lion	Fairfield Street, Bingham, Nottingham, NG13 8AT	Public House
Thomas Bond & Partners	17 Eaton Place, Bingham, Nottingham, NG13 8BD	Optician
Unlimited Kitchens	13 Market Place, Bingham, Nottingham, NG13 8AP	Kitchen Fitter
Yeung Sing	15 Market Street, Bingham, Nottingham, NG13 8AB	Chinese Restaurant
YK Hair & Beauty	11 Market Street, Bingham, Nottingham, NG13 8AB	Hair & Beauty Salon
Zinnia	32 Market Place, Bingham, Nottingham, NG13 8AN	Florist

### ***Other actions***

Following compilation of the business list the Steering Committee commissioned a further consultation exercise. A copy of the proposal is attached as Appendix 1.

The key objectives were to effectively consult with the business community to capture their views on the desirable elements to include in our Neighbourhood Plan referendum for residents. The plan was designed to be forward looking so the intention was to capture the aspirations, needs and concerns of the business community toward the Bingham of the future using that knowledge in the development of a plan to meet the needs of all aspects of Bingham residents.

The Target community was intended to be all of the business community within Bingham Parish including those with a physical presence and those predominantly operating from home or online. They included those providing:

- Retail
- Manufacture/Distribution
- Services
- Agricultural/Farming

Although planning was put in place the Covid epidemic meant that no further progress could be made. Should the situation improve in future then I believe that this work can be effectively rekindled by any future group.

### ***TRANSPORT***

There were three aspects to this in our objectives:

- Public transport in and from the new development
- Pedestrian/cycling focussed development
- Motor car access and parking in the new development

The underlying thinking is that even when petroleum-driven motor vehicles are phased out of production they will be replaced by electric or other types of vehicle powered by renewable fuels. This means that the current infrastructure of roads, private and public parking and so on will continue to be needed.

It is not anticipated that even with an increase in home working there will be a significant reduction in the proportion of the population that commutes to adjacent towns for work. Some form of personal transport will be required for this in similar proportions to the present.

If the majority of the new vehicles are electric charging points will be required in public places and at homes. The latter is most important and will demand that houses should be designed so that vehicles can be charged while parked close to the house.

The following is based on a statement prepared for the NPSC in October 2019 which summarizing the thinking within the NPSC up to that point:

### **PUBLIC TRANSPORT**

With the distance between the far most parts of the new development and Bingham town centre approximately 1.5 miles public transport from the outer parts of the new development to the town centre for shoppers and those who come into Bingham for evening entertainment is necessary in order to avoid worsening the car-parking problem. Another matter is to encourage walking and cycling. For this there have to be safe throughways linking the centre of town with the outer parts of the development.

The car parking problems extend to the homes. In many parts of recent developments there is inadequate car parking adjacent to homes for the number of cars in use and roads are too narrow for a bus to pass safely when there is a row of parked cars along the street. If all the cars currently in use were to be replaced by electric vehicles, night-time charging at home would be very difficult or impossible in some houses.

Finally, there is no avoiding the fact that a problem of car parking for visitors to the town centre that has been recognised for many years is not yet solved. Plans are in hand to build a long-term car park north of the railway line near the station and it may contribute to the solution, but as yet (Feb 2021) it is not available.

### ***Bus transport***

The Mainline bus service from Bingham Market Place into the centre of Nottingham, via Radcliffe on Trent and West Bridgford, operated by Trent Barton, is well used, established and viable, there are no plans to change this route.

To serve the new development in north Bingham, an entirely new service could be created or existing services could be amended to meet anticipated demand. Options include a village route service, perhaps via East Bridgford or diverting an existing Newark to Nottingham service, to include Bingham.

Nottinghamshire County Council are currently considering various issues impacting on current bus services locally and are anticipating challenges as new developments are built across Rushcliffe. Solutions are hampered by a crucial factor, a lack of sufficient funding to assist less busy routes with subsidies. Section 106 developer contributions towards transport schemes, are only guaranteed to secure routes for a few years at most, in the hope that the chosen routes become established and viable.

A meeting was held with the Transport Officer of the Nottinghamshire County Council. He explained that the highest priority for NCC funding was for bus services that served the daytime shoppers living in the villages. However, meetings with the sixth formers at Toot Hill and parish councilors from surrounding parishes identified a need for evening bus services into Bingham for leisure purposes. Various options were considered for such a service including bus-taxi, which was being trialed in Cotgrave.

### **PEDESTRIANS/CYCLING FOCUSED COMMUNICATION**

(NB: If required, Francis Purdue-Horan has pdf copies of NICE and Woodland Trust reports referred to here.)

National and local planning guidance focuses on sustainable public transport,

walking and cycling as key priorities for transport planning considerations within residential areas. The Government's National Planning Policy Guidance (NPPG) and Section C1, Mobility and Connections, within Rushcliffe Borough Council's Residential Design Guide (Supplementary Planning Document March 2009,) make this clear.

Other studies and evidence continue to support the encouragement of walking as a key sustainable mode of travel, with many obvious benefits to our communities. Such publications include guidance from the National Institute for Clinical Excellence (NICE) and The Woodland Trust, two bodies that would not immediately spring to mind when we consider future planning considerations and decisions.

NICE Guideline (NG90 03/2018) urges planners and developers to build "safe, convenient and inclusive" transport infrastructure, to help people move away from cars to healthier modes of transport. The aim of NICE is to enable people to be more active in their day-to-day lives by encouraging safe, convenient and active travel that is accessible for everyone, including older people and those with limited mobility. This is supported by the Department of Transport, which it says is "crystal clear that street design should explicitly consider pedestrians and cyclists."

NICE states that physical inactivity is responsible for one in six deaths and this is believed to cost the economy £7.4 billion per year, including £960 million on the NHS, a financial impact similar to illnesses caused by smoking. NICE also points out that more than one in four adults (26%) are classed as obese, an increase from 15% in 1993.

In the publication, 'Residential Developments and Trees' (Jan 2019,) the Woodland Trust argues the inclusion of trees within the built development of streets, not just on designated green spaces, is to be encouraged. Their environmental, social and health benefits to local residents and the surrounding area are significant and in turn, this may assist towards influencing our behaviour, including residents choosing to walk, a very sustainable and positive mode of travel.

*The Bingham NPSC may wish to consider if the final document urges major behaviour change as part of specific proposals for local transport policy.*

### ***Cycling***

UK Cycling promotes the benefits of cycling for individuals and our communities and claims only around 2% of the UK population cycle at all, compared to 10% in Germany, 16% in Denmark and 27% in the Netherlands. Most car journeys in the UK are for trips of less than 5 miles and a significant increase in cycling could have an enormous positive impact on our local roads.

UK Cycling also estimates that only between 1% and 3% of pupils travel to school on bicycles. At the same time, the familiar school run creates increased traffic pressure on local roads surrounding our schools, twice a day during

weekdays. What benefits would there be, if cycling to school became the norm for a significant number of pupils? If secure and adequate cycle storage was provided within our schools, with capital costs that may be considered realistic, could pupils and parents be persuaded of the longer-term benefits? Would such a change of behaviour reduce the pressure and risks of cars around our schools? Could Bingham consider setting a target to significantly increase its own cycling usage? Would we have sufficient public support for such a scheme?

*The above seeks to support the contribution submitted by Rowan Bird and Cliff Billingham. [See below for the statement by Bird and Billingham]*

***Statement on cycling presented to the NPSC by Rowan Bird and Cliff Billingham.***

At present there is a number of cycle paths within Bingham but there is a distinct lack of connectivity. Many of the cycle paths are in need of major improvement. Cycling in Bingham is not safe as most of the cycling takes place on roads that are used by all traffic and many of the roads are narrow or affected by the parking of cars. This is particularly evident on Nottingham Road where there has been a number of accidents.

There is a distinct lack of safe cycling routes that could be used by students going to and from schools and the amount of traffic makes it very unsafe for children.

At least one of the local schools run a cycling safety scheme. This should be further encouraged.

There is one marked Sustrans route that runs through Bingham (route 15) and one that runs to the west (route 48). Both utilize roads that are open to all traffic.

There are two areas set up for the dry storage of cycles within Bingham: medical centre and near Eaton Place.

There are some plans for appropriate cycling paths on the new development north of the railway line but there is a clear lack of connectivity. At least one of the rail crossings is inaccessible to cyclists.

**Suggestions for Cycling Objectives.**

1. All existing cycle paths should be clearly marked and brought up to a satisfactory standard.
2. A booklet of suitable cycle routes should be created and distributed to appropriate groups.
3. All new roads should incorporate a safe cycle path; clearly designated.

4. Priority should be given to cycle paths linking major housing developments and schools. When appropriate safe crossings of highways should be incorporated.
5. Safe cycling paths, away from major roads, should be developed to link all local towns to Bingham.
6. Incentives should be introduced to promote cycling such as secure storage facilities, free security marking of cycles.
7. A set of cycles should be made available for hire scheme in Bingham.
8. Where appropriate and safe, cycle priority crossings should be introduced.
9. Leisure cycling routes should be created in the surrounding area.

## **CAR PARKING**

High priority among the current problems is car parking in Bingham. This is an issue that has been taken up by the current and previous town councils. It is a live issue and fairly urgent and it is expected to have been dealt with by 2028. Our concern is that future development did not repeat the errors of the past that led to the present crisis.

The car parking problems are related to the shortage of spaces for it in public places, but also they extend to the homes. In many parts of recent developments there is inadequate car parking adjacent to homes for the number of cars in use and roads are too narrow for a bus to pass safely when there is a row of parked cars along the street. If all the cars currently in use were to be replaced by electric vehicles, night-time charging at home would be very difficult or impossible in some houses.

## ***LINKS BETWEEN NORTH and SOUTH BINGHAM***

The main thrust of discussion about the relationship between the northern and southern parts of Bingham was whether they should be integrated as one Bingham or whether the two halves should be developed in such a way that they constituted individual communities. Discussion by the full committee led to the decision that the committee was strongly in favour of the 'One Bingham' option. There are two policy areas under this heading:

- Crossing point over railway line
- Shared facilities

### ***Crossing points over the railway line.***

The prevailing view in the NPSC was that whether Bingham were to be developed as a single entity or as two distinct parts, North Bingham and South Bingham, crossing points over the railway line would be required. It was known even before the Community-led Plan was written that Network Rail wanted to close down the three uncontrolled, pedestrian-only crossings of the

railway line. The issue was taken up in the Community-led Plan and Network Rail approached about it. They did not respond and did not withdraw the plan. However, they also took no action about it.

A paper on this issue was prepared by two members of the NPSC and is presented here:

## **Rail crossings and related matters**

### **Current situation:**

The railway line from Nottingham to Grantham passes adjacent to Bingham. It is a relatively busy line. In an easterly direction, 32 passenger trains per day pass, of which 19 stop at Bingham. In the other direction, the figures are 31 and 17. There is also a limited number of freight trains.

There are currently 5 official crossing points within the Bingham boundaries.

1 – Chapel Lane: This is a road crossing with automatic vehicle barriers. When the barriers are closed pedestrian traffic is also prevented.

2 -Moor Lane: This is an uncontrolled foot crossing with simple steel gates.

3 – Bingham station: This is a footbridge connecting the platforms on either side of the tracks. It has step access only and is not useable by wheeled traffic. This means that disabled passengers coming from Nottingham and getting off at Bingham cannot cross the tracks to access Bingham centre. There is also a now-closed pedestrian crossing immediately to the east of the platforms

4 - Footpath off St Mary's Road: This is an uncontrolled pedestrian crossing with simple timber gates.

5 – Cogley Lane: This is an uncontrolled pedestrian crossing with steel gates, one for vehicles and the other for foot passengers only. It is noteworthy that the design of the foot passenger gate is such that cycles, baby buggies and invalid chairs cannot pass.

All the crossings are maintained by Network Rail. Network Rail has closed 750 similar crossings in the last 4 years and intend to close a further 500 in the next 5 years.

### **Recommendations:**

1 Retain all current crossings.

2 Press for improved safety measures at all pedestrian crossings. These



might include audible and visual warning of approaching trains.

3 Press for all crossings to be suitable for cyclists, disabled users and baby buggies. This applies in particular to Cogley Lane.

4 Improve disabled access at Bingham Station. There are two options with respect of the bridge. i) to provide ramped access in place of the steps, ii) to provide lifts between bridge deck and platform level and each end of the bridge. Re-opening the closed pedestrian crossing at the end of the platform would also allow wheeled traffic between the 2 platforms.

*(Both of these have been considered by the borough council and rejected. The ramped access failed because there was not enough available land to build it. The lifts cannot be considered because the station is unmanned. If there were to be any sort of problem with the lifts help would not be immediately available)*

5 Ensure that future development north of the railway takes account of the existing pedestrian crossings to allow foot traffic between the residential areas and the commercial centre of Bingham. This will influence the layout of roads.

6 Make greater use of the station buildings for commuters.

7 Move Bingham Station from its current site to a new site adjacent to Chapel Lane. *(This is also proposed in Brilliant Bingham as a long-term objective)*

8 Investigate the long-term possibility of a new link road, incorporating a bridge over the railway, from the service station on Grantham Road, to the A46 north of Bingham. *(In the Crown Estate proposal made in the 1990s such a road link was suggested. Since then the new A46 has been built making such a road link far more expensive to do. In that same plan the Crown Estate proposed to build a pedestrian tunnel under the railway line from the northern end of Station Street linking the present town centre to a plaza with restaurants and other leisure facilities north of the line.)*

### ***Shared facilities***

On the wider issue of whether our aim should be for the two halves to be developed as 'one Bingham' or kept separate from each other there was a clear view in the NPSC that our aim should be for 'one Bingham'. However, there was the realization that with roughly 2500 new houses in the town north of the railway some facilities would need to be built in both halves. It was also recognized that human behavior leads to the development of small localized communities and with the far point of the new development about 1.5 miles away from the town centre and an addition of, at the maximum development, about 7000 new people it was inevitable that there would be some separate,

communal development and, therefore, a need for various duplicate facilities. Some steps in this direction have already been taken. The present Chapel Lane development has an area allocated for a new primary school, but no thought has been given for a secondary school. There is currently one supermarket north of the railway line and the land opposite the supermarket, once occupied by SERCON is to be developed by the borough council as a new leisure facility with a community hall attached. However, some of the current leisure facilities will be retained at Toot Hill School. A decision has also been taken by the RBC that the current town centre will be the area of Bingham dedicated to retail outlets. Any shops opened in the Chapel Lane development will be convenience stores. It was a matter of discussion within the NPSC whether we want this policy to continue to apply or for a wider range of retail outlets to be built north of the railway line. No conclusion was reached about this and there has been no discussion in the NPSC about other facilities that may or may not be put into the new development. These would include, say, an extension of the Health Centre, pubs, restaurants and a post office branch.

### ***ENVIRONMENT***

This was a late addition to the list of objectives, the components having been included under other headings. The agreed policy areas were to be:

- Local green spaces
- Greenbelt
- Linear Park & Country park
- Green corridors

Of these, local green spaces was the first one to be considered by a workgroup in the committee and has been completed to the point at which draft policies could be drawn up, though this was not done.

### ***Local green spaces***

The definition of local green spaces used here is the one provided by RBC in the Local Plan Part 2. Here, in Section 11 it says:

- Par. 11.12 “For the purpose of the Local Plan, types of recreational open space include provision for children and young people (such as play areas), outdoor sports facilities (such as formal playing pitches), amenity green space (including green infrastructure provision) and allotments.”
- Par. 11.14 “The National Planning Policy Framework (NPPF) allows local communities to identify for special protection green areas of particular importance to them within local plans and neighbourhood plans. By designating land as Local Green Space, local communities can prevent new development other than in very special circumstances.”
- The RBC Local Plan only designated three areas as local green spaces in Bingham.
  - Par. 11.18 “Given this support, their close proximity to the local communities and their special recreational, the following areas are designated as Local Green Spaces:
    - Warner’s Paddock, Bingham

- Forest Road, Bingham
- Cogley Lane, Bingham
- However, in par. 11.19 it says that additional Local Green Spaces may be identified within Neighbourhood Plans, subject to compliance with the criteria set out in the National Planning Policy Framework (NPPF) and above. In this context in paragraphs 97-100 in the NPPF it says:
  - The Local Green Space designation should only be used where the green space is:
    - a) in reasonably close proximity to the community it serves;
    - b) demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and
    - c) local in character and is not an extensive tract of land.

Two member of the NPSC, Ian Lockwood and Trevor Richmond, walked the whole of Bingham and marked on a map every green space that they found. They tabulated their findings showing ownership where known, what category they were in and their priority. This is Table 1. Priority A sites were those that the NPSC thought had to be protected above all others. Table 2 shows the categories used. The numbers cross relate to those in Table 1.

**Table 1. Bingham Green Spaces**

- 1 Ennis Estate
- 2 Tree Estate
- 3 Bird Estate
- 4 Top of Tythby Road (Mill Mound/Starnhill Way)
- 5 Mill Hill Road
- 6 Mallow Way
- 7 Porchester Road / Langar Road
- 8 Wychwood Road
- 9 Forest Road
- 10 Carnarvon Place
- 11 Town Centre + The Banks

No.	Description	Ownership	Cat.	Priority for Designation
	<b>Ennis Estate</b>			
1	Field behind Douglas Road/Bains Road	Private - Keith Hammond and James Shipman (Ireland)	6	
1a	Land east of 1	Crown Estates - leased to N Stubbs (tenant of the adjoining Brocker farm)		
2	Carnarvon School Playing Fields	Nottinghamshire County Council	1	
2a	Land east of Carnarvon School buildings	David Wilson Homes (was - maybe not now)		
3	Cogley Lane Playing Field. Scheduled monument	Diocese of Southwell, leased by Bingham Town Council,.	1	A
4	Crow Close. Scheduled monument.	Diocese of Southwell; farmed by Mr Potts of Radcliffe on Trent.	3	A
5	Long Acre East/Rowan Close corner		2	
6	Pinfold - area with 3 trees not attached to a house		2	
7	Fosters Lane - behind Telephone Exchange	Private - Sanderson	2	

8	East Grove		2	
9	East Street - Rosary - in front of bungalows		2	
10	Grantham Road corner (wide verge opposite The Banks)		5	
	<b>Tree Estate</b>			
11a	Oak Avenue Flats - school side		2	
11b	Oak Avenue Flats - front (garages)		2	
12	Juniper Gardens - field at end marked 'Private' on gate	Private - Mary Shepperson	6	
13	Derry Lane - field at bottom marked 'Private Land' on gate	Private - Shepperson Trust	6	
13a	Field east of Derry Lane	Crown Estates - leased to T Price (Tythby)		
13b	Land behind the filling station	Private - Shepperson Trust		
13c	Land north of 13b	Private - Shepperson Trust		
14	Corner of Willow Road (wide verge)		5	
	<b>Bird Estate</b>			
15	Swallow Drive (Wallenfells) Play Area (2 areas of grass + actual play area)	Bingham Town Council & Rushcliffe Borough Council	1	B
16	Nightingale Way - public space outside numbers 1 and 3		2	
17	Nightingale/Swallow Drive link - extension to Swallow Drive play area	Rushcliffe Borough Council	1	
18	Osprey Close/Partridge Close		2	
	<b>Top of Tythby Road (Mill Mound / Starnhill Way)</b>			
19	Brackendale Close (in middle of new development)		2	
	<b>Mill Hill Road</b>			
20	Tythby Road/Mill Hill/Linear Park junction - copse, area of trees	Bingham Town Council up to the gateway sign and edge of trees	5	
21	Footpath behind Mill Hill Road through to Welland Gardens, i.e. between Mill Hill Road and The Bypass	Rushcliffe Borough Council	5	
22	Swale Grove/Frome Gardens		2	
23	Welland Gardens		2	
24	Eden Walk		2	
25	Lune Way		2	
26	Cherwell Gardens/Wharf Gardens		2	
	<b>Mallow Way</b>			
27	Mallow Way/Cowslip		2	
28	Valerian Way - footpath to Cowslip		2	
29	Valerian Way - footpath to Bettany Close		2	
30	Valerian Way - footpath to The Teasels		2	
31	Bettany Close to The Teasels - grass strip		2	
32a	Meadowsweet Hill opposite The Teasels, to The Foxgloves		2	
32b	Primrose Bank/The Foxgloves/Bluebell Bank		2	
33	Campion Way/Nottingham Road	Part of this is owned by Bingham Town Council	5	
	<b>Porchester Road/Langar Road</b>			
34	Corner of Chaworth Road/Musters Road (trees)		2	
35	Porchester Road from opposite Aldi to Stanhope Way		5	
	<b>Wychwood Road</b>			
36	Wychwood Road Playing Field	Being purchased by Bingham Town	1	B

		Council		
37	Balmoral Road/Main Road/Langdale Grove to Milburn/Rothbury	Bingham Town Council	5	
38	Milburn Grove/Rothbury Grove link	Bingham Town Council	2	
39a	Rugby Club Playing Fields	Bingham Town Council, Rushcliffe Borough Council	1	A
39b	Wynhill Court green 'nature reserve' adjacent to Rugby Club	Nottinghamshire County Council, Rushcliffe Borough Council	3	A
39c	Wynhill Playing Field (Hardwick Grove)	Bingham Town Council	1	A
40	Open space between Arden Grove and Radnor Grove (tarmacked)		2	
41	Between Ringwood Road and Kielder Drive	Rushcliffe Borough Council	2	
	<b>Forest Road</b>			
42	Ashdown Close/Main Road (wide verge)		5	
43	Rufford Grove/Welbeck Grove		2	
	<b>Carnarvon Place</b>			
44	Carnarvon Playing Field (Orchard Avenue)	Bingham Town Council	1	B
45	Shelford Drive (in front of bungalows - similar to Moor Lane)		2	
46	Newton Avenue (between north and south bits)	Nottinghamshire County Council	2	
47	Queens Court (wide green verges)		5	
48	Hill Road Allotments	Rushcliffe Borough Council leased to Bingham Town Council	6	B
49	Carnarvon Close Flats (by signal box)		5	
50	Robert Miles Infants School Playing Fields (School Lane)		1	
51	Allotments on Carnarvon Place in front of Robert Miles Infants School		6	B
52a	From School Lane to Carnarvon Place		2	
52b	From Carnarvon Place to Chesterfield Avenue		2	
53	Carnarvon Place on bend before Chesterfield Avenue (on both sides of the road)		5	
	<b>Town Centre + The Banks</b>			
54a	Warner's Paddock - Bowling Club	Crown Estate leased to Club	1	A
54b	Warner's Paddock - Field. Geophysical survey and test pitting revealed a lot of interesting archaeology including a possible Anglo-Saxon age for the field system. 12 <sup>th</sup> C iron arrow head among the finds from the test pits.	Crown Estate leased to Bingham Town Council	3	A
54c	Warner's Paddock - Mr Bacon's orchard (opposite the cemetery)	Crown Estates??	5	A
54d	The Banks - embankment continuation of the orchard and biodiversity.	Nottinghamshire County Council	5	A
55	Toothill School Playing Fields / Leisure Centre		1	A
56	The Paddock (small area of trees - similar to Pinfold but smaller)		2	
57	Moor Lane (on west side outside bungalows)		2	
58	Langtry Gardens (by railway station)	Bingham Town Council	5	
59a	Parking for Network Rail (by railway crossing)	Network Rail	3	
59b	Fenced off area by railway line		3	
59c	Field at end of Gillotts Close	Private - Lewis (Newgate Street)	3	
60	Robert Miles Junior School Playing Fields		1	
61	Butt Playing Field	Bingham Town Council	1	B
62	The Linear Park	Bingham Town Council	3	
63	Weighbridge		6	
64	Jebbs Lane. Archaeology suggests this could have origins in iron age.		4	A
65	Cemetery		6	
66	St. Mary's Churchyard		6	

It was decided at a meeting in May that these sites could be divided into three classes: vulnerable, playing fields, green spaces integral to development. This classification was not actually applied to the list.

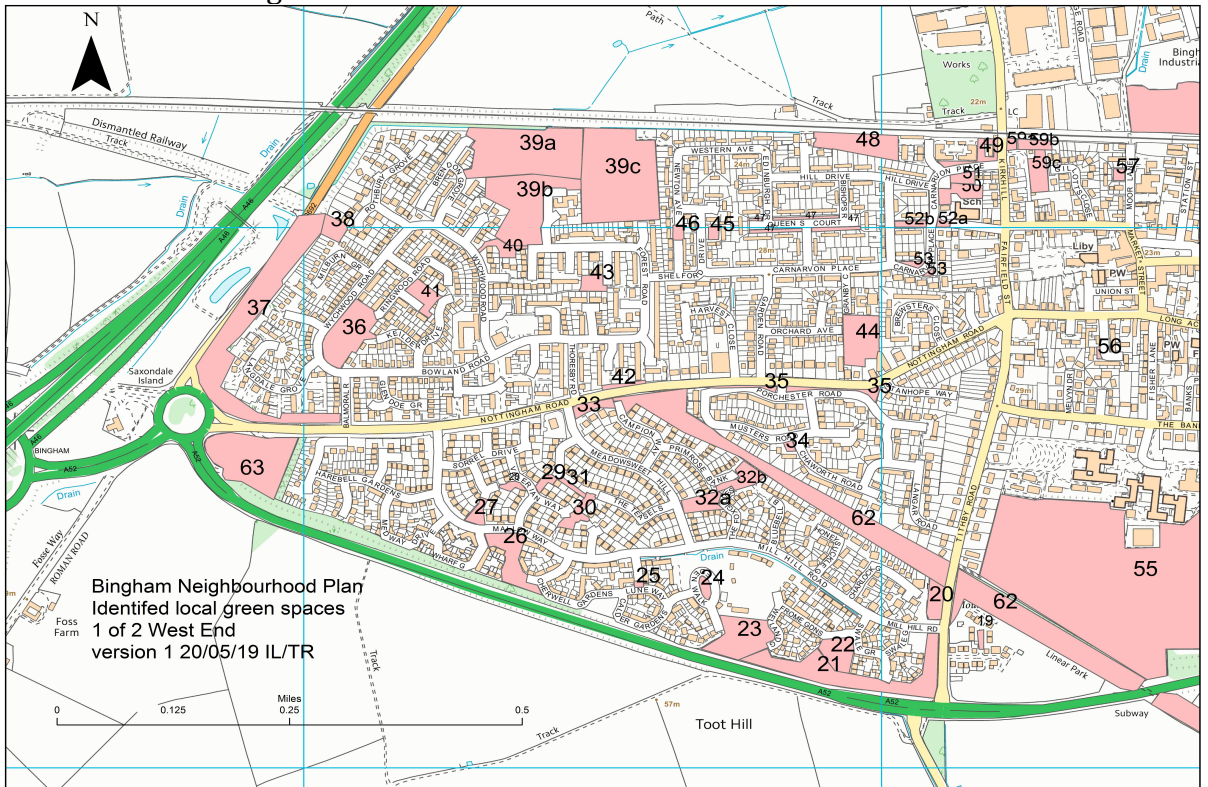
**Table 2 Categorization**

The following table is taken from the North Dorset Local Plan 2011-2026 and identifies the different types of open space (Green Infrastructure) that might be considered suitable to be designated as Local Green Space.

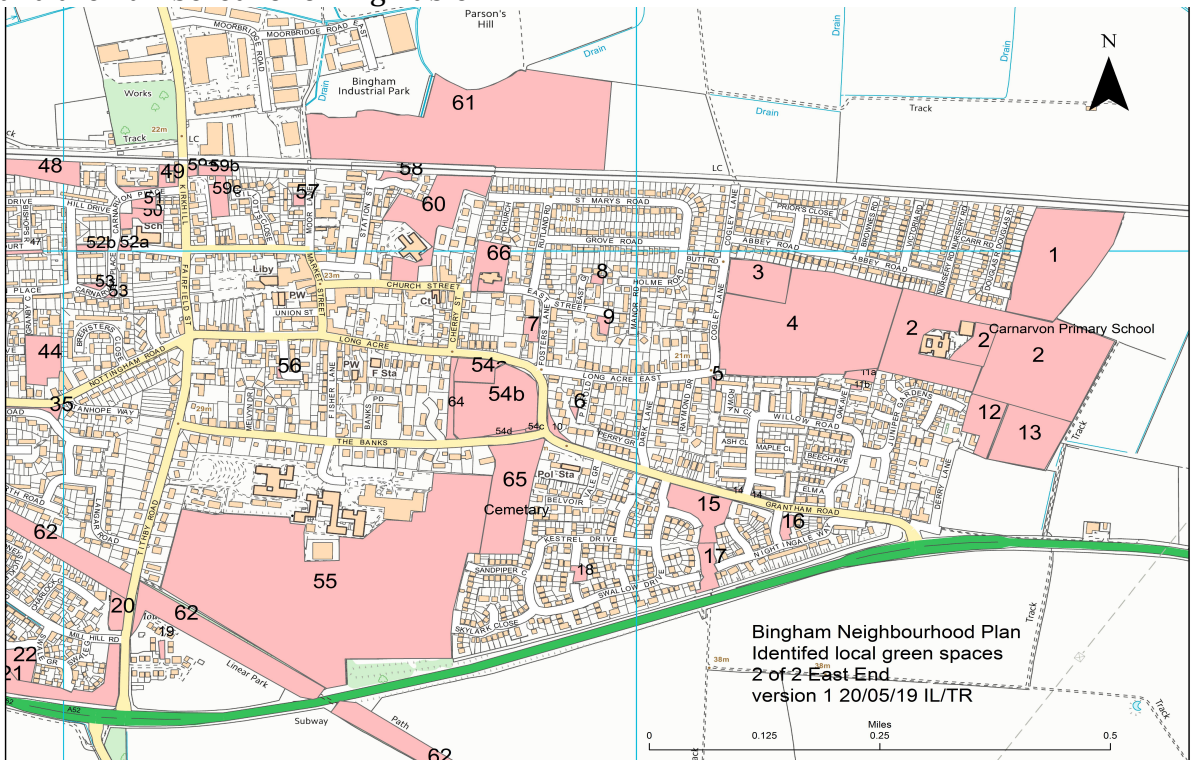
<b>Type and number</b>	<b>Examples</b>	<b>Primary Functions</b>
1. Outdoor recreation facilities, parks and gardens	Sports pitches and greens, playgrounds, urban parks, formal gardens	Offer opportunities for sports, play and recreation and to enable easy access to the countryside
2. Amenity green space	Informal recreation spaces, housing green spaces, country parks, landscape planting, green roofs, domestic gardens, trees, village greens, urban commons, other incidental space	Creating attractive and pleasant built environments, providing community and private outdoor leisure space
3. Natural and semi-natural urban green spaces	Nature reserves, woodland and scrub, grassland, heathlands, moors, wetlands, ponds, open and running water, landscape planting	Creating areas for biodiversity, access to education associated with the natural environment
4. Green corridors	Rivers and canals including their banks and floodplains, trees, hedgerows, dry stone walls, road and rail corridors, cycling routes, pedestrian paths, rights of way	Creating a sustainable travel network promoting walking and cycling, enhancements to semi-natural habitats and integrating micro green infrastructure into urban areas
5. Local character areas	Churchyards, treed areas, roadside verges, landscape screening, setting of a building, open gaps, views	Creates a sense of character within a settlement contributing to the attractiveness of an area or building.
6. Other	Allotments, community gardens, orchards, cemeteries and churchyards	Providing accessible facilities to meet needs within settlements, enable local food production

Two maps showing the green spaces are Map1 and Map 2. The green spaces are coloured pink on the maps and numbered following Table 1.

**Map 1** Showing green spaces in western Bingham. They are coloured pink and numbered according to Table 1.



**Map 2.** Showing all green spaces in eastern Bingham. They are coloured pink and are numbered following Table 1.



*Note: Green spaces numbered 1a, 2a, 13a, 13, and 13c are not shown on these maps, but their locations, all fields, are described in the table.*

### **Green Belt**

A review of the status of the Green Belt was carried out and the following brief report submitted to the committee:

- Green Belt within the parish of Bingham is south of the A52 and bounded by the old A46 and Tithby Road.
- The northern portion of this area was designated '**Bingham South**' in the Rushcliffe Green Belt Review Part 2 (b) (Detailed Review of the Nottingham/Derby Green Belt within Rushcliffe – Rural Towns and Villages) September 2017.
- The review gave this area a Strategic Green Belt Score of 16 meaning that it was classed as medium-high Green Belt importance. The A52 is screened by an embankment and vegetation and the land south of the A52 is free from inappropriate development leaving the character of the area as open countryside.
- The report also referred to Bingham West, which is to the west of the A46 and is largely outside the parish and, therefore, not considered in the NP.
- The Review concluded that any development within the area of Bingham south could lead to further unrestrained intrusion into open countryside.
- No SHLAA sites had been submitted within this strategic area, therefore no land here is considered available for development.
- The Bingham NPSC sees no need to challenge these conclusions.

### **Linear Park and Country Park**

The Linear Park is identified in Table 1 and categorised No 3, (natural and semi-natural urban green spaces). There are several other places in Bingham that we have categorised as No 3. They include Warner's Paddock, Crow Close and Wynhill Court 'nature reserve, as well as some small areas. These are all valuable because, though they are managed, they are essentially wild areas. The Linear Park is the only one that is formally classed as a nature reserve by the town council and this is managed by a group of volunteers, called *The Friends of the Linear Park*.

The Country Park does not yet exist as an amenity for the public. It is a creation of the Chapel Lane development and consists of the recently-excavated lake and surrounding land to the east of Chapel Lane and a strip of land along a dyke running westwards from the lake towards the old A46. This is currently (November 2020) still under development, though the path around the lake has now been finished and is being used.

### **Green Corridors**



The term green corridor is used here differently from the rather limited definition provided in Table 2. It generally refers to managed, but generally untended, vegetation on land that links other green spaces and provides an environment for species of animal to breed. Green corridors could form a loose network and ideally should make links with green spaces outside the development area. Many species of moth or butterfly, for example, require a special food plant or refuge for their caterpillars. These may occur in small areas that are inadequate for long-term support of a breeding population. When establishing a green corridor attempts should be made to ensure that it becomes a habitat that facilitates the migration of uncommon species, largely of insect. They should also be sufficiently wide for small mammals to feel unthreatened living in them.

Currently in Bingham the existing 'wild' areas are not linked to each other. The four spotted moth that lives and breeds on the Linear Park is confined to it because there is no link to any other area where the food plant it needs grows. The Brimstone butterfly caterpillar requires the purging buckthorn food plant. This is uncommon in Bingham's hedgerows and is found only in isolated areas. There are many other examples of species with similar limited distribution.

If biodiversity is to be taken seriously by developers they should plan the green corridors at the design stage in the development and give serious consideration to the retention of some or all or parts of the existing hedgerows and trees in the new development in order to incorporate them in the green corridors. In the Chapel Lane development all the hedgerows and isolated mature trees were removed. Among the trees were two large, mature ash trees alongside the dyke that subsequently has become central to the country park. Several of the hedges had more than four species per 30 metres, which means that they probably dated from Elizabethan times. One hedge, along Chapel Lane itself, had six species per 30 metres and could have been planted in the late 14<sup>th</sup> Century. This one uniquely in the parish contained the shrub spindle, which would have been planted to provide wood from which spindles used in the weaving industry would have been made. This is a direct reference to a historical activity in Bingham that is now lost. Spindle is also the food plant for several moths and butterflies and is attractive to aphids and their predators including sparrows.

Both Rushcliffe Borough Council and the County Council have biodiversity officers. Correspondence was exchanged with them, but meetings that were planned could not take place.

### ***TOWN CENTRE***

There are three parts to this objective:

- Infill policy
- Town centre development (restaurants/cafes etc)
- Car parking

In the original outline for the neighbourhood plan there was an independent objective on *Bingham as a hub*. This was abandoned after a meeting with councillors from neighbouring parishes, but the theme has been picked up in other objectives, including this one and Sport and Leisure.

Since the decision taken by the Bingham Rural District Council in the 1950s to concentrate all new building within the district in Bingham the town has grown largely to meet its own needs, but has also attracted people from the nearby villages both for shopping and leisure. In this sense Bingham already functions as a hub. However, this concept was not taken into consideration during planning for new developments.

The idea that Bingham should be organised to meet both its own needs and those of the surrounding parishes was first raised in meetings with sixth formers from Toot Hill during the research phase for the Community-led Plan and was put again to a younger generation of sixth formers at a discussion meeting to collect evidence for the neighbourhood plan. There was strong enthusiasm for it with regard to leisure. Their thinking was that teenagers would be able to come to Bingham for their evening entertainment rather than have to go to Nottingham. For them, the concept of Bingham as a Hub was very attractive.

On 15<sup>th</sup> Jan 2020 a meeting was held about the 'Hub' concept with parish councillors from those parishes that were closer than half way between Bingham and the nearest town. There was a strong feeling that they did not want the word 'hub' to be used in the neighbourhood plan. Their reasoning was based on the fear that if Bingham were to be described as a hub it could influence RBC planners when making decisions about applications for funding for enhancements to facilities in the surrounding villages. However, they were in agreement that in developing Bingham the new or enhanced facilities required in the town should be built with sufficient capacity to be of benefit to the local villages. In other words, improve Bingham as a hub without ever saying that that was what was being done.

### ***Infill policy***

Some of the older houses in Bingham have very large gardens and many of them have been divided up into plots for new houses leaving the original house with a much smaller garden. In some other rural towns green spaces that have been left undeveloped for many years have had houses put on them. This process of building among existing housing has been dealt with in several other neighbourhood plans under the heading 'Infill policy'. This was discussed very briefly at only one of our meetings and no firm conclusions were reached about it.

### ***Town centre development***

This topic was not fully addressed by the NPSC. A report on current thinking was prepared in October 2019 and is shown below:

#### *Statement of current position*

The 2016 Community Led Plan, Bingham Retail Review 2016 and the Brilliant Bingham masterplan identified a range of matters relating to the future of the town centre.

Aspirations for the town centre include safe pedestrian/cycle routes to and through the town centre and provision of cycle parking, planning for a wider range of retailers, provision of information and retail space for new retailers and support to develop existing independent retailers, development of a town-wide loyalty programme, controlled street-trading and pavement signs, proactively seeking independent traders to widen the retail mix and address gaps in the comparison shopping offer, incentivise retail clustering in prime locations, daytime outdoor seating on the Market Place along with more events and an expanded night-time economy.

Development north of Bingham leads to an aspiration for improved pedestrian and cycle links between the existing town centre and Chapel Lane.

Car parking is being addressed separately in the Neighbourhood Plan.

The Local Plan part 1 2014 identifies that retail, social, leisure and cultural development will be focussed at the two District Centres of West Bridgford and Bingham at an appropriate scale.

The Local Plan part 2 2019 Policy 25 further identifies that such development, (retail, office, entertainment, cultural and leisure) must be designed at a scale and character that reflects the role, function and distinctive qualities of the centre. Development will be expected to create more accessible, well-connected and well-designed centres, which avoids the adverse impacts listed in the policy and includes appropriate provision for servicing and parking.

The Local Plan part 2 Bingham District Centre (Inset 2) visually identifies the district centre area and the primary and secondary retail frontages. The retail mix in the identified frontages is controlled by limiting percentages of use types within the frontages, as defined in Policy 25.

The supporting evidence of Local Plan part 2 includes the District and Local Centres and Centres of Neighbourhood Importance Background Paper, which identifies the primary and secondary retail frontages by address and the following identified retail mix in the Bingham District Centre:

<i>Use</i>	<i>A1</i>	<i>A2</i>	<i>A3</i>	<i>A4</i>	<i>A5</i>	<i>Other</i>	<i>Total</i>
<i>Primary</i>	19	2	3	0	3	2	20
	65%	7%	10%	0	10%	7%	

<i>Secondary</i>	16	3	3	2	5	0	29
	56%	10%	10%	7%	17%	0	

#### *Explanation of the usage classes*

- **A1 Shops** - Shops, retail warehouses, hairdressers, undertakers, travel and ticket agencies, post offices, pet shops, sandwich bars, showrooms, domestic hire shops, dry cleaners, funeral directors and internet cafes
- **A2 Financial and professional services** - Financial services such as banks and building societies, professional services (other than health and medical services) and including estate and employment agencies. It does not include betting offices or pay day loan shops - these are now classed as “sui generis” uses (see below)
- **A3 Restaurants and cafés** - For the sale of food and drink for consumption on the premises - restaurants, snack bars and cafes
- **A4 Drinking establishments** - Public houses, wine bars or other drinking establishments (but not night clubs) including drinking establishments with expanded food provision
- **A5 Hot food takeaways** - For the sale of hot food for consumption off the premises.

From 1 September 2020 this classification scheme was changed to:

- Class A 1/2/3 are effectively replaced with the new Class E(a,b,c)
  - **E(a)** Display or retail sale of goods, other than hot food
  - **E(b)** Sale of food and drink for consumption (mostly) on the premises
  - **E(c)** Provision of:
    - **E(c)(i)** Financial services,
    - **E(c)(ii)** Professional services (other than health or medical services), or
    - **E(c)(iii)** Other appropriate services in a commercial, business or service locality
- A4/5 uses are not covered by the new Class E and become defined as ‘Sui Generis’

#### *Work for the future*

The Neighbourhood Plan could seek to work within the definitions of the current development policy framework to deliver the aspirations for the town centre by further refining the definition of the role, function and distinctive qualities of the Bingham town centre and the details of what the Local Plan policies mean in the context of Bingham. Whether to do this was not discussed by the NPSC.

#### ***Car parking***

This is an important issue in Bingham and has been the subject of several reports by BTC and others. As it was a live issue at the time it was not dealt with separately in the Community-led Plan. A major report on the problem had been submitted to the town council, and the councillor responsible sat on the

NPSC. She was expected to use this report to form the basis for any work that the NPSC did on the topic. A working group was set up within the NPSC to look into it, but the two lead members resigned from the NPSC and the working group never reported back.

### **HERITAGE**

One area was identified as appropriate for the NP. This was:

- Archaeological, historical and natural heritage

This topic was added late to the NP. A paper on it was prepared for submission to the NPSC, but Covid-19 intervened and it was never considered by the committee. The paper was as follows:

#### **ARCHAEOLOGY**

People have lived in Bingham parish since visiting Mesolithic hunter-gatherers camped around the lake that made up most of the parish north of the railway line about 9000 years ago (*Bingham Back in Time, 2010* and [www.binghamheritage.org.uk](http://www.binghamheritage.org.uk)). The northern and south eastern margin of this lake lie within the potential development area.

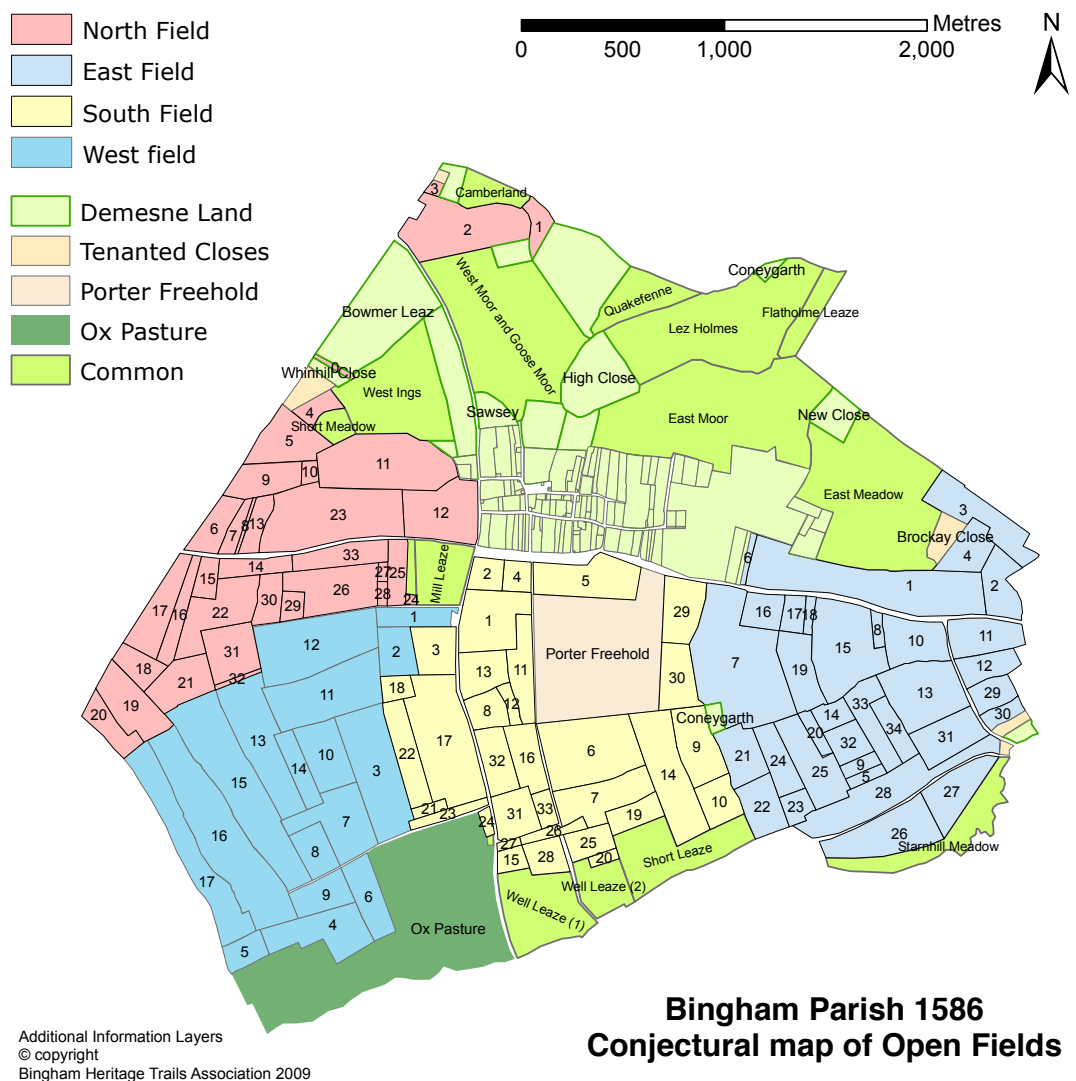
In the Iron Age there were three settlements in the north of the parish. One of them was in the area around the Margidunum roundabout. This was settled by the Romans when they arrived here in 73 AD and it grew into a substantial small town. Part of the small, defended core to this town, protected by a wall and ditch just encroaches into the northern tip of the parish, but there was an unplanned, urban sprawl around this core settlement, mostly as ribbon development along the Fosse Way and the road from the Margidunum roundabout to Gunthorpe on the River Trent. Evidence for this can be found in several of the fields in the northernmost part of the parish and along the old A46. With the collapse of the Roman economy in the mid to late fourth century many of the inhabitants of this small town returned to their ancestral homes. One of these was Margidunum and there is some evidence of continued occupation here after the end of the Roman occupation in 410 AD and throughout the 5<sup>th</sup> to 9<sup>th</sup> centuries. There are records of a water mill close to the site of Margidunum in the 12<sup>th</sup> century.

The second site of importance is Parson's Hill. There are records of what might have been prehistoric standing stones here, which were removed by instruction of the rector of Bingham in the mid 19<sup>th</sup> century. Crop marks visible on air photographs show an Iron Age settlement on the hill. Field walking demonstrated that this settlement continued to be occupied during Roman times, but there is no evidence that it was occupied during the Anglo-Saxon period that followed. However, in the mid 19<sup>th</sup> century a grave was found and excavated on Parson's Hill and this was dated to the Anglo-Saxon period. There is a drawing of a windmill thought to have been on the hill in the 18<sup>th</sup> and 19<sup>th</sup> centuries.

The current tenant farmer has encountered shallow, buried stonework of unknown date when ploughing parts of the hill near the farmhouse.

The earliest record of land use that we have is from a manorial survey carried out in 1586. At this time the parish was farmed by the open field system (see Map 3). Within the area of interest a small part of North Field was under cultivation near Margidunum. The northernmost part of East Field was also in the designated area around Brocker Farm and along the A52 east of Derry Lane. Everywhere else was either common land used for grazing or demesne land. Mostly the common land was rough grazing and possibly boggy.

**Map 3** Open Fields in medieval Bingham



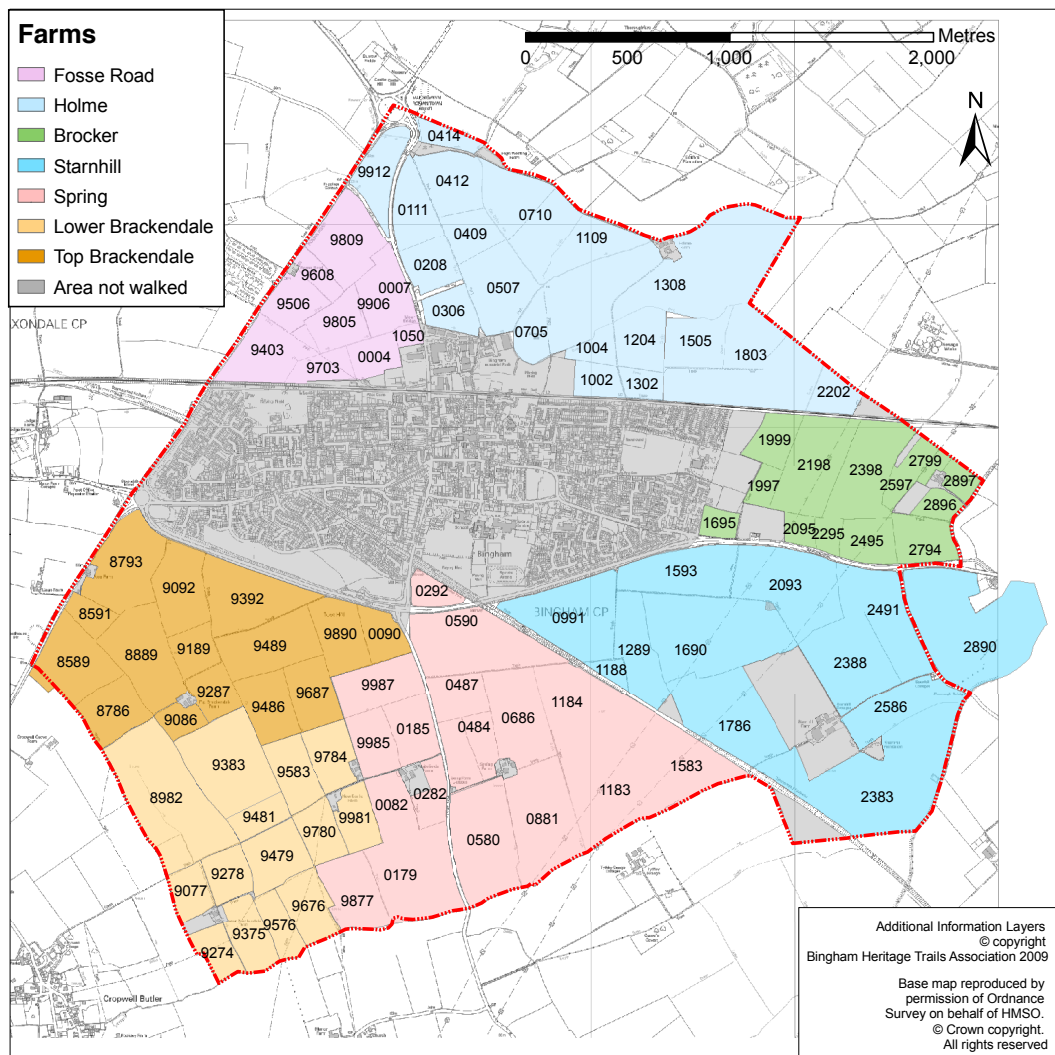
Enclosure took place between 1680 and 1690 and the whole of the parish was divided up into fields, which were either fenced off or separated by new hedges. This included the common land, which by then was drained in order to use it for arable agriculture. The next map

that we have is a manorial survey for 1776, which shows fields in the whole parish except for the freehold held by the Porter family south of the A52. They are essentially the same as the remaining modern fields. At that time, however, a total of 2446 acres was rented by 68 tenants, most of whom lived in the village. In the area of development interest two of the farmhouses that currently exist, Holme and Brocker, were present in 1776 and were surrounded by land worked from those farms.

Two of the fields, (0409 and 0507, see Map 4, also marked Figure 1.1) remained in common use, even though they were rented by named tenants, and were identified as the site for the village dump from the mid 15<sup>th</sup>C into the mid 19<sup>th</sup>C. These fields are mostly now under the lake.

**Map 4** Map of parish showing by colour the area in each of the farms. The fields are numbered only for use in understanding the archaeology.

Figure 1.1  
Bingham Parish - Field Numbers



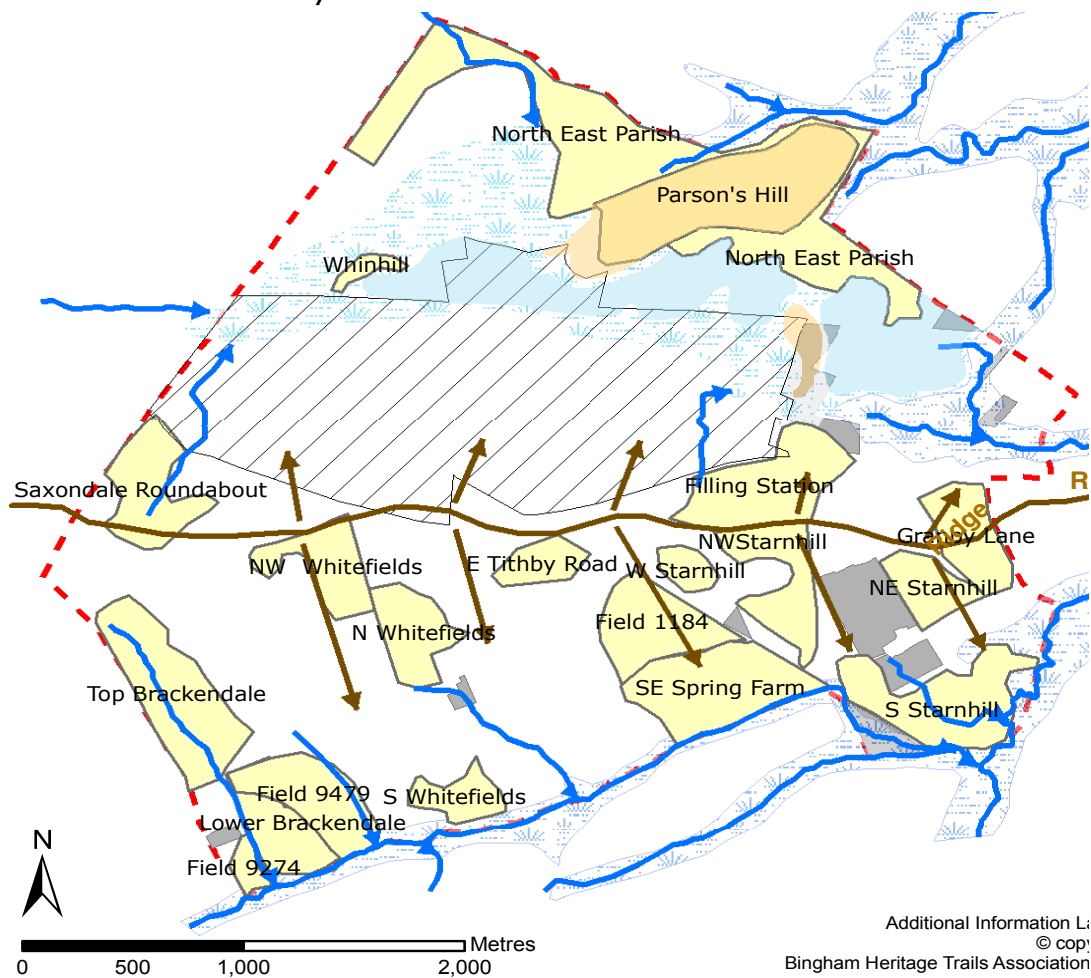
## AREAS OF INTEREST

The map of the parish (Map 5, also marked Figure 3.3) shows areas of prehistoric archaeological interest within the potential development area. These are described as North East Parish, Parson's Hill and Filling Station. Map 6 (also marked Figure 3.15) shows the finds recorded in the area around Margidunum.

The extent to which **Margidunum** grew in the area of potential development is shown in Map 6, which also shows the period of the growth. The growth is strongest along the Fosse Way. Field 9809 has already been investigated prior to the current building phase. Field 9912, which is closest to the town centre is where the densest development took place. Among the other fields, 0414, 0412 and 0111 are all likely to have been areas peripheral to the town used for agricultural or horticultural activity with small cottages among the fields.

**Map 5** shows the named areas of archaeological interest in the Bingham parish.

Figure 3.3  
Prehistoric activity areas

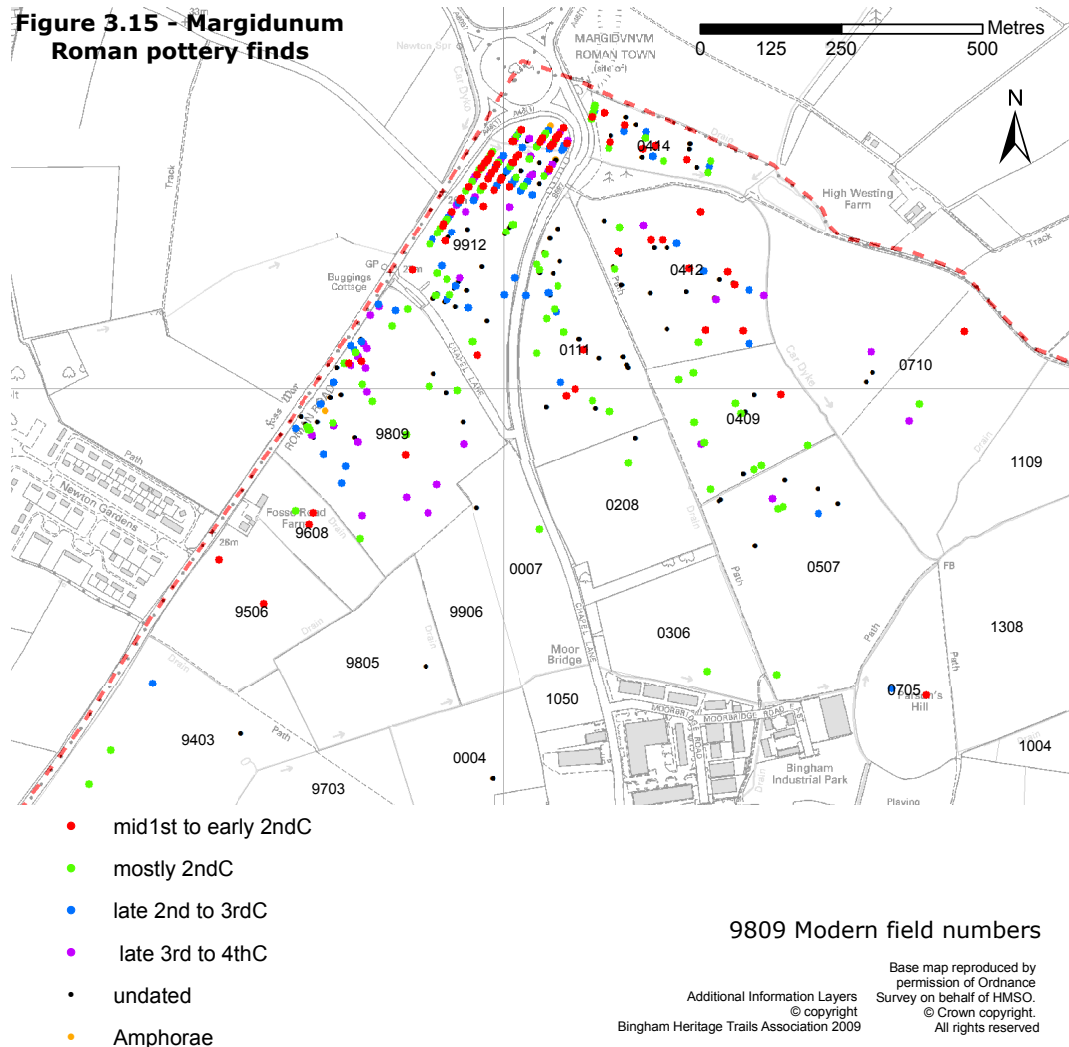




**North East Parish and Filling Station** are marginal to the lake that existed until Roman times. Map 7 (also marked Figure 3.5) shows the extent of the distribution of flint tools that were made in the Late Mesolithic and Early Neolithic periods (approx. 7000 to 5000 years ago) when the hunter gatherers visited the lake on a seasonal basis.

**Parson's Hill provides** evidence of some form of activity over several thousand years. In prehistoric times there are flints from the late Mesolithic and early Neolithic (c7000 to 5000 years ago) and from the Early Bronze Age (c4000 years ago), but not in any significant quantity. During the Iron Age and Roman periods, however, crop marks that indicate housing and other buildings and the distribution of Iron Age and Roman finds associated with them are shown in Map 8 on Parson's Hill.

**Map 6** shows the location of the Roman pottery finds around Margidunum



**RECOMMENDED ACTIONS**

**Policy 1** Detailed investigations, including large-scale excavation should take place in the areas closest to the Fosse Way and **Margidunum** in the northern parts of the area, prior to building.

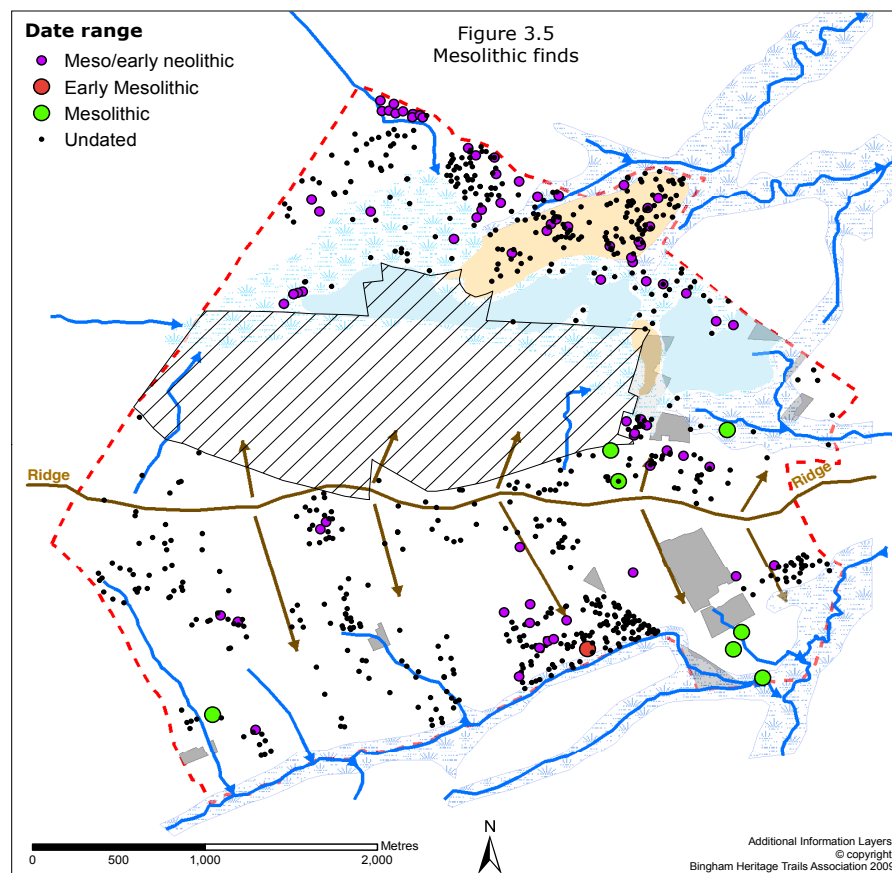
**Policy 2** Pre-build investigations are recommended throughout the areas designated **North East Parish and Filling Station**. This should start with field walking aimed to identify any Mesolithic sites that are worth excavation, followed by local excavation.

**Policy 3** **Parson's Hill** has a rich history of settlement and other activities extending into the 19<sup>th</sup> C. It is recommended that this area is left as a country park and not subjected to any further disturbance.

#### TREES AND HEDGES

The trees that grow in publicly accessible land and all the hedgerows were surveyed in 2003 by Bingham Heritage Trails Association and the details can be found on their website (see above).

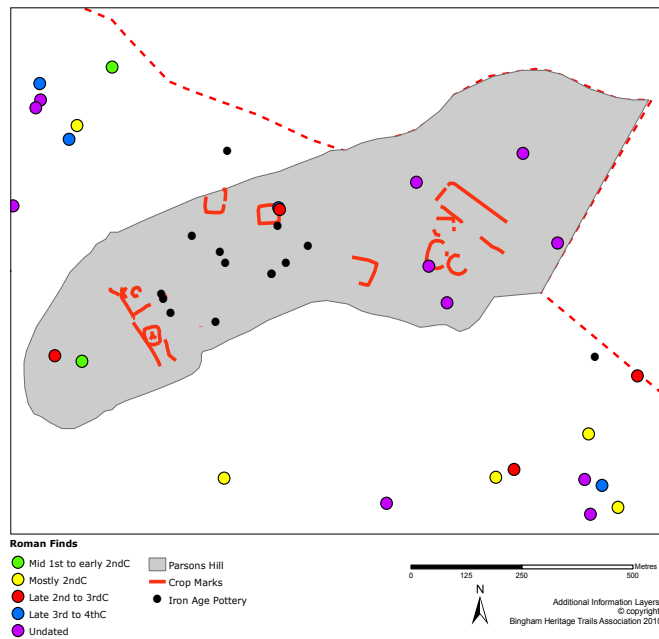
**Map 7** shows the Mesolithic and early Neolithic finds in the whole parish with particularly high concentrations near the service station on the A52



**Map 8** shows the crop marks on Parson's Hill

*Note: All of the archaeology maps shown here can be seen full size on the BHTA website – [www.binghamheritage.org.uk](http://www.binghamheritage.org.uk)*

Figure 3.11  
Parson's Hill Iron Age and Roman pottery



## HEDGES

During the survey the hedgerows were dated following the Hooper method (*Hedges*, by E. Pollard, M.D. Hooper and N.M. Moore, Collins, London, 1974) in which the number of different species of shrub in each 30-metre stretch of hedge is a measure of its age in centuries. Using this methodology very few hedges were found that could be argued pre-dated enclosure in 1680-1690.

Within the area of potential development interest the only hedges that probably pre-dated enclosure are to be found in the area between the railway line and the A52 east of the current town (see grid square 7139 on the website), with a single run of hedges from the industrial estate and Margidunum in the northern part of the area of interest. These are all mixed hedges with no dominant species and an average number greater than 4. Some of them have a species count greater than 5, but have been patched in fairly recent times after a fire destroyed much of the hedge. Most of these hedges include some unusual shrubs like purging buckthorn and wild privet. The historical significance of the hedges in the south eastern area relates to activity in the late Tudor period when a new landowner enclosed common land that had been down to arable agriculture in order to graze sheep for his own personal gain. The northern hedge lies to the west of a track that was probably first used in Roman times.

## TREES

The oldest hedgerow tree was dated as about 215 years old (in 2003), but in the eastern part of the area of interest there are clumps of willow trees that surrounded ponds at the corners of fields, now dried up or filled. These cannot be dated, but reflect on farming practices of historical interest.

## RECOMMENDED ACTIONS

**Policy 4** Where possible mixed hedges with an average species count greater than 4 and the clumps of willow trees should be undisturbed and integrated into the design of the development.

## TRACKS AND LANES

Public footpaths and bridle ways cross the area in several places (Map x) forming an interconnected network. The main paths, however, all have an historical significance being originally the links between Bingham market town and the outlying villages. It has been argued (Allen and Ashton etc) that some of these paths might have first come into use as far back as in the Iron Age, 500BC. Only these significant paths are mentioned here.

*Note: Map x has not been constructed. If this aspect of the NP is to be taken up then the map will have to be drawn.*

**Footpath 1** (see Map x) though it has been modified in modern times to avoid Carnarvon Primary School it originally linked the town centre with Brocker farm. Much of the track separates arable open field to the south from the furlong called East Meadow, which the Stanhope family converted to grazing for sheep in the late 16<sup>th</sup> C. It is in this area that the hedges are mixed and have average number of species greater than 4. A branch of this path ran more north eastwards toward Aslockton, but is now not used.

**Footpath 2.** This is a short track that links the A52 to Footpath 1 and runs along the western side of the field that surrounds the Service Station. It is named locally as Brickyard Lane and to its east where clay was extracted for brick making, the ground level in the field is over a metre lower than the track

**Footpath 3.** This one starts near the church and runs along the south side of Parson's Hill eventually to Scarrington.

**Footpath 4.** This path starts in the Market Place and runs along Moor Lane to the railway line and continues northwards through the industrial estate, at the edge of which it divides into two. The western branch (**Footpath 4a**) continues northwards to Margidunum and it is possible that this pathway connected the Roman town with the Roman occupied houses in the centre of the town. Where this track leaves the industrial estate the second branch runs north eastwards for about 500 metres when it divides again. One branch (**Footpath 4b**) links up with the paths that lead to Screveton; the other (**Footpath 4c**) goes to Car Colston where there was a Roman villa.

## RECOMMENDED ACTIONS

**Policy 5** Because of the historical significance of these footpaths they should be maintained as footpaths/cycle ways in future development.

## **HEALTH AND EDUCATION**

There are two policy areas here:

- Health service
- Education

No work has been done on Education.

### **Health**

An interim report was prepared in October 2019:

#### **Background**

An investigation is being undertaken, to identify the appropriate Health Service provision, in the NP area, beyond 2028. There are two strands to our investigations, namely-

1. **Local Health Issues.** To this end an informal meeting has been held with a member of the Bingham Patient Participation Group (PPG) of the Belvoir Health Group (BHG), to discover if the PPG can identify the current issues, to assist our N Plan work. Attendance at a formal meeting of the full Bingham PPG was arranged for 9 October 2019 and the Joint BHG PPG meeting on 4 November 2019.
2. **Strategic Planning.** Information is being collected to identify how long-term provision is undertaken. To this end four questions have been submitted to the NHS Rushcliffe Clinical Commissioning Group (CCG). This Group, based in Ruddington, has been recently reorganised and is now NHS Nottingham West CCG, but still based in Ruddington.

The questions submitted were:

- i) How does the CCG identify future local capital/strategic health requirements when major residential development is planned?
- ii) Is any consideration given to staffing levels to support local future health requirements?
- iii) How are the future health needs of the elderly identified, such as the provision of care homes and sheltered housing, or is this an issue for the Local Authority?
- iv) Has any additional health expenditure (capital and revenue) been identified to accommodate the additional housing being constructed on the land, to the north of the Railway?

The CCG have said that they have approached the South Nottingham Locality Team and the Belvoir Health Group for information to help answer the above questions.

(Trevor Richmond and Nikki Thomas 1st October 2019)

At the same time a draft Health Policy statement was written for incorporation in the NP. It is as follows:

### **Health Policy Information**

Background information supplied by the Nottingham West Clinical Commissioning Group (CCG), in response to a question “How does a development contribute to future Primary Care Health Service?”

1. Rushcliffe Borough Council submit all new housing development to the CCG, to assess whether additional Primary Health Care Provision will arise from new housing development. Funding for this provision is secured through a Section 106 Agreement. The value of this funding is based on a formula including currently £920 for all 2+ bedroom dwellings and £600 any 1 bed properties. The Section 106 monies can only be used to create additional capacity within an existing or an expanded Health Centre.
2. The Health Centre Practise receives funding per head of population. This income provides the annual staff and running costs of the Health Centre, and accordingly is not a matter for the NP.
3. The Primary Care Service does not provide Care for the Elderly homes. This is a commercial decision for the Private Care Sector, in conjunction with the local Planning Authority.
4. A member of the NPSG has joined the Bingham Health Centre Patient Participation Group (PPG). One of the PPG aims is to “allow patients to have a say in the future direction of local health provision”. Future issues arising from the PPG, may need to be incorporated in a NP Health Policy statement.

**Draft Health Policy Statement for incorporation into the Neighbourhood Plan**

5. The developer must show to the Planning Authority that the proposed land use achieves positive health outcomes. Where any significant adverse impacts are identified the applicant will be expected to demonstrate how these will be addressed and mitigated.
6. Where applicable the development proposals should promote, support and enhance health by the following aims:
  - a) Providing the right mix of quality homes to meet people’s needs and locations that promote walking and cycling;
  - b) Providing employment developments in locations that are accessible by walking and cycling;
  - c) Supporting the provision and access to healthcare services;
  - d) Retaining and enhancing accessible Green infrastructure;
  - e) Alleviating risks from unhealthy and polluted environments such as air, noise and water pollution and land contamination;
  - f) Designing homes that reflect the changes that occur over a lifetime, meet the needs of those with disabilities and reduce fear of crime;
  - g) Supporting and enhancing community cohesion.

- h) The arrangements for securing additional Primary Health Care services is set out in paragraph (1) above.

*The above Draft Policy Statement is based on "The Rushcliffe Local Plan Part 2: Land and Planning Policies", which was formally adopted by Rushcliffe Borough Council at its Council meeting on Tuesday 8 October 2019*

## **SPORT AND LEISURE**

There are two policy areas that we considered:

- Sports facilities
- Community Centre

### **Sports and other leisure facilities**

This is a topic that we appeared to undervalue when we started. It was discussed in the context of other topics but not dealt with seriously prior to dissolution of the NPSC. The only paper prepared for the steering committee was delivered in October 2019 and is as below:

#### **LEISURE FOR BINGHAM AS A 'HUB'**

*(October 2019)*

The concept of Bingham being a 'leisure hub' serving the surrounding villages came out of a workshop with 15 students from Toot Hill School. They were divided into two groups, each one being presented with the same question to discuss. 14 of the group were from surrounding villages and only one came from Bingham, so it is inevitable that the village point of view should dominate.

They expressed the view quite strongly that they would like Bingham to be better positioned to provide evening and weekend leisure facilities that would attract teenagers. They greatly admired Central Avenue in West Bridgford and would like to see the same range of restaurants, bars and bistros in Bingham. Work being carried out by other groups studying business in Bingham will provide supporting evidence for this.

For the 'leisure hub concept' to be a success, however, public transport from the villages had to be improved. In an interview we held with the County Council Transport Officer he said that public transport policy had been to improve services for daytime use, mainly by shoppers and working people who needed to get to and from Bingham to join up with the 10-minute Mainline service to Nottingham. Evenings had not been catered for.

A second line of thinking that emerged from the workshops was for Bingham to provide sports facilities that the villages did not have. A good deal of information on this is to be found in the Community-led Plan. Further work has to be done on this to establish in detail what

facilities are supported in the villages and what are to be found in Bingham.

We have been cautioned about the way that the hub idea is presented in the NP by the Head of Planning Policy in Rushcliffe. The way forward seems to be to encourage broadening the range of sports facilities in Bingham for use in the town, but with the knowledge that villagers would come in to use them.

*The viewpoint in the last paragraph was strongly supported by the parish councillors who met in January 2020. They also did not want mention being made of Bingham as a Hub in case it jeopardised the planning applications the villages may make for their own improvements to facilities.*

### **Community Centre**

The lack of a community centre with a stage, theatre lighting and a seating capacity of 200 plus has been a bone of contention in Bingham for decades and building one would have been a primary demand in the neighbourhood plan. However it seems that the Community Centre as a heading within the NP seems now to be redundant as the RBC has added a Community Centre to the plans for a new Leisure Centre to be built on land near the railway line on Chapel Lane. Final plans have not been seen as of now (December 2020).

## **CONCLUSIONS**

Above is only a summary of the work done by the committee; more detail can be obtained from the NPSC files lodged with the BTC, in particular the minutes of the monthly meetings and the reports produced by the working groups on each of the objectives. In the main the summary is taken from reports lodged with the NPSC for a meeting in October 2019 when the consultant planner began working for the committee. These reports were presented to him to enable him to gain an understanding of what we had done to that date. Minutes of the October meeting will contain a full account of the discussions held that day with his comments on each of the reports as well as discussion of the various topics as they came up in the monthly meetings. The impact of Covid was felt as early as February. With the suspension of work in March 2020 a number of planned activities did not happen. These include:

- We held one meeting with parish councillors from parishes that surround Bingham and we had a stall at the Bingham summer and winter fairs for the purpose of public consultation. That, however, was as far as public consultation was taken. It was our intention to hold a serious public consultation campaign in 2020, which did not happen because of the outbreak of Covid-19.
- We did not hold meetings with stakeholders that had been planned for this end stage;



- We did not issue the questionnaires that had been planned to support the findings in some of the objectives;
- We left some of the objectives incomplete;
- We did not do a review of the data gathered;
- We did little work on shaping the individual policies that would have flowed from the information that had been gathered.
- Perhaps most importantly we did not test the individual objective reports against the basic assumptions and the strategic objective as we laid them out in the strategic statement to see if there was any conflict between them. It is true to say, however, that the committee did not at any stage late in the period when we were working come up with anything that challenged any of the principles in the strategic statement.

### ***Climate change***

Since March 2019 the issue of climate change has grown in importance and although the IPCC review meeting that was originally to be held in the UK in 2020 has been delayed by a year there are some signs that the UK government may emerge from the delayed meeting in 2021 taking the matter more seriously. It is crucial that it does so because planning regulations are at the core of a neighbourhood plan and recent changes in them do not bode well for any development being built that is sympathetic to requirements of a strategy to meet the objective of reaching net zero carbon dioxide emissions in 2050.

A meeting held with representatives of the Crown Estate in January 2020 when we tried to persuade them to adopt a set of measures that would lead to building houses that were sympathetic to the requirements of the Paris 2015 agreement on climate change and set them as conditions on developers before they sold them the land for building ended in failure. A meeting with our local MP, Mr Robert Jenrick, who is the also the Secretary of State for Housing, Communities and Local Government, early in 2020 seemed to find him sympathetic to the need to make changes to the planning regulations to match the requirements of the Paris agreement, but soon afterwards the building and planning regulations were changed in the opposite direction.

This lack of sympathy in the Crown Estate and the Minister who has overall responsibility for Housing makes it difficult to foresee a time when it might be appropriate to restart work on a neighbourhood plan such as the one we were drafting. Currently most of the big building companies would fight hard against any attempt to impose regulations on them that would affect the profitability of their projects. Even if Rushcliffe Borough Council put conditions in their next Local Plan that are sympathetic a sea change is required in the way the big development companies plan and design large housing projects.

### ***Key issues***

Five issues emerged from the work that we have done that require special attention. These are

- 1) The need for much greater flexibility for new builds so that they can have appropriate energy specification.

This is a core issue in that developers should more widely recognize the importance of striving for *passivhaus*\* standards in their new build. Additional energy that is required should be supplied by solar panels or other 'green' sources; the currently favoured method of providing central heating is by ground source heat pumps. In addition changes in lifestyle that have become commonplace during the Covid pandemic, like home working, are widely predicted to be here to stay and new houses should be able to accommodate it.

\**Passivhaus* standards relate to the quality of the insulation of a house whereby heat loss is a minimum and the requirement for additional heating also minimized. It requires good wall and roof insulation, triple glazing, internal air circulation and specific window size in relation to the wall area.

- 2) The problem of parking and how the increase in the number and proportion of electric vehicles will create more problems related to on street parking / charging.
- 3) The increased need for much better transport access particularly cycle and walking within an enlarged Bingham.
- 4) The problem of access across the railway.
- 5) The identification and recognition of the importance of green spaces in new developments, the need to protect the existing ones and to plan them so that they are beneficial to biodiversity.

Dr. P. M. Allen  
Chairman,  
Bingham Neighbourhood Plan Steering Committee

February 2021

## APPENDIX 1

### A BUSINESS CONSULTATION PROPOSAL

VERSION 0.1

DATE



# TACTICAL MARKETING PLAN

DOCUMENT SUBTITLE

TONY WALLACE  
BHTA

## Tactical Marketing Plan

The object of this plan is to consider the objectives of our proposed business consultation exercise and public meeting. NPSC will need to consider; resourcing requirements, pre and post event actions and activity, communication and report back. The findings will ultimately feature in our report to residents and referendum.

### Plan Overview

#### Objective

Effectively consult with the business community to capture their views on the desirable elements to include in our neighbourhood plan referendum for residents. The plan is forward looking so we will capture the aspirations, needs and concerns of the business community toward the Bingham of the future. We will use that knowledge in the development of a plan to meet the needs of all aspects of Bingham residents.

#### target community

#### DEMOGRAPHIC

All businesses community within Bingham Parish including those providing:

- Retail
- Manufacture/Distribution
- Services
- Agricultural/Farming

#### Target Contact Demographics

Businesses, of whatever nature, within Bingham parish including those with physical presence and those predominantly operating from home or online.

#### Message Summary

What is the future you as the business community would wish to see for Bingham ten years hence? What are the advantages and disadvantages for business of locating in Bingham and how might the situation be improved for the benefit of all of the residents of Bingham?

## How will we generate interest and PARTICIPATION?

### What is the desired outcome?

Greater engagement from the Bingham Business community. Maximise interest in the survey and subsequent marketing event

### how might we achieve that?

The best way to increase engagement is to get buy in from our potential participants. In essence we need to persuade them that there is merit in what we are doing and a benefit to them in joining our activity. That might best be done by considering how the neighbourhood plan can most effectively help them develop their business, expand and get the services that they will rely on to make a success of the endeavour. That can be obtained from our mission statement and a brief explanation of the benefits of neighbourhood planning and the influence it will have with Rushcliffe Borough Council upon adoption. Any messaging will need to be attention grabbing and brief.

### Process

#### List Development

An initial list of consultees was prepared from Intranet sources. This will be supplemented by a review of physical sources, Buttercross etc. I contacted Bingham town council to establish if a record of local businesses was retained there but unfortunately no such list is maintained.

The directory prepared by the NPSC needs to be maintained and saved to a central access point. It is important that the list once complete is maintained. The Bingham Business Club has also been contacted to extend our list of contacts however due to my own availability this has stalled. Councillor Andrew Shelton is a regular attendee at BBC so I would suggest that Councillor Shelton may wish to lead on engagement BBC through Jonathan Hammond

#### Proposed engagement method

Initial survey of community based on questions at appendix 1 followed by a Public Meeting toward the end of march.

#### pre-event actions

Questions to be agreed along with a covering note and benefit statement for participants. It should then be circulated to those businesses identified on our participant list.

#### Post-event Follow-up

Results of the questionnaire and participation will require analysis and incorporation into our final report. We may also need to consider interim report back to our participants.

## Project Plan

### Necessary Event Resources

<b>Resource</b>	<b>Role</b>	<b>Estimated Working Hours</b>
Tony Wallace	Event organiser	5 hours
Nikki Thomas	Communications	5 Hours
NPSC	Administration/Distribution and collection of questionnaires and	?
NPSC Volunteers	Conduct of the event	2 Hours
NPSC	Post event administration-analysis of questionnaire returns	?
Nikki/Tony	Post event publication	5 Hours

### Budget

- Room Hire: Local to the Town Centre for three hours (max including set up time), Potential options: WI Hut, Methodist Hall- Cost £30 approx.
- Publicity Materials – Cost £50
- Printing of Questionnaire (or do we use only an online method) £0-£50

### Metrics and Expectations

The obvious metric is numbers completing the questionnaire and attending. We currently have 114 businesses on our directory however I anticipate that this number will rise as we capture information from other directories. I am unsure of the number of responses that we might expect, those invoiced in preparation of the community led plan may be better positioned to know.

*Preamble to questionnaire*

**BINGHAM BUSINESS COMMUNITY**

The Bingham Neighbourhood Plan is looking ahead to possible development in the area north of the railway line that will come after the end of the current Rushcliffe Borough Council planning cycle in 2028.

In order to inform the work that the Neighbourhood Plan Steering Committee (NPSC) is carrying out a survey of all Businesses and Business Organisations in the town and surrounding area to consider how a possible increase in the demands from this new development will impact on the business community. We are interested in the risks and opportunities that the development will present to business and the employment prospects of people living in and around the town.

The information that you give us in answer to the following questions will be analysed and used to help the NPSC develop a set of policies that we would like to see implemented in the event of any development in addition to the current one in which 1050 houses are being built either side of Chapel Lane, north of the railway line.

If you feel that you would like to meet with someone from the NPSC, then say so and we will organise a meeting.



## QUESTIONNAIRE.

*In order to answer the questions below download the questionnaire to your computer. To open the box, click in the space below the question and a text box will open for you.*

*If the question does not apply to you move on to the next one that does.*

*When you have finished the questionnaire return it as an attachment to an email addressed to:*

***Please return your answered questionnaire by ??????***

***Business Name:***

***Address:***

***Main Contact (name):***

***Telephone Number:***

***Email address:***

1. What is the nature of your business?
2. Do you operate from your home or from business premises?
3. Do you currently employ staff? How many?
4. Do you consider that the nature of your business is likely to change in the coming years? If so how?
5. What are the key advantages of Bingham as a location currently?
6. Do you think that the new development will impact on your business positively or negatively? Why?
7. What do you consider to be the major advantages that might flow to your business following further development of the land North of the Railway line?
8. What are the key disadvantages of Bingham as a location currently?
9. What are the key issues hampering business development currently? Do you see that changing in the future?
10. Have you found difficulty in finding accommodation for your business? If so, what were they? How could the situation be improved?

11. Is there sufficient car parking at or near your premises to meet your current needs? Is that likely to change in the future?
12. From what area do you draw your customer base? What factors would come into play to allow you to increase that base?
13. To what extent do your customers/employees rely on public transport to interact with you and your business?
14. What is the main channel that you use to communicate with customers currently? Is that likely to change in the future?
15. Does your business service a particular demographic group? Are the facilities in the town sufficient to allow you to meet the needs of that group?
16. What additional facilities would you find useful to allow your business to grow?
17. What are the three most important changes or developments in Bingham that would allow your business to become more successful?
18. Are there any questions that we have not asked or further comments that you wish to make?