

Introduction

What's this profile all about?

Rushcliffe Borough is well known for its attractive towns and villages, rich farmland and rolling countryside. It is perceived to be an affluent area and one in which people want to live and work. Despite the economic downturn, these pressures for growth in Rushcliffe will continue both in the short and longer term.

Looking at the towns and villages which make up Rushcliffe in greater detail, however, it is clear that each is very different, with diverse communities, different pressures, needs and ambitions for their local area.

The production of this Parish Profile is designed to provide a picture of what has happened within a village or town during recent years and to identify what may happen in the future. The profile has been put together in order to provide support for the Borough Council's Fresh Approach campaign. It is hoped that the profiles will bring out some of the key issues in relation to your village, and will provide a starting point to have discussions on future development in your village.

The profile pulls together many sources of information, including statistics from the village showing what has happened in recent years and what may happen in the future if trends continue.

The leaflet also provides a brief summary of what people have told us about Ruddington in response to

previous consultations carried out by the Council regarding development in the Borough. This information is grouped into topics including age, the environment, employment, education and the local economy. Obviously, what some people have said may not necessarily be supported by everyone.

Localism – what does this mean for future planning within the Borough?

The Borough Council is required to develop sound long-term plans for the future development of Rushcliffe. These plans still have to be supported by sound factual evidence, however, we now have more scope to develop plans that are truly local to the needs of Rushcliffe.

Local communities will also have a chance to develop their own community-led plan should they wish to do so once Rushcliffe's development plan is in place. It is, therefore, important that Rushcliffe's plans for the development of the Borough broadly reflect each community's needs and wishes.

Ruddington as a place

General

Ruddington is located 3 miles south of West Bridgford, along the A60, with good access to the A52.

Ruddington is a relatively compact settlement with fairly well defined edges. The character of the historic core of the village gives it a rural identity. However, Ruddington has over time seen extensive residential expansion which has spread out from the core. This has tended to give its more modern parts a rather suburban feel.

The areas of residential expansion are mainly located to the north, west and south of the village core. Recent larger residential developments are generally on the western side of the village, in locations including Pasture Lane and on the former Camelot Street Depot.

Facilities and Economy

Ruddington's retail centre is situated in the historic core of the village and provides a diverse range of shops and facilities, including two supermarkets. The village has two health centres, one of which has recently been extended. The village has one nursery/infant school and one junior school.

The village has a number of well supported local facilities, including an active village hall, several play areas, outdoor sports facilities and allotments.

Rushcliffe Country Park is situated to the south of the village.

Ruddington Fields Business Park, located adjacent to the Rushcliffe Country Park, provides significant employment opportunities for residents of Ruddington and the wider area and is home to a number of large companies. The area has good access to the A60 and contains good quality office accommodation. A large number of Ruddington residents commute to Nottingham city centre for work due to its close proximity.

What You Told Us

The facilities can't support further development; junior school has recently had two extra rooms built.

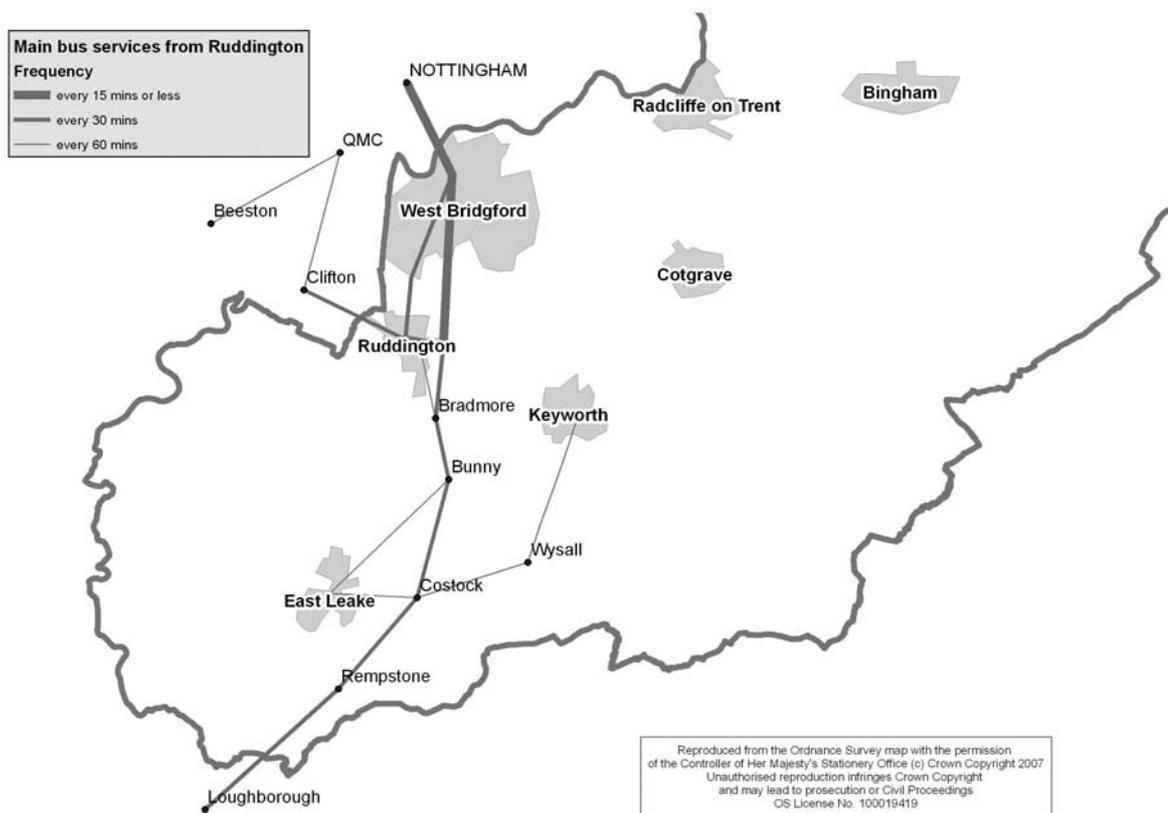
Transportation

Road connections

Ruddington lies off the A60 to the south of the A52. As the A60 provides a direct route to Nottingham City Centre it can get congested at peak times, particularly at its junction with the A52 at the Nottingham Knight roundabout. Access to the A453 is provided to the west of the village via Clifton Lane and through Clifton itself. The A60 connects the village to the south of the

Borough including the nearby settlements of Bradmore, Bunny, Costock and East Leake. The centre of Ruddington and some of the other local roads can get very congested at certain times of the day as the roads are very narrow in places. There is limited scope to improve the present road system due to development constraints.

Public Transport



There are a number of bus services that run to and from Ruddington. Buses to Nottingham are most frequent, running every ten minutes during the day. There is a half hourly connection to Clifton. A half hourly service is also provided to Loughborough via the

A60 corridor. An hourly service is provided to Keyworth (via Bradmore, Bunny, East Leake and Costock) and Beeston via the Queen's Medical Centre and Clifton.

What You Told Us

Traffic and parking problems in Ruddington are bad already and any further development would make this worse.

There was a cycle path created in Ruddington without consultation – this was not wanted.

Ruddington should have a by-pass to limit the traffic.

The infrastructure of Ruddington is terrible.

Environment

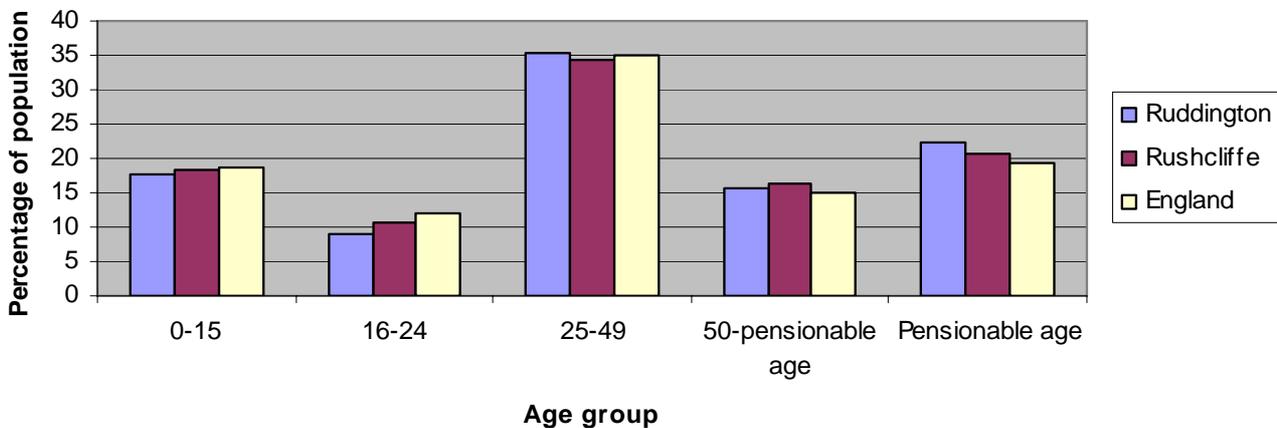
There are a number of environmental designations in the countryside surrounding the village. Part of the disused Great Central Railway corridor is a Site of Importance for Nature Conservation. Rushcliffe Country Park lies to the south of the village and is a designated Local Nature Reserve. Areas to the north and west of Ruddington are at risk of flooding from the Fairham Brook. The majority of the surrounding agricultural land is grade 2 with some lower grade 3 land.

Your Population

Ruddington’s population did not grow at all between 1981 – 2005. However, recent estimates show that the population has increased by 10% between 2005-2009¹. Overall, the population increase for Ruddington over the last twenty years has been lower than the Borough average (10% compared to 14%).

Ruddington’s age profile is broadly comparable to both the population of the Borough and nationally. The village does have a slightly lower percentage of younger people and a slightly higher percentage of pensioners, however. Ruddington’s population is generally ageing, reflecting the national trend.

Ruddington: Age Profile (2009)



¹ Sources: 1981, 1991, 2001 Censuses, 2005 Parish population estimates, 2009 ward population estimates (Office for National Statistics)

Housing

House Prices and Incomes

The average house price in Ruddington for 2009 was, as an average, the fifth lowest (£189,984²) when compared to other settlements in the Borough. An average priced house in Ruddington would cost 5.5 times the average household income.

Entry level house prices in the ward are lower here than in the Borough as a whole, indicating that first time buyers and single income households may be attracted to the area. In comparison, the average rental prices in the ward in March 2009 indicated that the area has an affordability problem, with huge deficits between the rent and the amounts that Local Housing Allowance covers.

Recent Development

New Dwellings Built in Ruddington 2001-2010

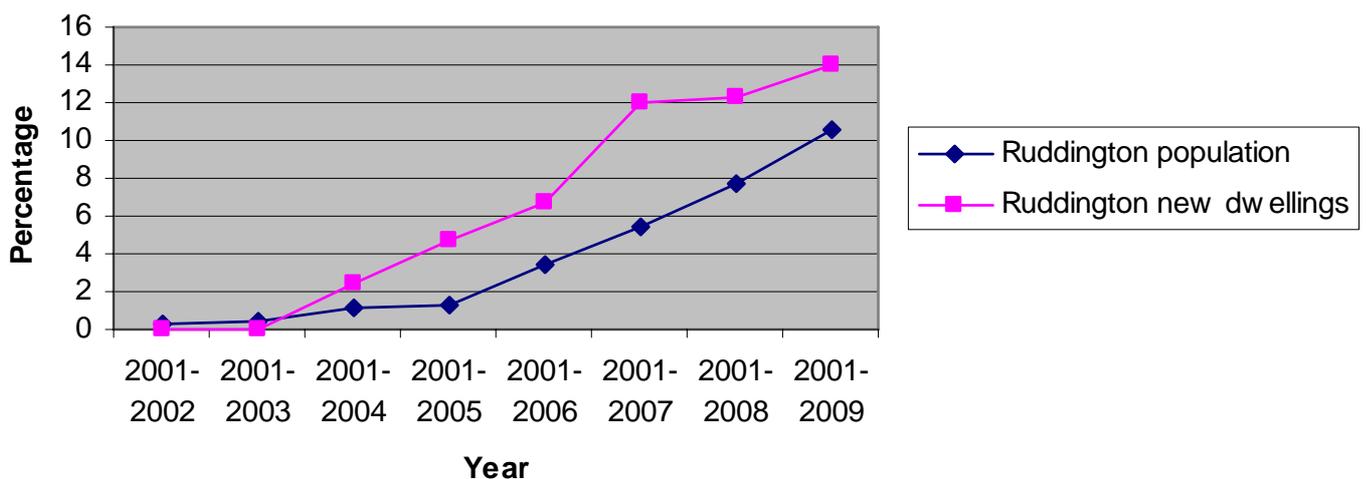


² source: Land Registry, 2009

Between 2002 and 2010, 422 dwellings were built in Ruddington, 369 of which were market housing and 53 of which were affordable housing for rent or shared ownership properties to get people on the housing ladder. The graph on the following page shows the types of houses that have been built in Ruddington over the last ten years.

Both Ruddington's population and the number of new homes built in the village has increased over recent years. Between 2001-2009, the number of new homes built has increased Ruddington's overall stock by 14%. This increase has largely been due to the availability of larger brownfield and other suitable sites coming forward within Ruddington over a short space of time following the closures of the Cooper and Roe factory and the Camelot Street depot.

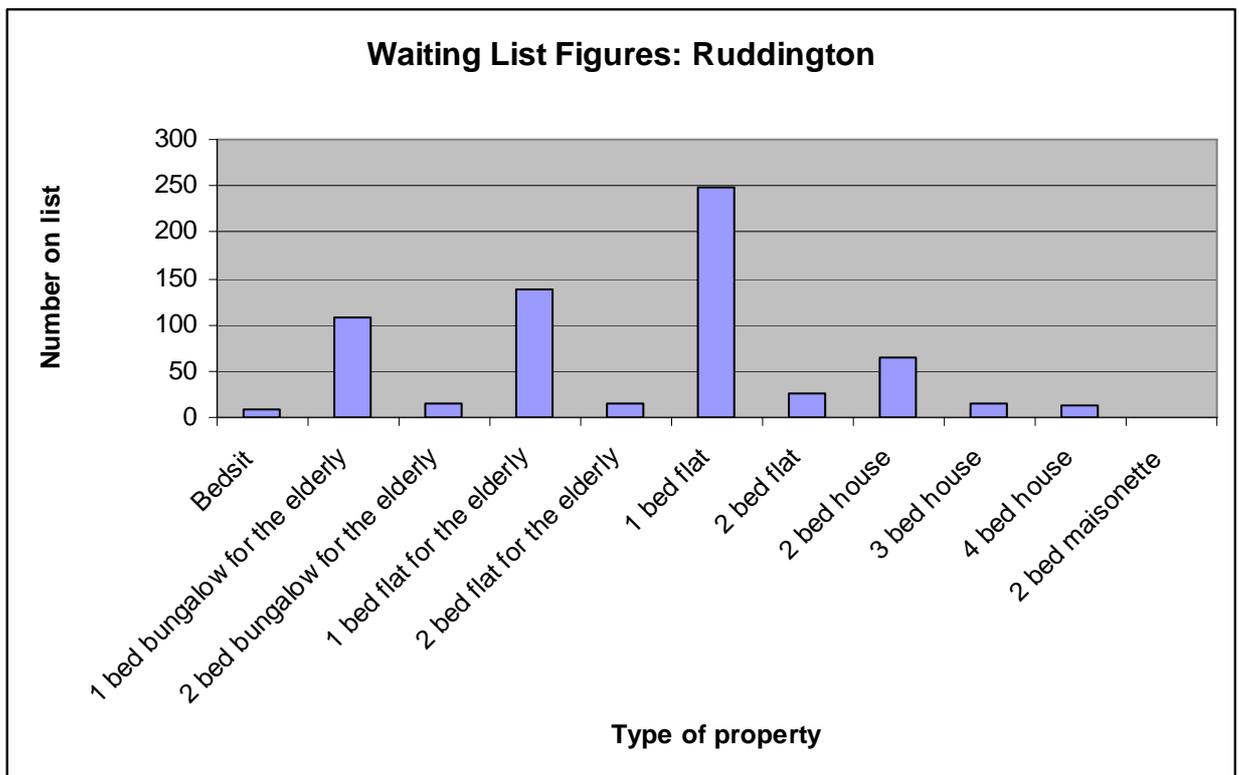
Ruddington: Percentage population change and additional dwellings, 2001-2009



Housing need

Housing waiting lists are a good starting point for indicating affordable housing need, but do need to be treated with a degree of caution as there may be duplication in terms of the numbers of people on the various registers across the Borough. The table below indicates the number of people that are on the housing waiting list for Ruddington.

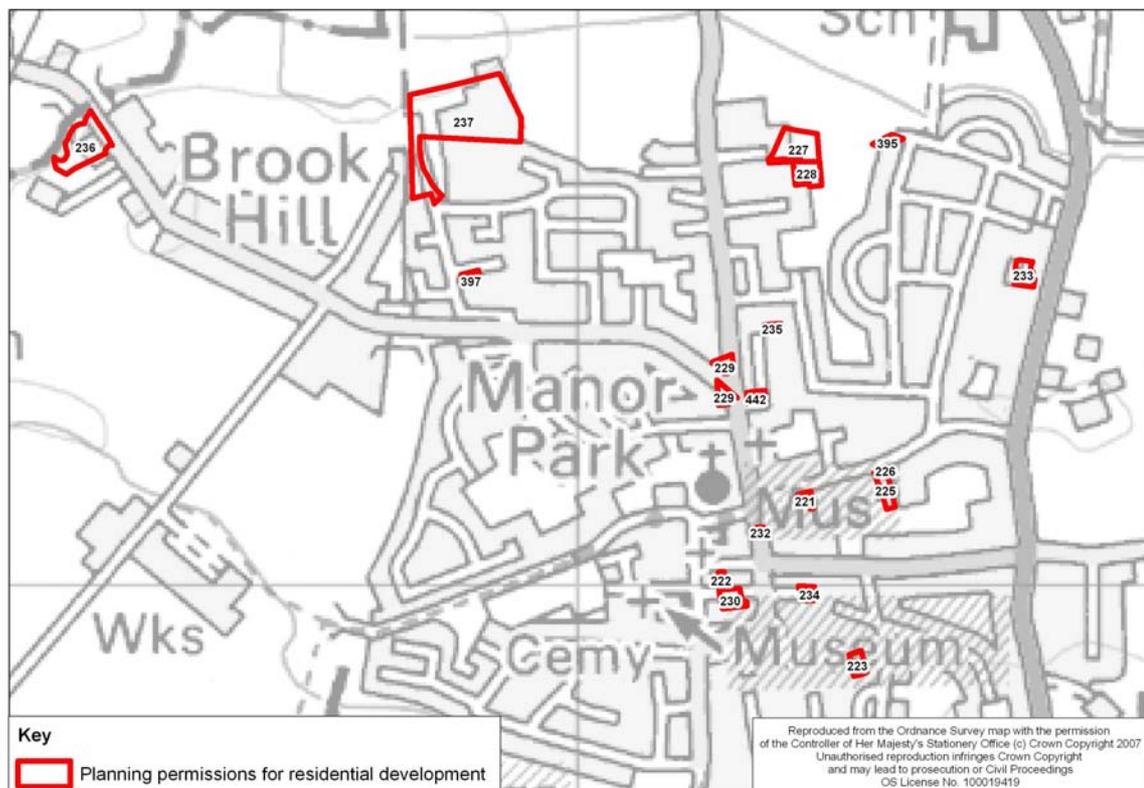
The graph indicates the type of housing that applicants are eligible for rather than what they have requested – i.e. single people or couples below pensionable age would only be eligible for a 1 bedroom flat.



Opportunities for Housing

The settlement has fairly well defined edges that act as a limit to development. The western edge of the settlement is particularly sensitive, given its visibility and prominence from the surrounding countryside and its proximity to Clifton. The A60 provides a strong boundary to the east of the settlement, although some larger properties exist beyond the Loughborough Road. To the south, Rushcliffe Country Park Country Park provides a boundary to the settlement.

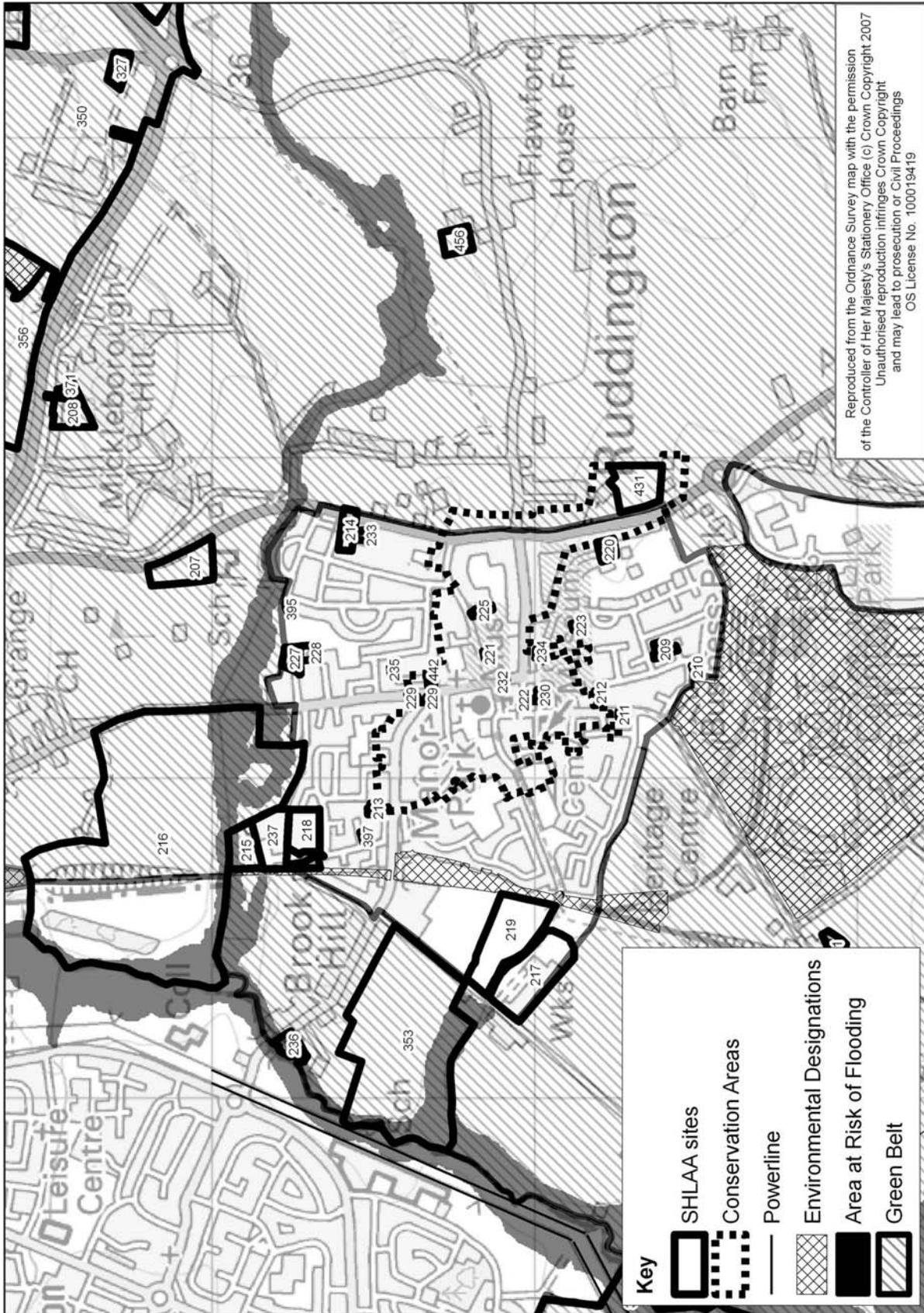
In total, there are currently 11 planning permissions for residential development in Ruddington with 31 dwellings remaining to be built in total. These permissions are shown on the map below.



The Rushcliffe Strategic Housing Land Availability Assessment (SHLAA) 2010, which was undertaken by the Council, assesses a site's suitability for residential development, identifying the constraints for each site and what would need to be done in general terms in order to overcome these constraints if feasible³. It also identifies how many houses could potentially be accommodated on them and when they could potentially be built. The map below shows the sites that have been assessed in the 2010 SHLAA. The map also shows some of the constraints that exist.

There are three larger brownfield sites in Ruddington included in the SHLAA (Site 218: Brookside Road; Site 217: Artex Blue Hawk; and Site 215: Former Camelot Street Depot). There is also a site that has been designated for employment development for around 30 years that has still not been developed (Site 219: Pasture Lane). Of these, only the remaining area at the former Camelot Street depot is in the Green Belt. Various constraints exist on these sites. For example, part of Site 215 is at risk of flooding.

³ Available to download from
<http://www.rushcliffe.gov.uk/doc.asp?docid=11306&catid=10895>



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Key

- SHLAA sites
- Conservation Areas
- Powerline
- Environmental Designations
- Area at Risk of Flooding
- Green Belt

What You Told Us

Any new housing would need to be sustainable, using sustainable construction methods and renewable energy.

Houses have been built recently but have been left empty.

Housing should only be built on brownfield sites.

If Green Belt isn't used for anything – it shouldn't be preserved for the sake of it.

Site 219 (Pasture Lane) used to be a cricket pitch – it should be protected as recreation.

Business land is left unoccupied (site 219: Pasture Lane). This should be used first.

Site 353 (Land west of Pasture Lane, Ruddington) would cause additional traffic issues.

There is a natural area for housing which is behind the allotments to the south of the village.

SHLAA sites that are towards Clifton would push more traffic through Ruddington

Summary of main issues

Over recent years, Ruddington has had several new residential developments. This has seen Ruddington's population increase quite significantly. Several issues need to be looked at concerning the sustainability of the settlement for further growth.

Ruddington is one of the few larger settlements in Rushcliffe that has some brownfield and other sites that may be suitable for residential development in the shorter term. The settlement also benefits from good public transport links and relatively easy access to a number of employment sites. The settlement is also in relatively close proximity to Nottingham City Centre.

There are however several capacity issues effecting the village's sustainability. Residents have told us through previous consultations that the local road network could not cope with any further development as it already suffers from serious congestion. There is also an issue with school provision with no secondary school in the village with older children mostly having to attend one of the schools in West Bridgford. Future projections show that there is no capacity for Rushcliffe School to expand in the short term.

This leaflet is also to download from our website at www.rushcliffe.gov.uk/planningpolicy



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