

West Northamptonshire
Joint Core Strategy
Pre-Submission Version

Committee Draft

West Northamptonshire Joint Strategic Planning
Committee

31 January 2011



**West Northamptonshire
Joint Planning Unit**

Foreword

The importance of “Strategic Planning” which shapes and makes the places in which people live, work and play cannot be underestimated. The alternative would, in all likelihood, result in an uncoordinated approach through speculative developer-led planning and related applications. This Pre-Submission West Northamptonshire Joint Core Strategy is a key document in ensuring places are shaped and made in a way which meets the needs of the people of today whilst ensuring the needs of future generations are safeguarded.

This document is the first one to be produced in the West Northamptonshire Local Development Framework, a suite of planning policy and related documents that will, together, guide the evolution of Northampton, Daventry and South Northamptonshire in the years that lie ahead. It provides a long-term vision for the area with an overall framework in which more detailed plans will be drawn up and decisions made. It contains a broad planning strategy aimed at meeting that vision, and contains core strategic policies, which the Partner Councils – Daventry District, Northampton Borough, South Northamptonshire and Northamptonshire County Councils – believe will provide sound guidance in the years ahead. This Pre-Submission Joint Core Strategy has been prepared in such a way so as to enable it to be disaggregated into three separate local plans, one for each of the partner Borough and District Councils, if that is considered appropriate in the future. The Pre-Submission Joint Core Strategy replaces the Emergent Joint Core Strategy that was published for consultation in July 2009.

The whole community has had a real opportunity to positively and collectively influence and improve the way we do things in the future – in the way we use land, we build, and how we shape our environment. Further opportunity to get involved in the planning of our areas is now available through the publication of this Pre-Submission Joint Core Strategy.

The involvement of the local community and many other organisations and groups to date has helped the Partner Councils to shape this Pre-submission Joint Core Strategy document. All involved in the preparation of it are very grateful for these contributions that have been made throughout the lengthy period the document has been in the making and here is a further opportunity for more input.

The Councils consider that the scale of development set out in this Plan to meet the local needs of the area is both realistic and deliverable. We recognise the importance of ensuring the appropriate levels of strategic and local community infrastructure requirements are delivered alongside any future housing growth.

The Localism Bill includes a duty to co-operate to ensure that local authorities and public bodies co-operate with each other. The duty is seen by Government as a key element of its proposals for strategic working once Regional Strategies are abolished. The dynamic partnership of Councils and other stakeholders that make up the West Northamptonshire planning partnership are delighted that we have reached this stage in order to protect our communities whilst at the same time meeting future local housing demand and encouraging future economic growth, which is so important to all of us. It strikes the right balance between ensuring the area is planned as a whole whilst also celebrating the diversity of the distinctive places across the constituent Councils' areas. The Councils remain committed to this co-operative working and where appropriate this will extend to other local authority areas.

Photo here

Councillor Chris Millar,

Chair of the West Northamptonshire Joint Strategic Planning Committee

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3.0 Introduction

3.1 This section sets out the introduction to the West Northamptonshire Pre-Submission Joint Core Strategy document. The section explains:

- What the West Northamptonshire Joint Core Strategy is;
- The format of the Joint Core Strategy; and
- The next stages in the Joint Core Strategy preparation process.

What is the West Northamptonshire Joint Core Strategy?

3.2 West Northamptonshire is the area covered by Daventry District, Northampton Borough and South Northamptonshire Councils. It includes the towns of Northampton, Daventry, Towcester and Brackley and all the villages and rural areas within the three Councils' administrative areas.

3.3 The West Northamptonshire Joint Strategic Planning Committee was established by Statutory Instrument¹ in 2008. The Committee is responsible for plan-making in West Northamptonshire. The Committee is supported by the West Northamptonshire Joint Planning Unit (JPU).

3.4 This Joint Core Strategy (JCS) has been prepared by the JPU on behalf of the three Councils of Daventry District, Northampton Borough and South Northamptonshire working together with Northamptonshire County Council.

3.5 The JCS sets out the long-term vision and objectives for the whole of the West Northamptonshire area for the plan period up to 2026, including strategic policies for steering and shaping development. It identifies specific locations for strategic new housing and employment and changes to transport infrastructure and other supporting community facilities, as well as defining areas where development will be limited. It helps to ensure the co-ordination and delivery of other services and related strategies (these strategies are identified in Appendix 1).

3.6 In many areas existing infrastructure is at, or near capacity. The JCS is designed to deliver significant growth in housing and employment but this is dependent on necessary investment being available in a timely way to overcome the deficiencies in supporting infrastructure. The JCS cannot be delivered without key infrastructure as set out in section 11 of this Plan. Public sector finance is likely to be limited, at least in the early phases of the Plan period which means that the effectiveness of the approach to developer contributions set out in this JCS will be fundamental to the successful achievement of the spatial vision and objectives through the spatial strategy. The monitoring and implementation section (Section 17) of the JCS sets out how the JCS will be monitored and reviewed to ensure its objectives are met.

¹The West Northamptonshire Joint Committee Order 2008 No 1572

- 3.7 The Local Strategic Partnerships have identified the aspirations and needs of local people in their Sustainable Community Strategies², which together create a long-term vision for the area and set the agenda for the priorities in the Joint Core Strategy.
- 3.8 The Joint Core Strategy forms part of the West Northamptonshire Local Development Framework (LDF): a folder of documents that will guide future development and use of land in West Northamptonshire for the Plan period up to 2026.
- 3.9 The LDF will replace old-style Local Plans and will be used to assess all planning applications. Subsequent parts of the LDF will provide more detailed development management policies and will also allocate smaller, non-strategic sites for new developments. The West Northamptonshire Local Development Scheme (LDS)³ approved in February 2010 sets out the full list of Local Development Documents (LDDs) that will be produced in West Northamptonshire, who will produce them and when. All Development Plan Documents (DPDs) and Supplementary Planning Documents (SPDs) produced in West Northamptonshire will have to be in conformity with the JCS.
- 3.10 European and national legislation requires local planning authorities to undertake a Sustainability Appraisal, a Strategic Environmental Assessment and a Habitats Regulations Assessment (also known as an Appropriate Assessment) of the JCS. These documents form part of the evidence base that supports this Plan. All the Sustainability Appraisal/ Strategic Environmental Assessment and Appropriate Assessment documents for West Northamptonshire are listed in Appendix 2 of this Joint Core Strategy.
- 3.11 The JCS is required to comply with national and regional policies but should not repeat them. References are provided to Government policy documents, the evidence base, technical papers and the spatial objectives throughout the document. The list of *Plans and Other Strategies Taken into Account in the Preparation of the Joint Core Strategy* is included in Appendix 1 and the list of *the Evidence Base for the Joint Core Strategy* is included in Appendix 2 of this Joint Core Strategy.

² Daventry District Local Strategic Partnership: 2010. Sustainable Community Strategy for Daventry District 2010-2026

Northampton Local Strategic Partnership: 2008. Northampton Sustainable Community Strategy 2008-11

South Northamptonshire Local Strategic Partnership: 2010. South Northamptonshire Sustainable Communities Strategy 2010-2015

³ West Northamptonshire Local Development Scheme: February 2010

- 3.12 The JCS is a high level strategy and most of the policies in the currently adopted Local Plans⁴ will continue to apply. However, some of the policies in these plans are of a more strategic nature and will no longer be relevant following the adoption of this JCS. Although this strategy will have limited effect on the adopted Local Plans' proposals maps, there are a few instances where these maps will change. The superseded policies and the changes to proposals maps are listed in Appendix 5.
- 3.13 As of 27 September 2007, some Local Plan policies ceased to be "saved" (see Appendix 5 for details). Eventually, all the policies of the Local Plans will be replaced by the DPDs that make up the WN LDF. Policies will not be replaced all at once, as the WN LDF is a series of separate DPDs. Thus, as each document is produced, further existing Local Plan policies will, if appropriate, be replaced and, therefore, will no longer be "saved". Planning decisions will continue to be made in accordance with "saved" Local Plan policies until such time as they are replaced or revoked.

The Format of the Joint Core Strategy

3.14 The format of this JCS is as follows:

- Section 4 is the spatial portrait which gives an overview of West Northamptonshire's characteristics, the issues that arise from this and lead to the identification of the Vision and Objectives for this Plan.
- Section 5 sets out the Spatial Strategy for the Plan – the big picture of "where" and "when" we want activity, development and investment to be over the period to 2026. This includes the roles and relationships of the settlements, the hierarchy of centres and the distribution of development.
- Sections 6 – 11 set out the policies that apply to the whole of the plan area - the West Northamptonshire-wide policies. These policies cover: connections, regenerating and building communities, economic advantage, housing, built and natural environment, and, infrastructure and delivery.
- Sections 12 – 16 set out the policies and proposals for the places in West Northamptonshire. These policies cover: the towns of Northampton, Daventry, Towcester and Brackley; and the rural areas.
- Section 17 sets out the Implementation and Monitoring Framework – outlining "how" the plan will be monitored and reviewed to ensure that its objectives are met.

⁴ Daventry District Council: Adopted Daventry District Local Plan (June 1997) and Saved Policies (September 2007)

Northampton Borough Council: Adopted Northampton Local Plan (June 1997) and Saved Policies (September 2007)

South Northamptonshire Council: Adopted South Northamptonshire Local Plan (October 1997) and Saved Policies (September 2007)

- The Context Map, Key Diagram and the Proposals Map are included in Section 20 of the JCS. The purpose of the Key Diagram is to present the spatial policies in the JCS in a diagrammatic form. The purpose of the Proposals Map is to identify areas of protection, areas at risk of flooding and sites allocated for particular land use and development proposals to which specific policies apply.

- 3.15 Every effort has been made to make the document as clear as possible with little reference to planning guidance and policy statements. However, it does contain some technical language so there is a *Glossary of Terms and Abbreviations* in Section 19 to help readers with the range of new terms that have been introduced. Where appropriate *footnotes* are also included at the bottom of each page of the JCS.
- 3.16 The JCS should be read as a whole. All policies are interrelated and must be read together to understand their combined effect as a strategy. Unless otherwise stated, they apply across the whole plan area and are designed to encourage, facilitate and manage development that makes a positive contribution to West Northamptonshire and its component areas.

The Next Stages in the Joint Core Strategy Preparation Process

- 3.17 The outcome of this Pre-Submission JCS consultation will lead to the preparation of the Submission JCS by June 2011. The Submission JCS will be published for comment at the same time as being submitted to the Planning Inspectorate for consideration at a Public Examination. The independent Public Examination will test the “soundness” of the JCS and consider representations on the basis of whether the plan is sound. Subject to the timing of the enactment of the Localism Bill which may change the nature of the Inspector’s Report and the final stages of plan preparation, the Inspector appointed by the Secretary of State to conduct the Examination will produce a report with recommendations which will be binding. Any changes required by the Inspector will be incorporated and then the JCS will be adopted. The adoption of the JCS will be advertised. It is expected that the JCS will be adopted in May 2012 and published shortly afterwards.

4.0 Spatial Portrait, Vision and Objectives

- 4.1 This section sets out the spatial portrait of West Northamptonshire, the vision we have for the future of the area and the objectives we will follow to achieve that vision.
- 4.2 The spatial portrait describes where we are now – it gives an overview of West Northamptonshire’s characteristics and the challenges that arise from those characteristics.
- 4.3 The vision describes what we want for the area in the future and how we see the area will develop and move forward. The objectives set out how we will achieve our vision and provide specific direction to the policies of this Joint Core Strategy (JCS).

Spatial Portrait - Where we are now

The Spatial Context

- 4.4 Figure 1 in Section 20 at the end of this Plan shows the West Northamptonshire Context Map.
- 4.5 West Northamptonshire is located within the southern part of central England. It covers a large geographical area and encompasses the administrative areas of Northampton Borough Council, Daventry District Council and South Northamptonshire Council in the County of Northamptonshire. The area includes four towns: Northampton, Daventry, Towcester and Brackley and the extensive rural areas within South Northamptonshire and Daventry Districts incorporating over 190 villages.
- 4.6 There are strong connections between Daventry, South Northamptonshire and Northampton areas, reflected in significant household and travel to work movements between the settlements in these areas. To the east, travel links to Kettering and Corby are weaker although Wellingborough has strong links with the Northampton area. There are also significant commuter flows into Milton Keynes from Northampton and South Northamptonshire.
- 4.7 West Northamptonshire has excellent connections to the rest of the country and to mainland Europe. The area benefits from key strategic transport infrastructure including linkages to the M1, M40, M6, the Haven Ports and the West Coast Mainline, Chiltern and Midland Mainline railways. The area is often described as being at the crossroads of the M1 north-south route and the A14/ M6 east-west route.
- 4.8 West Northamptonshire is within the influence of Greater London and Birmingham, the country’s two largest cities. Travel times from Northampton to both London and Birmingham by train are only one hour. For air travel most passenger journeys by residents and businesses in West Northamptonshire are made from major gateway airports at London and smaller regional airports at East Midlands, London Luton or Birmingham International. Whilst both East

Midlands Airport and London Luton Airport are accessible by car within one hour's journey time from Northampton there are limited rail connections to both destinations.

- 4.9 For shopping, Northampton town centre together with its retail parks is the main attractor for the majority of West Northamptonshire residents and for some residents of areas beyond. However, there is a pull from Milton Keynes in the southern part of the West Northamptonshire area for town centre shopping and likewise from Banbury and Rugby for the western parts of the West Northamptonshire area. Northampton, as the County town, is also the focus for major services and facilities for the surrounding towns including those beyond West Northamptonshire such as Wellingborough, Kettering and Rushden.

The West Northamptonshire Area

- 4.10 West Northamptonshire has an overall population of 377,900 people (Office of National Statistics 2009 mid-year estimate). Whilst the land area is predominately rural, 55% of this population live within the urban area of Northampton. The majority of residents from South Northamptonshire and Daventry districts live in the rural areas outside the market towns of Brackley, Daventry and Towcester.
- 4.11 The area presently has an above average youth population and a below average older population, however population projections indicate that the proportion of elderly people within the population is likely to rise.

Northampton

- 4.12 Northampton, as the County town for Northamptonshire, is the area's main employment, retail and cultural centre. It has a population of over 210,500 people (Office of National Statistics 2009 mid-year estimate). In 1965 Northampton was designated as a New Town and planned expansion was carried out between 1968 and 1985 by Northampton Development Corporation. Consequently the population of the town steadily grew from about 100,000 in the early 1960s.
- 4.13 The town is home to well known companies such as Carlsberg, Avon Products, Barclaycard, Nationwide Building Society and Panasonic. Northampton is also the focus for learning in the area and is the home of University of Northampton and Northampton College, with Moulton College lying immediately to the north of the town. Northampton town centre provides the main services and facilities, health care and retail offer for the wider population of Northamptonshire.

Daventry

- 4.14 Daventry is a market town with a population of around 25,000. The town experienced significant expansion in the 1960s and 1970s as a result of its designation as an overspill town for Birmingham, although the level and speed of growth did not occur as expected in this period.

Towcester

- 4.15 Towcester is the oldest town in Northamptonshire with a population of about 10,000. The town experienced significant housing expansion in the 1980s. Towcester residents predominantly travel to either Northampton or Milton Keynes for work and shopping (other than food shopping). Towcester has an historic and attractive town centre but is adversely affected by congestion and poor air quality on the A5.

Brackley

- 4.16 Brackley is an attractive historic market town. It has a population of about 14,000 and has experienced extensive housing expansion over the last 20 years. Brackley residents are increasingly travelling to the neighbouring larger towns of Banbury, Oxford and Milton Keynes for employment and shopping and the town centre is declining. Brackley does however have major motorsport employment.

Jobs

- 4.17 West Northamptonshire, being a diverse area, has a broad economic base. Historically the economy of the area was agriculturally based with manufacturing predominantly at the towns, particularly Northampton. Whilst farming still accounts for much of the land use it represents a very small percentage of the employed population. However, the agricultural sector remains an essential part of the local economy and it is important that farming and farmers are encouraged to be more competitive and more sustainable. Today manufacturing is in decline and jobs are largely in the office, technology, warehousing and service industries.
- 4.18 Outside the urban areas rural diversification is significant in supporting the economy of the rural communities, with small industrial units often containing high occupancy rates. The visitor and tourism economy is also a strong source of employment, particularly in South Northamptonshire District.
- 4.19 Northampton accounts for nearly 70% of jobs in West Northamptonshire, whilst Daventry town and its district account for a further 18%. The remaining 12% is generated from South Northamptonshire district. Silverstone Circuit plays an important role in South Northamptonshire's economy. Internationally renowned for motor racing it straddles the boundary with Aylesbury Vale and is both a year round tourist attraction and a significant employer with a focus on knowledge based research and high technology motorsport related industry. Motorsport and high performance engineering has broadly influenced the economy of the whole area.
- 4.20 Given West Northamptonshire's central position in the country and its excellent rail and road network (particularly north-south and less so east-west) there has been a strong growth in the warehouse sector. In particular Daventry International Rail Freight Terminal (DIRFT) serves as a strategic location for storage and distribution. Further demand for storage and distribution premises remains high.

- 4.21 Creation of office jobs in West Northamptonshire has been high in the last 10 years or so and has largely been associated with Northampton. Between 2001 and 2008 Northampton Borough added just over 3,000 new office sector jobs, South Northamptonshire 2,300 new office sector jobs (largely related to Grange Park which is located on the southern edge of Northampton) and Daventry District 1,300 new office sector jobs.
- 4.22 The growth in office jobs has mainly been through growth in the public sector rather than in the private commercial sector and much of this growth is centred on Northampton as the principal town for the area. Between 2001 and 2008 public sector office jobs in Northampton grew from just under 3,000 to 5,000. The anticipated reduction in public sector spending in 2010 could have a significant impact on the number of public sector office jobs within the local economy for the next few years.

Homes

- 4.23 The four main towns in West Northamptonshire have all experienced considerable housing growth over the years in order to support viable, sustainable and mixed communities. Housing stock varies greatly from older, traditional housing to modern, contemporary forms. Some specific neighbourhoods in Northampton and Daventry are in need of housing improvement.
- 4.24 Whilst there are some areas of high house prices within the West Northamptonshire area, affordability is relatively good in comparison with national house prices. Between April 2008 and March 2009 48.3% of all properties sold were priced between £125,000 and £200,000¹. Average house prices in Northampton Borough are below the national average, peaking at around £175,000 in 2007 and dropping to £130,000 in 2009. Daventry and South Northamptonshire Districts have above the national average house prices with both areas peaking at around £270,000 in 2007 and dropping to £200,000 in Daventry District and £230,000 in South Northamptonshire in 2009.
- 4.25 The West Northamptonshire Strategic Housing Market Assessment 2009 identified that nearly 20,000 households across West Northamptonshire are unsuitably housed, amounting to 13.8% of all households (which compares closely to the national average). Unsuitably housed households occur more predominantly in the urban areas whereas the rural areas and villages show very low levels of unsuitably housed residents. In terms of over-crowding in 2001 4.8% of all households in West Northamptonshire were over-crowded². Although this was slightly higher than average for the East Midlands at around 4.4% it was lower than the average for England and Wales at 6.9%.

¹ West Northamptonshire Strategic Housing Market Assessment, 2009

² 2001 Census of Population (Office for National Statistics)

Movement

- 4.26 In Northampton, 80% of people both live and work within the Borough, with the majority of trips being less than 5km. However, 61% of these journeys are made by car adding almost 59,000 trips on the road network. The trips made outside of the Borough are to a number of locations, including Milton Keynes, with public transport presently only making up 4% of these inter-urban trips.
- 4.27 In Daventry District 48% of residents live and work within the District. Whilst many residents commute to Northampton only 4% of these trips are made by bus.
- 4.28 Both South Northamptonshire and Daventry Districts are largely rural and the predominant mode of transport is by private car with public transport being limited in the rural areas. Almost 90% of trips generated from Daventry and Northampton are contained within the County of Northamptonshire, whereas 32% of people travel outside of the County from South Northamptonshire for either employment or other services and facilities. Key destinations include Banbury and Milton Keynes. Only 1% of trips to Milton Keynes are by public transport.
- 4.29 The West Northamptonshire area is one of generally high car ownership and residents appear to use the private car as the preferred mode of travel. This is reinforced by a poor public transport network in terms of destination choice, frequency, vehicle comfort, interchanges and signs. This over-reliance on the private car is leading to increased congestion on many of the area's roads.

Community Regeneration

- 4.30 The West Northamptonshire area is generally an affluent one; however, there are pockets of deprivation. Northampton Borough contains significant pockets of deprivation in central and eastern areas, with 16 wards that are among the most deprived 20% in the country. There is also a small pocket of deprivation in Daventry town. Consequently there are a number of social and economic issues facing some neighbourhoods and communities where regeneration intervention is required. Towcester and Brackley do not have any localised areas of deprivation in their urban areas.
- 4.31 In the rural areas many traditional rural jobs no longer exist and residents are increasingly commuting long distances to urban areas for work. In addition, access by public transport to services and facilities in larger towns is often limited. House prices have risen dramatically in the last ten years, which has meant that many village properties are now unaffordable for local people. The overall appearance of wealth in the rural areas masks pockets of rural deprivation.

Town Centres

- 4.32 Northampton town centre has many good attributes, not least its historic buildings, but is in need of regeneration and new investment to improve the town centre experience. Regeneration of the Beckett's Park area is already underway with the creation of a recreation and leisure development to include a marina at the centre of two navigations, the River Nene and the Grand Union

Canal. The project will bring access to the riverside environment close to the town centre and create a tourist attraction in its own right.

- 4.33 Redevelopment of the town centre and its increasingly out-dated Grosvenor Centre and Greyfriars Bus Station is seen as key to Northampton town centre's future performance as a regional destination of choice. The programme for the Grosvenor Centre redevelopment and expansion is underway and a planning application is anticipated in Autumn 2011.
- 4.34 Northampton town centre is the location for higher level services and facilities. There is a long held view that the provision of some services and facilities in West Northamptonshire has not kept pace with a growing population. Residents are concerned that new development should come hand in hand with the necessary supporting infrastructure.
- 4.35 Daventry town centre is in need of some regeneration but not on the same scale as Northampton. Daventry has seen recent investment and new buildings (such as the iCon) which have brought a renewed vitality, but continued improvement to the environment and the quality of its town centre experience is required so it can fully achieve its potential and compete more directly and successfully with the town centres of Rugby and Banbury. Daventry District Council is developing a Daventry Masterplan which will cover the whole town and facilitate the regeneration of the town centre.
- 4.36 Towcester and Brackley function as rural service centres for their large rural areas and operate well within this role. There are well advanced plans for the regeneration of the Moat Lane part of Towcester's town centre that will assist in enhancing its vitality and viability in the future. Town centre revitalisation for Brackley will be required to ensure the town's continued improvement as local service provider. Masterplans for both Towcester and Brackley town centres are being prepared by South Northamptonshire Council to direct regeneration proposals.

Sport and Leisure

- 4.37 As the hub of West Northamptonshire Northampton is home to a range of high quality professional sports clubs (including rugby union, football and county cricket) and cultural facilities (including two theatres, museums and gallery space). Northampton's extensive network of parks and open spaces provides an important resource for both residents and visitors.
- 4.38 Daventry is proud of its country park and the greenspace at Borough Hill, whilst Towcester can boast the nationally protected Easton Neston Historic Park and Towcester Racecourse. Brackley has local facilities for leisure and recreation, but would benefit from additional open space, play areas and sports pitch provision.
- 4.39 The River Nene flows through West Northamptonshire and close to the southern edge of Northampton town centre. It provides a rich resource for water sports, nature conservation and informal recreation. The area also benefits from the historic Grand Union Canal as a cultural, recreational and

wildlife asset. The countryside around the West Northamptonshire towns is itself a wider recreational resource.

- 4.40 Silverstone Circuit is a year round international sporting attraction and the home of Formula 1 until at least 2026. It draws motorsport enthusiasts from all over the country and beyond and reinforces the area's long tradition in the motor sports industry. It has potential to be a major economic driver through sport based tourism and high technology companies.
- 4.41 The towns and rural areas within West Northamptonshire have a rich heritage. There is a wealth of listed buildings and conservation areas within the towns and villages as well as numerous archaeological sites. The many historic houses and associated historic parks and gardens are a significant feature of the countryside and in many cases provide a valuable tourism asset.

Future Opportunities

- 4.42 West Northamptonshire clearly has much to commend it but there are regeneration opportunities for our town centres and the potential to create successful and sustainable communities and a high quality living environment fit for the 21st century and beyond.
- 4.43 The key policy directions and strategic development proposals within the JCS will be the drivers to focus new development to the best advantage of the area for its existing resident population and also for future residents, businesses and visitors.

Climate Change

- 4.44 Development that aims to secure sustainable communities is designed to minimise its impact on the environment and so combat climate change. A realistic and serious response to meeting climate change objectives must be made through the JCS direction on policies. Larger scale developments, including Sustainable Urban Extensions (SUEs), provide the opportunity to secure exemplary standards of design, renewable or low carbon energy generation and through the location of development reduce the need to travel. All development proposals will need to fully consider climate change adaption to meet the vision of sustainable development.

Infrastructure and Development

- 4.45 Historically the provision of infrastructure within West Northamptonshire has failed to keep pace with and fully support a growing population. Elements of the existing infrastructure in the area are already at or close to capacity.
- 4.46 Accommodating planned development in the area will require an increase in the capacity of the existing infrastructure. Significant investment is needed in public transport, new roads, utilities (including trunk sewer improvements and increasing the capacity of water treatment facilities), health, education and emergency services. There is also a requirement for investment in social infrastructure such as cultural and community facilities, children's play spaces

and libraries, in order to build sustainable communities. It is critical that necessary infrastructure is provided in a timely manner.

Connections

- 4.47 It is important for economic prosperity and quality of life that people can easily reach important facilities such as education, employment, healthcare facilities, shops and leisure attractions. At present there are high numbers of car journeys within and between urban areas, leading to increasing road congestion.
- 4.48 Traffic congestion must be addressed and new developments must be well connected to towns and services by a choice of transport options, giving priority to public transport, walking and cycling. Connections between settlements in West Northamptonshire should also be reinforced.

Protecting and Building Communities

- 4.49 Within the rural areas sustainable communities must be maintained, enhanced and protected as vital places providing homes and jobs balanced against the need to protect the built and natural environments that are so highly valued.
- 4.50 In the larger urban areas the policies within the JCS must address issues of inadequate accessibility to employment and services as well as poor social environments.

Supporting Town Centres

- 4.51 The Central Area Action Plan, produced by Northampton Borough Council, together with the JCS must work together to ensure that planning policies for Northampton central area actively support regeneration projects. The Grosvenor Centre/ Greyfriars project in particular, amongst a range of redevelopment opportunities, is key to Northampton town centre's regeneration and will ensure Northampton takes its place as the county town and destination of choice.
- 4.52 There are strong aspirations for Daventry's town centre to grow and develop to support regeneration allied to the town's growth and as supported through Daventry District Council. Town centre revitalisation at Towcester and Brackley are also firmly supported by South Northamptonshire Council to ensure they continue to develop as successful town centres delivering services and facilities to their communities and surrounding villages. These aims must be supported and policies within the JCS must ensure they can be delivered.

The Economy

- 4.53 The area is attractive to the warehouse and storage industry due to the excellent road and rail connections. However, it is important that the area does not become over-reliant on one employment sector and continues to provide diverse employment opportunities for its residents. Provision must be made through the JCS to ensure a range of job opportunities can be delivered.

- 4.54 The economy of the rural areas must be supported and rural diversification encouraged whilst respecting the environmental quality and character of the rural areas. The JCS will help to secure a diverse and vibrant economy, with dynamic town centres that support rural economic development through a range of local employment opportunities to meet the needs of the existing and new population.

Educational Attainment

- 4.55 Northampton and Daventry anticipate a growing student population in their schools and colleges. The University of Northampton also anticipate more students.
- 4.56 Excellent educational provision for our resident population must be supported to encourage high educational attainment within our schools and allowing school leavers the opportunity to take advantage of higher learning at the University of Northampton and vocational colleges. In addition, it is noted that many graduates presently leave the West Northamptonshire area for jobs elsewhere. Job opportunities within West Northamptonshire must be provided to meet aspirations and retain graduates and those with higher qualifications as a vital part of our economy.

Housing

- 4.57 Quality and affordable housing must be delivered to create balanced communities and to meet the current and future needs of our communities, taking into account mix, size and tenure and including the requirements for specialised accommodation. Housing should be sustainable, flexible and well designed.

Green Infrastructure

- 4.58 West Northamptonshire has a large rural area and its urban areas have important parks and gardens and an existing green infrastructure including valuable wetlands. Policies within the JCS are required to protect and enhance the existing green infrastructure network and add to it wherever possible. A positive response to green infrastructure will improve levels of biodiversity and help to progressively reduce the impact of climate change.

Design

- 4.59 West Northamptonshire has a strong cultural heritage shown in its built form and its landscape context. There are numerous conservation areas and listed buildings in both the rural and urban areas.
- 4.60 This valued historic character must be protected without stifling new and innovative design. Our aim is to create an inspiring place to live and work in both urban and rural places. Design must also incorporate sustainable building techniques to help combat climate change and community safety principles to help reduce the opportunity for crime and make our places safer.

Spatial Vision - Where we want to be

4.61 The Spatial Vision is a vision of where we want to be. Our vision for West Northamptonshire is to embrace new development and the benefits it can bring for regeneration, whilst retaining and improving what is good about the area.

The Joint Core Strategy Vision

In our vision of the future...

.....the area will form an outstanding UK location of choice for diverse employment opportunities, high academic and vocational educational attainment, high quality housing for all and a superb quality of life for its communities. The area will blend the best of modern cultural urban living with an enhanced network of green spaces and high quality parks and gardens. The rural areas will include vital and tranquil villages within its rolling landscapes. The area's proximity to London and connections to other parts of the UK and beyond will continue to be a great economic strength. The area will be a national example of low environmental impact development in response to climate change and high biodiversity and habitat protection.

With new development focused on the four towns of Northampton, Daventry, Towcester and Brackley regeneration initiatives and successful and expanded economies will flourish. Communities will be diverse and sustainable and social cohesion and integration will be strong. Services, facilities and infrastructure will support the communities adding to the quality of life, and supporting their residents and visitors.

Northampton as the principal urban area will be a beacon of high quality urban design with an outstanding public realm. It will successfully blend its distinctive historic character with innovative new development both of which will enhance its riverside setting. It will be repositioned as the key economic driver at the cultural heart of Northamptonshire. It will enhance its role as the leading retail, entertainment, employment, health and learning centre, based upon a thriving mixed economy and the services it offers, with continuing pride in its theatres, museums and professional sports teams. Northampton will provide the focus and heart for its well integrated neighbourhood communities. Northampton will be linked with the reinvigorated towns of Daventry, Towcester and Brackley.

Daventry will be a vibrant historic market town with a population approaching 40,000. It will offer a thriving town centre which values its historic assets, with attractive retail and leisure opportunities, high quality public realm and a robust commercial core moving strongly towards a well developed office sector. Local economic strengths in engineering and sustainable construction will have been developed. It will provide an enhanced walking and cycling environment throughout the town and it will have strong connections with Northampton.

Towcester will have a successful historic town centre that is the focus of its rural catchment. The town will retain its visual and physical connections to the landscape through Easton Neston Park, nearby watermeadows and Towcester Racecourse. It will provide a diverse economy based on high technology, tourism and leisure.

Brackley will be the major service provider for the residents of the town and the surrounding countryside. It will provide knowledge based, research and high technology based jobs and leisure facilities as well as a distinctive and vibrant historic town centre which will offer both retail opportunities and community services and facilities.

Silverstone Circuit will continue to be at the pinnacle of international motor sport venues. It will foster high technology motor sport business at the forefront of technology with a motorsport cluster located nearby.

Daventry International Rail Freight Terminal (DIRFT) will maintain its role as an internationally significant centre for rail connected strategic distribution. It will be exemplary in the field of sustainable logistics with links to the University of Northampton. It will be well connected by public and sustainable transport to the surrounding workforce.

Our rural areas will support a network of vibrant rural communities. Villages will retain their local distinctiveness and character, providing affordable homes for local people set within a beautiful landscape. The countryside will support a diverse rural economy including leisure and tourism through its waterways, country houses, parks and woodlands.

Spatial Objectives – How we get there

4.62 To ensure our vision is achieved, the following 15 Spatial Objectives have been identified and provide specific direction to the policies of the JCS.

4.63 To enable us to monitor how effectively the objectives (and therefore the vision) is being achieved; specific targets have been set for each objective. More detail regarding the targets can be found in the Monitoring and Implementation Framework in section 17 of this JCS.

Objective 1 - Climate Change

To minimise demand for resources and mitigate and adapt to climate change, by:

- Promoting sustainable design and construction in all new development;
- Ensuring strategic development allocations are located and designed so as to be resilient to future climate change and risk of flooding;
- Encouraging renewable energy production in appropriate locations; and
- Ensuring new development promotes the use of sustainable travel modes.

Objective 2 - Infrastructure and Development

To protect and enhance existing local services and to ensure social, physical and green infrastructure is adequately provided to meet the needs of people and business in a timely and sustainable manner in response to regeneration and new development in West Northamptonshire.

Objective 3 - Connections

To reduce the need to travel, shorten travel distances and make sustainable travel a priority across West Northamptonshire by maximising the use of alternative travel modes. In so doing, combat congestion in our main towns and town centres, reduce carbon emissions and address social exclusion for those in both rural and urban areas who do not have access to a private car.

Objective 4 – Protecting and Building Urban Communities

To ensure new development in urban areas effectively supports and links new and existing communities physically and socially, to achieve social cohesion and address the areas of deprivation identified in parts of Northampton and Daventry.

Objective 5 – Supporting Northampton Town Centre

To support the regeneration of Northampton's town centre by making it the focus of high quality retail, employment, leisure and cultural development at the heart of Northamptonshire and to support the delivery of the Northampton Central Area Action Plan.

Objective 6 – Supporting Daventry Town Centre

To support the regeneration of Daventry town centre through planned growth and infrastructure delivery.

Objective 7 – Supporting Towcester and Brackley's Town Centres

To support Towcester and Brackley in their rural service centre roles to ensure their communities are self-sufficient sustainable places and the towns are the focus of services and facilities for surrounding villages.

Objective 8 - Economic Advantage

To strengthen and diversify West Northamptonshire's economy by taking advantage of our internationally well-placed location, strategic transport network and proximity to London and Birmingham.

Objective 9 – Specialist Business Development

To support and develop opportunities for specialist employment clusters and business development focused on a low carbon economy.

Objective 10 - Educational Attainment

To raise educational achievement and the skills base of our communities through supporting the development of West Northamptonshire's learning infrastructure and strengthening the link between local businesses and local schools, Moulton and Northampton Colleges and the University of Northampton.

Objective 11 - Housing

To provide a range of housing in sustainable locations to ensure all residents have access to a home that they can afford and that meets their needs. Housing development will be focused at the most sustainable location of Northampton, supported by Daventry and Towcester and Brackley in their roles as rural service centres with limited development in the rural areas to provide for local needs and support local services.

Objective 12 – Protecting and Supporting Rural Communities

To protect and support rural communities to ensure they thrive and remain vital.

Objective 13 – Rural Diversification and Employment

To support rural diversification and rural employment opportunities, in particular those related to agriculture, horticulture and forestry.

Objective 14 - Green Infrastructure

To protect natural species present in West Northamptonshire and enhance the existing strategic green infrastructure network, including biodiversity corridors, by incorporating and designing these into Sustainable Urban Extensions (SUEs) at Northampton, Daventry, Towcester and Brackley.

Objective 15 - High Quality Design

To achieve high quality design in both rural and urban areas that takes account of local character and heritage and provides a safe, healthy and attractive place for residents, visitors and businesses.

- 4.64 The next chapter sets out the Spatial Strategy and gives the scale and distribution of development across the West Northamptonshire area.

5.0 Spatial Strategy and Key Diagram

Introduction

- 5.1 The spatial strategy flows from the spatial portrait, vision and objectives in Section 4 and provides the framework for the spatial policies in the rest of the Joint Core Strategy (JCS) and presented on the Key Diagram.
- 5.2 The spatial strategy outlines the hierarchy of places and centres within these places (i.e. the towns of Northampton, Daventry, Towcester and Brackley, and the rural areas) and the principles for the distribution of development between the places. This includes maximising the use of land and buildings within the existing urban areas of the towns as well as developing new sustainable urban extensions to the towns. The spatial strategy identifies how much new development will be provided and when, i.e. the overall phasing of development. The spatial strategy also sets out the principles of sustainable development that all development will follow in order to achieve the vision of West Northamptonshire, particularly in response to climate change.
- 5.3 The delivery mechanisms that will be used in order to fulfil the spatial strategy are set out in Section 11.

The Key Diagram

- 5.4 Figure 2 in Section 20 at the end of this Joint Core Strategy shows the West Northamptonshire Joint Core Strategy Key Diagram and Figure 3 shows an enlargement of part of that Key Diagram.
- 5.5 The Key Diagram for West Northamptonshire provides:
 - a strategic picture of the distribution and scale of development within West Northamptonshire including regeneration priorities in the towns and the location of the sustainable urban extensions;
 - new public transport and road linkages; and
 - the future pattern of green infrastructure.

Hierarchy of Places

- 5.6 Before determining the principles for the distribution of development between the places in West Northamptonshire it is important to establish the roles of the places and the relationship of those places to each other and other places outside the area. The spatial portrait in Section 4 of this JCS has already described the characteristics of the four towns and the rural areas in West Northamptonshire and their relationship to other areas. In the future the existing roles of the towns will continue as described below but in all cases the emphasis will be on enhancing and strengthening these roles to achieve the spatial vision set out in Section 4.

Northampton – Principal Urban Area

- 5.7 As the largest urban area and the main commercial, administrative, cultural and retail centre for Northamptonshire, Northampton has an important influence across the whole of the county and beyond. Northampton has a particular influence in the western half of the county. Due to its size, function and location in the national context, the town will continue to generate economic growth and attract in-migration. Northampton's Central Area, as the heart of the Northampton Principal Urban Area and the county of Northamptonshire, will enhance its existing role so that by 2026 it performs a city centre role.

Daventry – Sub-Regional Centre

- 5.8 As the second largest urban area in West Northamptonshire Daventry town provides a range of services to support its own needs as well as the rural areas around it. It also provides opportunities for economic growth and diversification. Daventry town will continue to provide this complimentary role to Northampton without prejudicing Northampton's role as the principal urban area.

Towcester and Brackley – Rural Service Centres

- 5.9 Both Towcester and Brackley towns' current roles are to provide local services and facilities for their own populations and the rural areas around them. These roles will continue and will be strengthened and enhanced.

The Rural Areas

- 5.10 It is recognised that many of the villages in the rural areas play an important role in providing local services and facilities, including employment opportunities, both for the village itself and the wider rural areas. Furthermore, some villages also provide facilities and services for the nearby urban population too. Clearly these roles will continue but the emphasis will be on providing for local needs and basic services and facilities rather than serving a higher order function that should be the role of the Rural Service Centres or even the Sub-Regional Centre or the Principal Urban Area.

Development in the Towns and Adjoining the Towns

- 5.11 The primary choices with respect to the distribution of development in West Northamptonshire must be made in the context of the challenges the area faces and with a view to capitalising upon its strengths. In order to deliver vibrant and vital towns, together with sustained rural areas, the pattern of development must be supportive of these objectives and have regard to the hierarchy of places. Piecemeal development spread around the edges of the urban areas would increase the load to the current road and utilities infrastructure, without bringing forward the economies of scale that would make the provision of further infrastructure cost effective and therefore deliverable. Such incremental development is more difficult to serve with the range of community facilities needed to support the increase in population. Consequently, the spatial

strategy is one of concentrating additional development within the existing towns as far as possible and in a small number of large development areas, called sustainable urban extensions. This will maximise the use of previously developed land and vacant and under-used buildings within West Northamptonshire's urban areas, whilst also enabling managed greenfield land releases where they meet the Plan's objectives. In all circumstances high quality design will be required that reflects the local character. Policy S1 below sets out the strategy for the broad distribution of development across West Northamptonshire.

Making the Best Use of Previously-Developed Land and Vacant and Under-Used Buildings

5.12 In meeting development needs opportunities to reuse suitable previously developed land and vacant and under-used buildings within the existing urban areas and other sustainable locations should be maximised without undermining the quality of the environment within the urban areas and having regard to the nature of previous uses, such as contamination, which can restrict re-use. Significant progress has already been made in the plan area to identify and re-use previously-developed land and vacant and under-used buildings for housing and other uses including leisure, retail and offices. Northampton, in particular, has already successfully brought substantial areas of previously developed land and buildings back into use in recent years including the Northampton Cattlemarket, Simpson Barracks and Manfield Hospital. Opportunities to re-use previously-developed land and vacant and under-used buildings will continue to be supported in West Northamptonshire, particularly in the town centres including Northampton's Central Area. Specific policies that promote regeneration and revitalisation of the urban areas, particularly the town centres, are included in each of the town sections in the Places part of this JCS. High quality design, including higher densities where appropriate, can also contribute to making efficient use of greenfield land as well as previously developed land and vacant and under-used buildings. Policy H1 in the Housing section of this JCS provides more guidance on housing density and mix and type of dwellings.

5.13 Analysis of past development and potential sources of housing land suggests that between 2001 and 2026 around 30% of new housing in West Northamptonshire could be built on previously-developed land. This target will be annually reviewed.

Development in the Rural Areas

5.14 The JCS recognises that there is a need for limited development in the rural area, but aims to ensure that the scale of this development is consistent with the objective of meeting local needs and supporting local services. To this end the overall housing provision set out in Policies S3 and S7 in this Spatial Strategy includes an allowance for development in the rural areas. Section 16 of this JCS provides for a rural settlement hierarchy which will enable the provision of new homes, jobs and services needed in rural areas, whilst ensuring that new development is focused in sustainable settlements whilst

protecting the overall rural character of the area including the tranquillity of areas¹.

POLICY S1 – THE DISTRIBUTION OF DEVELOPMENT

DEVELOPMENT AND ECONOMIC ACTIVITY WILL BE DISTRIBUTED ON THE FOLLOWING BASIS:

- A) DEVELOPMENT WILL BE CONCENTRATED PRIMARILY IN AND ADJOINING THE PRINCIPAL URBAN AREA OF NORTHAMPTON**
- B) APPROPRIATE DEVELOPMENT OF A LESSER SCALE WILL BE LOCATED IN AND ADJOINING THE SUB-REGIONAL CENTRE OF DAVENTRY TOWN**
- C) THE DEVELOPMENT NEEDS OF THE RURAL SERVICE CENTRES OF TOWCESTER AND BRACKLEY AND THE RURAL AREAS WILL ALSO BE PROVIDED FOR**
- D) NEW DEVELOPMENT IN THE RURAL AREAS WILL BE LIMITED WITH THE EMPHASIS BEING ON:**
 - MAINTAINING THE DISTINCTIVE CHARACTER AND VITALITY OF RURAL COMMUNITIES;**
 - SHORTENING JOURNEYS AND FACILITATING ACCESS TO JOBS AND SERVICES;**
 - STRENGTHENING RURAL ENTERPRISE AND LINKAGES BETWEEN SETTLEMENTS AND THEIR HINTERLANDS; AND**
 - RESPECTING THE QUALITY OF TRANQUILITY.**

IN ASSESSING THE SUITABILITY OF SITES FOR DEVELOPMENT PRIORITY WILL BE GIVEN TO MAKING BEST USE OF PREVIOUSLY DEVELOPED LAND AND VACANT AND UNDER-USED BUILDINGS IN URBAN OR OTHER SUSTAINABLE LOCATIONS CONTRIBUTING TO THE ACHIEVEMENT OF A WEST NORTHAMPTONSHIRE TARGET OF 30% OF ADDITIONAL DWELLINGS ON PREVIOUSLY DEVELOPED LAND OR THROUGH CONVERSIONS.

The Hierarchy of Centres within the Places

5.15 Planning Policy Statement 4² requires local planning authorities to define a network and hierarchy of centres that are resilient to anticipated future economic changes and that meet the needs of their catchment population. Within the West Northamptonshire area there is already a clear hierarchy of centres at the upper tiers with Northampton town centre as the largest, followed by Daventry town centre, and then Towcester and Brackley as smaller town centres.

¹ Campaign to Protect Rural England (2007) – Tranquillity Map for Northamptonshire

² PPS4 – Planning for Sustainable Economic Growth 2009

- 5.16 The scale of retail, leisure and office development within the centres must be appropriate to the role and function of the centre and the catchment area it serves. District and local centres serve more local needs and consequently their catchment areas will be much smaller than that of a town centre. District and local centres should only support a scale of development that serves an appropriate catchment area, and should not have a detrimental impact on other centres. PPS4 gives a definition of district and local centres.
- 5.17 Northampton town centre has suffered greatly from a decentralisation of retail, leisure and employment uses and there is a need to redress this imbalance as a critical strategic issue for the JCS to ensure the vision for Northampton is not jeopardized. Policy S2 seeks to focus new town centre development firmly back to Northampton town centre and the central area and Policy S9 seeks to focus retail development on the town centre.
- 5.18 Town centre, district centre and local centre boundaries will be provided in subsequent Development Plan Documents (DPDs). The Northampton Central Area Action Plan proposals map will identify the town centre boundary for Northampton, the Daventry Town DPD proposals map will identify the town centre boundary for Daventry and the West Northamptonshire Site Allocations DPD proposals map will identify town centre boundaries for Towcester, Brackley. District and Local Centre boundaries for Northampton will be identified in the West Northamptonshire Site Allocations DPD. District and Local Centre identification for Daventry, Towcester and Brackley will be made in the West Northamptonshire Site Allocations DPD.
- 5.19 Whilst town centres must be the focus for new retail, office, leisure and cultural development there is also a need to ensure that local convenience shopping, services and facilities are met within the wider urban areas to deliver sustainable patterns of development, reduce the need to travel by car, shorten distances travelled and so respond positively to climate change.
- 5.20 Policy R1 in Section 16 sets out a spatial strategy for the rural areas where development will be guided by a rural settlement hierarchy with the specific villages in each level of the hierarchy determined in future DPDs. Policy R1 advises that the detailed hierarchy must consider existing service provision and any opportunities to improve service provision to enhance the sustainability of the settlement.

POLICY S2 – HIERARCHY OF CENTRES

THE FOLLOWING HIERARCHY OF CENTRES IS IDENTIFIED:

REGIONAL TOWN CENTRE	NORTHAMPTON
SUB REGIONAL TOWN CENTRE	DAVENTRY
RURAL SERVICE TOWN CENTRES	TOWCESTER, BRACKLEY
DISTRICT CENTRES	<u>NORTHAMPTON</u> WESTON FAVELL, KINGSTHORPE
LOCAL CENTRES	<u>NORTHAMPTON</u> ST JAMES END, FAR COTTON, WELLINGBOROUGH ROAD (ABINGTON), KETTERING ROAD (KINGSLEY) , AND LOCAL CENTRES TO BE PROVIDED WITHIN SUSTAINABLE URBAN EXTENSIONS

THE VITALITY AND VIABILITY OF THESE CENTRES SHOULD BE MAINTAINED AND ENHANCED COMMENSURATE WITH THEIR ROLE AND FUNCTION.

THE SCALE OF NEW DEVELOPMENT AT CENTRES BELOW NORTHAMPTON TOWN CENTRE IN THE HIERARCHY MUST NOT PUT AT RISK FUTURE INVESTMENT IN NORTHAMPTON TOWN CENTRE OR THE IMPLEMENTATION OF THE NORTHAMPTON CENTRAL AREA ACTION PLAN.

The Amount of Housing Required

5.21 The East Midlands Regional Spatial Strategy (RSS) sets out a housing provision for West Northamptonshire of 62,125 dwellings to be provided between 2001-2026. Even before the economic downturn in 2008 the RSS targets were challenging. Housing completions compared with the RSS targets were approximately 4,500 dwellings less than the RSS targets for the period 2001-2010. Furthermore, the RSS target is due to increase by 325 per annum from 2011. The current economic situation has rendered the achievement of the RSS housing rates unattainable despite on-going endeavours locally to increase the housing supply. Even the meeting of predicted housing “need” based on the natural increase of the existing population will be extremely challenging, and will be dependant upon the development of new funding and delivery mechanisms nationally. In preparing this Plan it has been assumed that such new funding and delivery mechanisms will come forward, even though at this time it is not possible to say what form they will take. In this context work has been undertaken to establish an achievable and reasonable

level of housing provision. Full details of the methodology used are set out in the housing provision technical paper. As a result of this work the housing provision total of 50,153 dwellings for West Northamptonshire has been identified.

5.22 Table 1 below sets out the housing requirement by Borough/ District, the housing completions between 2001 and 2010, outstanding planning permissions and approvals in principle at 1 April 2010 and the remaining requirement between 2010 and the end of the Plan period, 2026. Table 1 shows the housing requirement rounded to the nearest 10 dwellings.

Table 1 - Housing Requirement 2001-2026 (Rounded)

Borough/ District	Total Housing Requirement 2001-2026	Completions 2001-2006	Completions 2006-2010	Outstanding Planning Permissions and Approvals in Principle at 1 April 2010	Remaining Requirement 2010-2026
Daventry District	11,880	1,720	970	1,830	7,360
Northampton Borough	26,220	5,180	3,850	9,190	8,000
South Northamptonshire District	12,050	2,980	980	2,080	6,010
Total	50,150	9,880	5,800	13,100	21,370

5.23 Of the new housing provision requirement of 50,153 dwellings, 31.3% was completed between 2001 and 2010; 26.1% is already committed through planning consents, or “Approved in principle” and 42.6% remains to be provided – this is shown as the remaining requirement.

5.24 Overall, the annualised housing completion for 2001-2010 was 1,743 dwellings, and the requirement for the remainder of the Plan period is 2,154 dwellings per year.

5.25 Northampton Borough is unable to physically accommodate its own housing needs. This has been identified since January 1992 when the Northamptonshire County Structure Plan Alteration No 1 was approved. This showed 1,000 dwellings to be provided in both Daventry District and South Northamptonshire related to the growth of Northampton. Significant levels of development have continued to be provided for and built within Northampton Borough’s administrative area. However, the Borough’s housing needs are being, and will increasingly be, met outside its administrative area with the development of Grange Park in South Northamptonshire, the allocation in Daventry District’s Adopted Local Plan (now a Saved policy) of North of Whitehills (also known as Buckton Fields) and the planning consents at Wootton Fields Extension and Norwood Farm in South Northamptonshire district. The housing requirement for Northampton shown in Table 1 above is

essentially the minimum housing requirement needed. This means that there is a clear need for Northampton Borough Council and its neighbouring authorities to work together to ensure Northampton's housing needs can be planned and provided in a sustainable way for all. This joint approach is also important as the residents of those areas adjoining Northampton will be largely reliant on Northampton's services placing an extra burden on it.

5.26 Since 2001 9,030 dwellings have been built in Northampton Borough administrative area and at 1 April 2010 a further 9,190 dwellings had an outstanding planning permission or were approved in principle. Evidence shows that a further 1,500 dwellings can be provided using previously-developed land and buildings, sometimes referred to as urban capacity. This means that 18,220 dwellings are already built or identified for development in Northampton Borough. In addition a further 2,963 dwellings have been built since 2001 or have outstanding planning permission or approval in principle at 1 April 2010 in South Northamptonshire District to meet the needs of Northampton. In addition this JCS allocates four Sustainable Urban Extensions within Northampton Borough providing a total of 6,500 dwellings. In total Northampton Borough can provide 26,220 dwellings of its total requirement which along with the already built or consented 2,963 dwellings in South Northamptonshire leaves a shortfall of 4,500 dwellings that needs to be provided outside the Borough boundary. This JCS has allocated three Sustainable Urban Extensions adjoining Northampton's urban area but in Daventry and South Northamptonshire Districts to meet this requirement. In recognition of the importance of ensuring that Northampton's housing needs are provided in a sustainable way the extent of the area in which Northampton's housing needs, including affordable housing, will be accommodated is identified in this JCS as the Northampton Related Development Area.

5.27 The Northampton Related Development Area is defined as:

- the whole of Northampton Borough Council's administrative area;
- those neighbouring parts of Daventry District and South Northamptonshire Councils' administrative areas where development 'related to the growth of Northampton' has already been completed or has planning permission or an approval in principle; and
- those neighbouring parts of Daventry District and South Northamptonshire Councils' administrative areas that are allocated for Sustainable Urban Extensions. It is recognised that some essential infrastructure, for example parts of the North-West Bypass, will take place outside the Northampton Related Development Area.

5.28 The Northampton Related Development Area is identified on the Proposals Map, Figure 5 in Section 20 of this JCS. It is also illustrated on Figure 4 in Section 20. Policy S4 sets out the scale of housing development to be provided in the Northampton Related Development Area.

5.29 Policy S3 below sets out the scale of housing development to be provided in West Northamptonshire by district and below district level over the Plan period 2001-2026.

POLICY S3: SCALE AND DISTRIBUTION OF HOUSING DEVELOPMENT

PROVISION WILL BE MADE FOR 50,150 NET ADDITIONAL DWELLINGS IN THE PLAN AREA DURING THE PLAN PERIOD TO 2026.

THIS PROVISION WILL BE DISTRIBUTED BETWEEN THE BOROUGH AND DISTRICT COUNCILS AS FOLLOWS:

DAVENTRY DISTRICT	11,880
NORTHAMPTON BOROUGH	26,220
SOUTH NORTHAMPTONSHIRE DISTRICT	12,050

BELOW THE BOROUGH AND DISTRICT LEVEL HOUSING DEVELOPMENT WILL BE DISTRIBUTED IN THE FOLLOWING WAY:

DISTRICT/ BOROUGH	SETTLEMENT/ AREA	NET ADDITIONAL HOUSING REQUIREMENT 2001-2026	OF WHICH HOUSING COMPLETIONS 2001-2010
DAVENTRY			
TOWNS	DAVENTRY	5,820	1,310
RURAL AREAS	DAVENTRY RURAL	2,310	1,380
NORTHAMPTON RELATED DEVELOPMENT	NORTHAMPTON	3,750	-
DAVENTRY TOTAL		11,880	2,690
NORTHAMPTON			
TOWNS	NORTHAMPTON	26,220	9,030
NORTHAMPTON TOTAL		26,220	9,030
SOUTH NORTHAMPTONSHIRE			
TOWNS	BRACKLEY	2,460	420
	TOWCESTER	2,260	480
SOUTH NORTHANTS RURAL AREAS	SOUTH NORTHANTS	3,620	1,630
NORTHAMPTON RELATED DEVELOPMENT	NORTHAMPTON	3,710	1,430
SOUTH NORTHANTS TOTAL		12,050	3,960
WEST NORTHAMPTONSHIRE			
WEST NORTHANTS TOTAL		50,150	15,680

POLICY S4: NORTHAMPTON RELATED DEVELOPMENT AREA

PROVISION WILL BE MADE FOR 33,680 NET ADDITIONAL DWELLINGS WITHIN THE NORTHAMPTON RELATED DEVELOPMENT AREA IN THE PERIOD 2001 TO 2026. NO FURTHER DEVELOPMENT BEYOND THE NORTHAMPTON RELATED DEVELOPMENT AREA WILL BE PERMITTED IN THE PLAN PERIOD THAT RELATES TO NORTHAMPTON'S HOUSING NEEDS.

THE NORTHAMPTON RELATED DEVELOPMENT AREA WILL BE REVIEWED AS PART OF ANY REVIEW OF THE HOUSING REQUIREMENT FOR WEST NORTHAMPTONSHIRE OR ANY OF ITS CONSTITUENT ADMINISTRATIVE AREAS.

THE NORTHAMPTON RELATED DEVELOPMENT AREA IS SHOWN ON THE PROPOSALS MAP (FIGURE 5).

Sustainable Urban Extensions

- 5.30 It is not physically possible or appropriate to accommodate all of West Northamptonshire's needs within the existing urban areas of the four towns of Northampton, Daventry, Towcester and Brackley. Dispersing significant development to the rural areas would also not be appropriate as it would increase pressure on the rural environment overall and particularly as a result of the increased need to travel, usually by car, without addressing the needs of the towns themselves. Consequently the JCS focuses development that cannot be accommodated within the existing urban areas or towns in sustainable urban extensions. Sustainable urban extensions are defined as planned expansion of a city or town that can contribute to creating more sustainable patterns of development when located in the right place, with well-planned infrastructure including access to a range of facilities and when developed at appropriate densities. Full details of the locations, form and requirements for the 11 Sustainable Urban Extensions allocated in this Plan are set out in the Places section of this JCS. The full list of the 11 Sustainable Urban Extensions is set out in Policy S5 below. The planned amount of housing and employment provision is also set out in Policy S5.

POLICY S5 – SUSTAINABLE URBAN EXTENSIONS

OUTSIDE THE EXISTING URBAN AREAS DEVELOPMENT WILL BE FOCUSED ON SUSTAINABLE URBAN EXTENSIONS TO THE URBAN AREAS.

SUSTAINABLE URBAN EXTENSIONS WILL BE PROVIDED AT:

NORTHAMPTON

- **NORTHAMPTON KINGS HEATH (3,500 DWELLINGS, 10 HA EMPLOYMENT)**
- **NORTHAMPTON NORTH (2,000 DWELLINGS, 7 HA EMPLOYMENT)**
- **NORTHAMPTON NORTH OF WHITEHILLS (1,000 DWELLINGS, LOCAL EMPLOYMENT OPPORTUNITIES)**
- **NORTHAMPTON SOUTH (1,000 DWELLINGS, LOCAL EMPLOYMENT OPPORTUNITIES)**
- **NORTHAMPTON SOUTH OF BRACKMILLS (1,000 DWELLINGS, LOCAL EMPLOYMENT OPPORTUNITIES)**
- **NORTHAMPTON UPTON PARK (1,000 DWELLINGS, LOCAL EMPLOYMENT OPPORTUNITIES)**
- **NORTHAMPTON WEST (1,500 DWELLINGS, LOCAL EMPLOYMENT OPPORTUNITIES)**

DAVENTRY

- **DAVENTRY NORTH EAST (2,500 DWELLINGS, LOCAL EMPLOYMENT OPPORTUNITIES)**

TOWCESTER

- **TOWCESTER SOUTH (1,500 DWELLINGS, 1,500 JOBS)**

BRACKLEY

- **BRACKLEY EAST (380 DWELLINGS, 1,000 JOBS)**
- **BRACKLEY NORTH (1,380 DWELLINGS, LOCAL EMPLOYMENT OPPORTUNITIES)**

THE BROAD LOCATION OF EACH SUSTAINABLE URBAN EXTENSION IS SHOWN ON THE KEY DIAGRAM (FIGURES 2 AND 3). THE BOUNDARY OF EACH SUSTAINABLE URBAN EXTENSION IS SHOWN ON THE PROPOSALS MAP (FIGURE 5).

The Phasing of Housing Development

- 5.31 Achievement of the housing provision is dependant upon necessary supporting infrastructure coming forward in a timely manner. Again, some of this will be challenging in the current economic climate, and phasing has been set out below in Policy S6 which will permit this to happen providing the economy improves as the Government expects. The housing trajectory in Appendix 3 of this JCS sets out the phasing of the housing development identified in this Plan on an annual basis over the period 2010-2026.

POLICY S6 – PHASING OF HOUSING DEVELOPMENT**PROVISION WILL BE MADE FOR THE FOLLOWING TOTAL REQUIREMENT AND RATES OF HOUSING DEVELOPMENT:**

DISTRICT	2010-2011	2011-2016	2016-2021	2021-2026
DAVENTRY	200	1,410	3,950	3,630
NORTHAMPTON	510	4,800	6,610	5,270
SOUTH NORTHANTS	200	2,000	3,640	2,260
TOTAL	910	8,210	14,200	11,160

The Number of Jobs Required

- 5.32 The East Midlands Regional Spatial Strategy (RSS)³ sets out a 'reference value' for jobs growth of 37,200 jobs for the period to 2001 to 2021. This figure is to be used for monitoring and review and not as a jobs target. The reference value for jobs was provided to support the level of housing growth as set out in the RSS for the same period.
- 5.33 For the period 2001 to 2008 West Northamptonshire showed strong employment growth against the RSS reference value. This reflected a picture of strong economic growth nationally at that time. The area delivered jobs slightly in excess of this annualised target largely in the B1 office sector and the B8 warehouse/distribution sector both of which made up for job losses in the B2 manufacturing sector, again mirroring the national decline in this sector.
- 5.34 The housing provision of 50,150 dwellings for the period 2001 to 2026 allows for a more limited housing growth than that suggested in the RSS based on an achievable delivery of housing within the plan period. The housing provision accounts largely for the natural growth of the existing resident population. As a consequence the economically active element of the population will not be as extensive as anticipated if the full delivery of the RSS housing requirement be delivered. With a reduced housing provision the labour force associated with the population to 2026 will be reduced and consequently the number of jobs required will be reduced from the RSS reference value.
- 5.35 In order to maintain a broad balance between the provision of homes and jobs a new level of jobs increase has been calculated on the basis of the level of population increase and the likely profile of that population the details of which are included in a technical paper entitled 'Labour Force and Job Numbers for West Northamptonshire'. A jobs reference value of 16,000 net new jobs to be delivered across the West Northamptonshire area has been identified for the period 2010 - 2026. It is considered that this reference value, if used as a guide for monitoring purposes, will provide a sustainable balance in relation to

³ East Midlands Regional Plan, March 2009

the proposed housing delivery and jobs provision. However, with anticipated job losses due to the economic recession, in the short term, provision of additional jobs over and above this target is likely to be required to make up for jobs lost.

- 5.36 The Councils within the plan area are working closely with a variety of organisations such as West Northamptonshire Development Corporation, (WNDC), Northamptonshire Enterprise Limited (NEL) and with the South East Midlands Local Enterprise Partnership (SEMLEP) to support the growth of new and existing businesses and the creation of new jobs.
- 5.37 West Northamptonshire has an existing potential supply of employment provision in the form of planning applications and available sites to cover the first five years of the plan period following adoption and probably beyond⁴. In addition to which sites of national importance such as Daventry International Rail Freight Terminal (DIRFT) and Silverstone Circuit have the potential to bring forward further jobs growth over the plan period to 2026 but which are related to a wider as well as local area for employment catchment.
- 5.38 For the period 2016 to 2026 jobs are likely to be created through renewal and regeneration of existing employment areas for B use, and jobs growth in the office and non-B sector jobs (such as health within the central areas of Northampton and Daventry). In addition DIRFT Phase 2 extension will commence delivery of jobs (approximately 2,000) as will Silverstone Circuit (approximately 2,500 jobs). It is anticipated that the first five years of the plan from adoption (2010 to 2016) will still be in a recessionary mode but leading in to economic recovery. Housing provision is likely to be subdued in this period and therefore jobs growth will similarly be suppressed.

POLICY S7 – PROVISION OF JOBS

PROVISION WILL BE MADE FOR A MINIMUM NET INCREASE OF 16,000 JOBS IN THE PERIOD 2010 - 2026 IN ORDER TO MAINTAIN A BROAD BALANCE OVER TIME BETWEEN HOMES AND JOBS AND TO MAINTAIN A DIVERSE ECONOMIC BASE.

The Distribution of Jobs

- 5.39 West Northamptonshire incorporates contrasting districts in terms of employment. Northampton is a key employment location which attracts workers from the surrounding districts of South Northamptonshire, Daventry, Kettering, Wellingborough and beyond. However, the creation of large out-of-town employment areas has left Northampton town centre with fewer employment opportunities, especially in the office sector. The policies within this JCS and the Northampton Central Area Action Plan are focused on securing new office, retail and leisure development within Northampton town centre and its central area in order to boost its economy, vitality and vibrancy.

⁴ Roger Tymn (July 2010) West Northamptonshire Employment Land Study

- 5.40 Daventry has traditionally attracted the manufacturing and warehouse employment sectors and has remained reasonably resilient to the recent economic down-turn. Daventry District Council is seeking a step change in its town centre and central area offer in order to support housing growth, reverse some of the out commuting, boost the town centre and widen the office sector job opportunities. Through the Daventry Masterplan and Daventry Vision proposals Daventry District Council envisage a revitalisation of office, retail and leisure uses within Daventry town's central area.
- 5.41 South Northamptonshire, like Daventry, is a largely rural district and struggles with the level of out commuting and has a low job density. South Northamptonshire has stated in their Economic Development Strategy that they wish to address the issue of out commuting and the impact this has on the sustainability of its urban and rural settlements. South Northamptonshire therefore needs to address the level of out commuting by providing employment opportunities which meet the professional profile of their resident workforce.
- 5.42 With Northampton as the key economic driver for West Northamptonshire and beyond the town is rightly the focus for jobs growth. These will be generated primarily through the town centre redevelopment, through local employment provision at the Sustainable Urban Extensions (SUEs) and through a new Technology Realm allocation.
- 5.43 Daventry will experience growth within the plan period although growth is dependent on infrastructure provision. Housing growth for Daventry will come forward primarily through the Daventry North East Sustainable Urban Extension allocated for 2,500 dwellings within the plan period. Employment provision will take place through town centre regeneration and for local employment at Monksmoor and Daventry North East SUE.
- 5.44 South Northamptonshire will experience a fall in its labour force due to an aging population and therefore its job requirements are likewise affected. However, to reverse trends of out commuting the district is seeking to support its existing high performance engineering and motor sport clusters and support further growth in home working and leisure and tourism.

POLICY S8 – DISTRIBUTION OF JOBS

THE MAJORITY OF NEW JOB GROWTH WILL BE CONCENTRATED WITHIN THE PRINCIPAL URBAN AREA OF NORTHAMPTON THROUGH:

- **RENEWAL AND REGENERATION OF EXISTING EMPLOYMENT SITES AS SET OUT IN POLICY E1;**
- **OFFICE AND LEISURE DEVELOPMENT IN THE CENTRAL AREA FOLLOWING A SEQUENTIAL APPROACH AS SET OUT IN POLICY E2;**
- **PROVISION OF A TECHNOLOGY REALM AS SET OUT IN POLICY E3; AND**

- **LOCAL EMPLOYMENT PROVISION WITHIN SUSTAINABLE URBAN EXTENSIONS AS SET OUT IN THE NORTHAMPTON SUSTAINABLE URBAN EXTENSION POLICIES.**

EMPLOYMENT OPPORTUNITIES IN DAVENTRY WILL BE BROADENED BY PROVISION OF:

- **RENEWAL AND REGENERATION OF EXISTING EMPLOYMENT SITES AS SET OUT IN POLICY E1;**
- **OFFICE AND LEISURE DEVELOPMENT IN THE CENTRAL AREA AS SET OUT IN POLICY E2; AND**
- **LOCAL EMPLOYMENT PROVISION WITHIN DAVENTRY NORTH EAST SUSTAINABLE URBAN EXTENSION.**

EMPLOYMENT PROVISION WITHIN SOUTH NORTHAMPTONSHIRE DISTRICT COMPRISING:

- **RENEWAL AND REGENERATION OF EXISTING EMPLOYMENT SITES AS SET OUT IN POLICY E1;**
- **HIGH TECHNOLOGY MOTORSPORT CLUSTER AT SILVERSTONE CIRCUIT AS SET OUT IN POLICY E5;**
- **LOCAL EMPLOYMENT PROVISION WITHIN SUSTAINABLE URBAN EXTENSIONS AS SET OUT IN THE SUSTAINABLE URBAN EXTENSION POLICIES; AND**
- **TOURISM AND VISITOR DEVELOPMENT IN THE RURAL AREAS AS SET OUT IN POLICIES E7 AND R2.**

Jobs Growth by Sector

5.45 Given the uncertainty inherent in the economic position at present it is considered impractical to give individual targets for job growth by sector. For the early years of the JCS from adoption (expected in 2012) jobs growth is likely to be challenging as the economy emerges from recession. For the later stages of the JCS the impact of the town centre regeneration proposals will begin to impact significantly on jobs growth.

Offices

5.46 There is sufficient land already committed for office development to last the whole plan period of this JCS to 2026; however this depends upon regeneration within Northampton's Central Area and for qualitative reasons additional office development in Daventry central area. Towcester and Brackley will need to maintain, renew and replace their stock of office development. On a quantitative basis no new office development sites are required to be allocated at a strategic level through the JCS.

Manufacturing

5.47 The jobs growth in the manufacturing sector is in decline, however this does not necessarily mean that less land is required for this sector. The sector continues to manufacture but with a lower number of employees due to successful mechanisation. Land requirements remain and may even require

expansion. The land reservoir of existing and available employment land across the West Northamptonshire area will accommodate the needs of this sector over the plan period through the 'churn' (reuse, redevelopment and renewal) of employment land and development.

Warehousing

- 5.48 The area remains attractive to the warehouse industry and indications are that it is likely to remain so for the life time of the plan. However, delivering new space to cater for the warehousing sector on a trend based trajectory would not be desirable nor sustainable in the long term.
- 5.49 West Northamptonshire already has a large supply of warehouse development with planning consent in the pipeline. No new warehousing sites are allocated in this JCS, and any new warehousing will be accommodated on existing employment sites through the churn of employment land.
- 5.50 DIRFT is a logistics site of national importance and is covered in the Economic Advantage Section 8 of this JCS under Policy E4.

Research and Development

- 5.51 The Northamptonshire Technology Realm Strategy⁵ seeks to focus high growth business innovation and development within Northamptonshire with Northampton at the hub and at 'spokes' within the three growth towns of Corby, Kettering and Wellingborough in North Northamptonshire. Its ethos is to provide a ladder of high quality connected and flexible work places founded on collaboration with learning and skills partners to create a highly skilled and knowledge based workforce.
- 5.52 West Northamptonshire is driving up its educational standards across all of its towns and seeking new partnerships between higher educational providers and established businesses sectors for example at Silverstone Circuit.
- 5.53 A new strategic land allocation at Northampton is proposed (Policy E3 refers) for a Technology Realm to provide the hub for business development and flexible workplaces to foster innovation and entrepreneurship.

Non B Class Jobs

- 5.54 Non B Class jobs include those jobs in health care, retail, leisure, tourism, sport, education and cultural development. The non B jobs sector has grown in West Northamptonshire and the focus on town centres to provide more retail and service development to cater for the growing population will see this sector grow further. In addition the tourism and leisure industries are important to both the rural and urban economies.

Green Economy

- 5.55 The theme of sustainable development and addressing climate change to secure a lower carbon live/ work area runs throughout the JCS' policy approach. These objectives are supported by the development of high

⁵ Northamptonshire Technology Realm : Forward Strategy 2007

technology networking through the use of superfast broadband, increasing accessibility and use of public transport. Supporting innovation and working with industry in the use and development of alternative energy sources and through design and build to ensure effective and efficient sustainable workplaces are also important initiatives.

Distribution of Retail Development

- 5.56 A key theme and critical issue for the JCS is the regeneration of Northampton town centre in order for it to fully secure its influence and function towards a city centre role. Retail development is an important town centre function and its quality and attractiveness will strengthen, support and encourage further town centre regeneration. Northampton has suffered from a decentralisation of retail and other town centre uses which has over time adversely affected the vitality and viability of the town centre. Further inappropriate retail development ahead of town centre regeneration proposals would further harm the town centre, undermine its necessary role and put at serious risk new investment.
- 5.57 Policies within the JCS direct the retail requirement to be accommodated at the most appropriate centres. Policy N2 in the Northampton Section of this JCS, Section 12, sets out the retail floorspace requirement to be accommodated firstly in Northampton town centre and then within the Central Area. The Northampton Central Area Action Plan (NCAAP) identifies available, achievable and deliverable sites to accommodate 45,000sqm net of comparison (non-food) retail development, first within the town centre boundary followed by identified edge of town centre sites in accordance with a sequential approach set out in Policy S9 below.
- 5.58 The comparison retail requirement for Northampton is for the period 2010 to 2021. During this period it is anticipated that the Grosvenor Centre redevelopment, a key investment in the town centre Primary Shopping Area, will be delivered. Other town centre retail proposals and leisure and office development in the central area will also come forward in this period. Further capacity for comparison retail development beyond 2021 will be assessed following the commencement of these key town centre regeneration schemes.
- 5.59 Regeneration proposals are expected to lead to the transformation of the town centre and central area and will have a positive impact on economic recovery for Northampton and the wider area. Seeking to identify the amount and location of comparison floorspace beyond 2021 in advance of the regeneration proposals would not be appropriate. Reinvestment in the town centre once secured may lead to potential new redevelopment sites within the central area coming forward to which new retail development should be directed under PPS4. In addition any further comparison retailing at out of town locations will further exacerbate the present decentralisation and is likely to severely jeopardise the town centre retail investment. Further guidance will be issued on the comparison retail requirement for Northampton for the period for the final five years of the plan 2021 to 2026.

- 5.60 Policy S9 also applies an impact assessment for retail development. The lower threshold for impact assessment for retail proposals outside Northampton town centre is a reflection of the need to ensure town centre development is not put at risk by out of town centre development. This is critical to rebalance the retail position in Northampton from dispersed to town centre focused.
- 5.61 For Northampton's convenience (food) retailing there is a requirement for a more significant convenience retailing presence within the town centre together with a spread of convenience retailing provision within the urban area associated with new areas of housing growth. Specific Sustainable Urban Extension (SUE) policies give a requirement for local centre provision and a quantum of convenience floorspace to be provided in each SUE.
- 5.62 For Daventry retailing provision follows a similar picture with the focus of Daventry's new floorspace requirement directed to within Daventry's town centre and central area. Whilst Daventry has not suffered from decentralisation as Northampton has, the town centre is subject to strong competition from other town centres such as Banbury and Rugby. In addition the town has a lack of appropriate floorspace configured to meet modern retailing format requirements. Consequently, Daventry is under represented by national retailers in comparison with other towns.
- 5.63 To meet a growing population and to secure an increased market share by drawing back trade leakage to the west, Daventry needs to improve the quality of its retail offer both as a niche retailing destination and for larger high street stores. With the town centre and central area regeneration proposals identified in the Daventry Master Plan⁶ and Daventry Town Centre Vision⁷ the town is set to transform its retail offer.
- 5.64 Policy D2 in the Daventry section, Section 13 of this JCS, sets out floorspace requirements for retail development to be located in Daventry town centre and edge of centre sites and retail development will be required to follow the sequential approach set out in Policy S9.
- 5.65 The towns of Towcester and Brackley operate at a local level providing for the service and convenience retailing needs of the residents of the towns and surrounding villages. There is limited floorspace capacity for both towns for retailing needs in either the convenience or comparison sectors.
- 5.66 For comparison retailing the South Northamptonshire Retail Study⁸ advises that there is scope for both Towcester and Brackley to improve their vitality and viability. The study sets a range of environmental improvements and other actions suggesting how this can be achieved. Even with the new housing growth within Towcester and Brackley there is only a modest increase in the requirement for comparison floorspace and this can be accommodated within the existing town centres and which could be accommodated as extensions to

⁶ Daventry Master Plan– Interim Draft December 2006

⁷ Daventry Town Centre Vision - 2004

⁸South Northamptonshire Retail Study March 2010 Chase and Partners

existing stores. The extent of the floorspace requirement would not fundamentally alter the nature of the towns in retail terms.

5.67 For convenience retailing there is a relatively limited amount comprising some 750 sqm net convenience retailing to 2026⁹ for Towcester which will be accommodated within the Towcester South Sustainable Urban Extension (Policy T3 – Towcester South Sustainable Urban Extension refers). For Brackley a small convenience store of up to 500 sqm net floorspace associated with housing growth would accommodate Brackley’s retail needs to 2026 (Policy B3 – Brackley North Sustainable Urban Extension refers).

5.68 South Northamptonshire Council is preparing master plans for both Towcester and Brackley town centres and which will provide the detailed strategy to improve their service centre roles. The Towcester and Brackley sections in this JCS, Sections 14 and 15, set out the scope of the master plans for these towns.

Table 2 – Retail Requirement 2001-2026 (Rounded)

Town	Comparison (sqm net)	Convenience (sqm net)
Northampton	45,000 (to 2021)	7,000
Daventry	7,000	2,000
Towcester	Limited town centre provision	750
Brackley	Limited town centre provision	500

POLICY S9 – DISTRIBUTION OF RETAIL DEVELOPMENT

RETAIL FLOORSPACE WILL BE ACCOMMODATED FIRSTLY WITHIN THE TOWN CENTRES.

THEREAFTER UNLESS IDENTIFIED BY FLOORSPACE IN SUSTAINABLE URBAN EXTENSIONS PROPOSALS FOR NEW RETAIL DEVELOPMENT FOR WHICH THERE IS AN IDENTIFIED NEED AND WHICH CANNOT BE ACCOMMODATED WITHIN THE TOWN CENTRE WILL BE:

- **SUBJECT TO SEQUENTIAL APPROACH WHERE FIRST PREFERENCE IS GIVEN TO WELL CONNECTED EDGE OF TOWN CENTRE SITES, THEN DISTRICT/ LOCAL CENTRES WITH PREFERENCE GIVEN TO THOSE THAT ARE WELL SERVED BY LOCAL TRANSPORT; AND**

⁹ South Northamptonshire Retail Study March 2010 Chase and Partners

- **SUBJECT TO IMPACT ASSESSMENT FOR PROPOSALS OVER 1,000SQM GROSS IN ORDER TO DEMONSTRATE THAT THEY DO NOT HAVE AN ADVERSE IMPACT ON THE VITALITY AND VIABILITY OF THE TOWN CENTRE.**

Climate Change and Sustainable Development Principles

5.69 The overall aim of this JCS is to deliver sustainable development. Sustainable development ensures that the economic, social and environmental needs of the area are delivered in a balanced way. Fundamental to achieving this aim is the contribution West Northamptonshire can make to achieving global sustainability through addressing the local causes and potential impacts of climate change. This will be undertaken through a combination of measures that, taken together, will enable the area to adapt to the challenges it will face through the plan period brought about by climate change. Such measures will also ensure mitigation measures, such as measures to reduce our greenhouse gas emissions, are put in place to minimise the area's future contribution to climate change.

5.70 The effects of climate change can take a variety of forms, including:

- a rise in temperatures;
- more extreme weather events; and
- unfamiliar seasonal patterns in the wider environment.

5.71 Such effects can have serious consequences, which may take diverse forms, including:

- surface water flooding;
- damage to property;
- risk to people; and
- damage to the economy.

5.72 Climate change adaptation and mitigation, together with wider sustainability goals are fundamentally integrated into this Joint Core Strategy. They inform:

- locations for new development;
- the way we will travel in the future;
- new employment opportunities; and
- strategies for the adaptation and enhancement of our built and natural environment.

5.73 It is recognised that a response to climate change is something that runs through all areas of policy. It is therefore important to reiterate that all new development will need to take account of all the relevant policies within the JCS, for example Connections Policies to help reduce the carbon emissions from travel; Flood Risk, Water Quality in the Built and Natural Environment section in terms of adaptation and mitigation; Biodiversity policies to protect

flora and fauna; policies to enhance the opportunities from the historic environment in terms of the re-use of existing buildings in addition to the overall strategy that seeks to direct development to the most sustainable locations.

5.74 Achieving sustainability is a core objective in all proposals for development and this approach will underpin the commitments made by partner Councils to tackling climate change (for example, as outlined in the Northamptonshire Climate Change Strategy¹⁰ the South Northamptonshire Climate Change Strategy¹¹ and the Sustainable Community Strategies). This JCS sets out the strategic spatial planning policy framework needed to:

- make the places where we live, shop and work more accessible by means that minimise the environmental burden of travel;
- make such places resilient to future flood events;
- protect and enhance natural habitats;
- minimise the use of energy and water;
- manage the water environment; and
- ensure natural resources are used prudently - including those used in construction.

5.75 The scale of development planned across the area will place pressure on the environment. It is therefore important to ensure prudent use is made of natural resources and that buildings are constructed to the highest standards possible, both in terms of the materials used in their construction and their overall performance during their lifetime. This includes the re-use of materials during construction as part of the maximisation of recycling, as well as minimising any waste either during the construction or the lifetime of the building, as set out within the Development and Implementation Principles SPD¹², prepared by Northamptonshire County Council. Development viability testing for the area¹³ has demonstrated that sites can deliver standards set out in Code for Sustainable Homes Level 4 (or equivalent) at present with some areas, particularly within South Northamptonshire, able to exceed this target. Code Level 4 is, therefore, a minimum policy standard for residential developments until 2016, with the requirements increasing throughout the plan period in line with national policy. Non-residential developments, over 500m² gross internal floorspace, will achieve a rating of at least BREEAM (BRE Environmental Assessment Method Very Good (or equivalent)).

5.76 Proposals for new developments and regeneration opportunities, should consider ways of enabling energy to be generated at source and in ways that both minimise the carbon emissions and ensure on-going energy security. In line with national policy objectives¹⁴, there is a requirement to increase the use

¹⁰ Northamptonshire County Council (2010) Climate Change Strategy 2010-2014

¹¹ South Northamptonshire Council (2010) South Northamptonshire Climate Change Strategy 2010-2014

¹² Northamptonshire County Council - Development Implementation Principles DPD (Adopted March 2007)

¹³ Three Dragons (2010) Viability Appraisal of Affordable Housing Provision and Developer Contributions in West Northamptonshire

¹⁴ DCLG (2009) Supplement to Planning Policy Statement 1: Climate Change

of decentralised, renewable, low or zero-carbon technologies. Where viable and feasible, these technologies should provide a minimum of 10% of the predicted energy demand of the total development. In the event that providing such technologies proves unviable, as demonstrated through open book analysis carried out by the relevant local planning authority, contributions will be sought towards the delivery of off-site carbon reduction opportunities: examples of such opportunities are set out within the Planning Obligations Strategy and will be included within the Developer Contributions SPD.

5.77 Other factors that will need to be considered in ensuring developments are sustainable include:

- ensuring the orientation of dwellings to maximise solar gain;
- ensuring development densities that are high enough to support local services, facilities and sustainable transport;
- creating layouts that maximise opportunities for walking and cycling;
- locating new development close to services, such as education and retail; and
- the creation of places, open spaces and green infrastructure that support community well being.

5.78 In addition to climate change, another important aspect of sustainable development that the JCS will need to consider is community safety and cohesion. Community safety, including crime reduction relates to different aspects of the plan and has been considered alongside the criteria set out within the *Safer Places* guidance¹⁵. Measures to assist with counter terrorism, community safety and security will need to be incorporated into the design of buildings and spaces, particularly public spaces that are likely to attract crowds.

5.79 Further information and advice on how to design sustainable developments in both the rural and urban areas will be provided within a Sustainable Development Principles Supplementary Planning Document and Urban Design Frameworks as prepared by the relevant local planning authorities. All new development will be expected to conform to the principles of Building for Life and the guidance contained within the West Northamptonshire Sustainability Manual¹⁶. In order to maximise community safety there will also be the requirement to seek to adhere to the guidelines set out in the Safer Places and Secured by Design¹⁷ documents as well as the Planning out Crime in Northamptonshire Supplementary Planning Guidance¹⁸.

¹⁵ Office of the Deputy Prime Minister/ Home Office - Safer Places: The Planning System and Crime Prevention (April 2004)

¹⁶ West Northamptonshire Development Corporation - West Northamptonshire Sustainability Manual (March 2010)

¹⁷ Association of Chief Police Officers – Secured by Design Initiative (www.securedbydesign.com)

¹⁸ Northamptonshire County Council, Northamptonshire Police, Northamptonshire Borough and District Councils – Planning out Crime in Northamptonshire Supplementary Planning Guidance (2004)

POLICY S10 - SUSTAINABLE DEVELOPMENT PRINCIPLES

IN ORDER TO ACHIEVE THE OVERARCHING GOALS OF SUSTAINABILITY DEVELOPMENT WILL:

- **ACHIEVE THE HIGHEST STANDARDS OF DESIGN INCLUDING IN RELATION TO SAFETY AND SECURITY;**
- **MAKE USE OF SUSTAINABLY SOURCED MATERIALS;**
- **MINIMISE THE GENERATION OF WASTE AND MAXIMISE OPPORTUNITIES FOR RECYCLING;**
- **BE LOCATED WHERE SERVICES AND FACILITIES CAN BE EASILY ACCESSED BY WALKING, CYCLING OR PUBLIC TRANSPORT;**
- **MAXIMISE USE OF SOLAR ENERGY, PASSIVE HEATING AND COOLING, NATURAL LIGHT AND VENTILATION;**
- **GENERATE A MINIMUM OF 10% OF ITS ENERGY NEEDS FROM DECENTRALISED AND RENEWABLE OR LOW CARBON SOURCES;**
- **MAXIMISE WATER EFFICIENCY.**

UNLESS IT CAN BE DEMONSTRATED THAT IT WOULD NOT BE VIABLE, THE MINIMUM CODE FOR SUSTAINABLE HOMES LEVEL FOR ALL RESIDENTIAL DEVELOPMENTS WILL BE:

- **2011 TO 2016: LEVEL 4**
- **2016 TO 2021: LEVEL 5**
- **2021 TO 2026: LEVEL 6**

NON-RESIDENTIAL DEVELOPMENTS IN WEST NORTHAMPTONSHIRE OVER 500M² GROSS INTERNAL FLOORSPACE WILL BE REQUIRED TO ACHIEVE A RATING OF AT LEAST BREEAM (BRE ENVIRONMENTAL ASSESSMENT METHOD) VERY GOOD (OR EQUIVALENT).

5.80 To minimise the demand for resources and mitigate and adapt to climate change, Objective 1 states that the JCS should encourage renewable energy production in appropriate locations. The Government has been working towards a target of 20% of electricity in the UK coming from renewable sources by 2020, though the recent Renewable Energy Strategy (2009) has suggested that this figure should rise to around 30%. The Government therefore promotes rather than restricts such development, and it encourages renewable energy development across England where the technology is viable and environmental, economic and social impacts can be addressed satisfactorily.

5.81 As a consequence, both offshore and inshore wind turbines are being promoted as a method of generating low carbon generation in the UK. This has led to considerable recent interest in proposing wind turbines in and around the rural areas of West Northamptonshire.

5.82 Wind energy and other renewable energy development could have a range of positive or negative effects on nearby communities. They could provide landowners with the opportunity for rural diversification, local jobs and opportunities for community based schemes and benefits. However, such schemes can raise a range of concerns including landscape and visual effects, noise, shadow flicker and effects on the local economy. Although the negative effects may be localised in nature or could be mitigated against, local planning authorities need to consider both positive and negative impacts of such schemes in reaching development management decisions.

POLICY S11 – RENEWABLE ENERGY

APPLICATIONS FOR PROPOSALS TO GENERATE ENERGY FROM RENEWABLE SOURCES (INCLUDING ANY ASSOCIATED TRANSMISSION LINES, BUILDINGS AND ACCESS ROADS) WILL BE EXPECTED TO:

- 1. BRING WIDER ENVIRONMENTAL, ECONOMIC AND SOCIAL BENEFITS AND CONTRIBUTE TO NATIONAL RENEWABLE ENERGY PRODUCTION TARGETS IN TERMS OF ADDRESSING CLIMATE CHANGE;**
- 2. HAVE NO SIGNIFICANT ADVERSE IMPACT ON THE HISTORIC AND NATURAL LANDSCAPE, LANDSCAPE CHARACTER, TOWNSCAPE OR NATURE CONSERVATION INTERESTS;**
- 3. HAVE NO SIGNIFICANT ADVERSE IMPACT ON THE AMENITY OF THE AREA IN RESPECT OF FLICKER, GLARE, NOISE, DUST, ODOUR AND TRAFFIC GENERATION; AND**
- 4. PROVIDE FOR THE REMOVAL OF THE FACILITIES AND REINSTATEMENT OF THE SITE, SHOULD THEY CEASE TO BE OPERATIONAL.**

West Northamptonshire Wide Policies

Introduction

The following sections set out the policies that apply to the whole of the plan. These policies cover:

- Connections;
- Regenerating and Developing Communities;
- Economic Advantage;
- Housing;
- Built and Natural Environment; and
- Infrastructure and Delivery.

6.0 Connections

Introduction

6.1 Transport links and connections between places are vital. They allow people to access healthcare, education, retail and leisure facilities; they assist in opening up new opportunities for employment and economic growth; and, as a result of increased access, encourage regeneration and revitalisation of towns, villages and neighbourhoods. Connections operate at different levels that interact with each other:

- **Strategic Connections** - connecting West Northamptonshire to key regional centres and transport gateways of international or national importance, e.g. road and rail connections to London and Birmingham, rail connections for freight to Europe, and road connections to airports such as London Luton or Birmingham International;
- **Area Connectivity** - connecting the towns and villages within West Northamptonshire and connecting key locations within towns e.g. residential areas to town centres and principal employment areas, and;
- **Local and Neighbourhood Connectivity** – connecting rural and urban neighbourhoods to key facilities, such as healthcare or local retail services, and improving movement around neighbourhoods, particularly by public transport, walking or cycling.

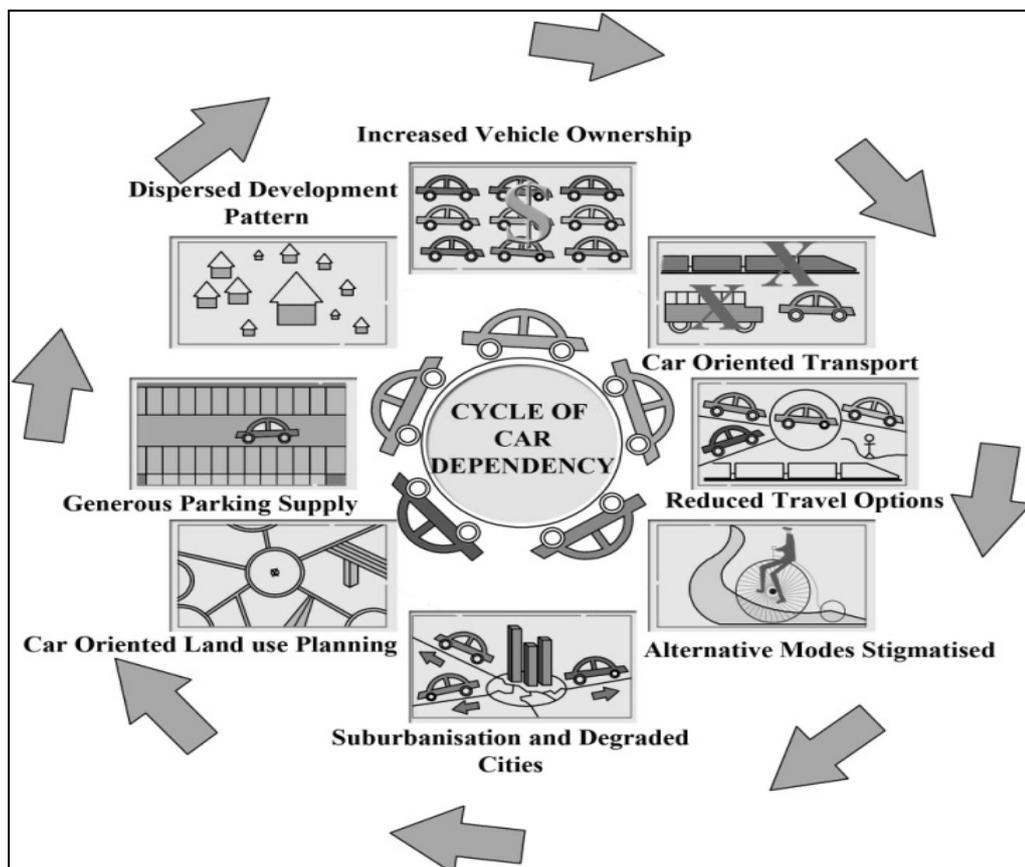
6.2 West Northamptonshire is often described as having “good connectivity” especially by road. This is due to its location at the heart of the country and its access to nationally significant routes including the M1 motorway and the A14 that link it to sea ports and airports. The central location, together with connectivity to strategic transport networks, has brought significant economic benefits to the area, particularly from the distribution industry, including Daventry International Rail Freight Terminal (DIRFT).

6.3 However, it is the easy access to the road network together with the interdependencies of the rural hinterlands, the towns within Northamptonshire (such as Northampton, Wellingborough and Kettering) and surrounding centres, such as Milton Keynes, which has created challenges that this Joint Core Strategy will need to address including:

- How to provide effective services that cross administrative boundaries;
- Congestion on our local and strategic transport networks;
- Reducing the distances we travel, particularly for work;
- The reliance on private cars, even for short trips;
- Economic and regeneration issues, where transport factors may act as a barrier to investment;
- Air Quality and other environmental issues, particularly around congested junctions in the towns and routes with high traffic volumes;
- Health issues, such as increasing obesity as a result of less active lifestyles;

- Increasing social exclusion faced by those without a car, within urban and rural areas especially in light of rising fuel costs.
- 6.4 Some of these issues are much wider than “transport” and creating more self contained communities, both rural and urban, with the right levels of housing, employment and easy access to essential services, for example, will be vital.
- 6.5 There is no single reason why West Northamptonshire has higher than average levels of car use or ownership, or why traffic growth has been higher than the national average. The area’s existing travel behaviour is a result of a number of different factors including:
- Social changes such as greater affluence and greater numbers of families moving to the rural areas;
 - Investment in national road infrastructure around the urban areas that has not been matched with investment in public transport; and
 - Land use choices, particularly in Northampton itself, such as the dispersal of employment and retail development around the edges of the towns, and new developments that do not make walking and cycling easy.
- 6.6 As a result, many communities within West Northamptonshire have entered into a “cycle of car dependency”, which makes it difficult to change behaviour. This is shown on Diagram 1: Cycle of Car Dependency below.

Diagram 1: Cycle of Car Dependency



- 6.7 Since the early 1990s there have been on-going attempts, both nationally and locally, to break the cycle of dependency and to alter the way that we travel so development becomes more sustainable. The changes required will take a long time and may not be fully realised in the life of this plan. However, it is vital to increase the emphasis on achieving more sustainable travel through:
- Improvements to public transport, cycling and walking infrastructure;
 - Locating development where people can access facilities such as retail, education and employment without using the car;
 - Ensuring that developments are well designed to minimise the need to use cars for shorter trips;
 - Reducing the need to travel, for example through home working;
 - Restricting unnecessary car usage, by providing necessary measures such as limited car parking, where appropriate;
 - Managing the demand for travel, such as introducing charging;
 - Managing traffic access to strategic routes;
 - Managing road space to give priority to public transport or cycling and to reduce environmental impacts of traffic, and;
 - Encouraging cycling and walking for short journeys.
- 6.8 As well as addressing wider emerging issues for the area, such as:
- Rising fuel and energy costs;
 - Supporting regeneration initiatives, both community and economic regeneration; and
 - The desire to protect the historic character of our towns and villages from traffic.
- 6.9 Effective local transport policies can help to tackle these issues, whilst ensuring that transport infrastructure retains and continues to benefit West Northamptonshire's economic competitiveness. The Regional Transport Strategy (RTS)¹, which is included within the East Midlands Regional Spatial Strategy, contains a clear set of over-arching objectives and policies to achieve the step-change in behaviour required to meet the changing needs of the area. Whilst it is the intention of the Government to abolish the regional plan tier, the framework helps to demonstrate that, particularly for transport, a co-ordinated approach across larger areas is required and that many of the issues require co-ordination between different authorities to deliver.
- 6.10 This section of the JCS sets out ways that the changes required can be delivered. It firstly deals with how we will go about changing the way we travel, before dealing with the improvements to connections at a strategic, sub-regional, local and individual development level. It is recognised that there is not a "one size fits all" when defining the issues or for dealing with the traffic and travel problems and so specific policies relating to each of the towns and the rural areas are set out within the Places section of this JCS. Large infrastructure projects, such as the North West Bypass for

¹ East Midlands Regional Plan, March 2009

Northampton, are also set out within the Infrastructure and Delivery section, Section 11, and in the Infrastructure Schedule in Appendix 4 of this Plan.

Changing the way we travel

- 6.11 The transport evidence base shows that there are significant parts of the road network, especially around the four towns of Northampton, Daventry, Towcester and Brackley which cannot cope with the expected number of trips as a result of traffic growth from the existing residents or new development if travel behaviour does not alter. It also demonstrates that there are areas, both rural and urban, that are unable to access key services by public transport, such as health facilities, education and employment centres.
- 6.12 In order to achieve wider sustainability goals and meet future travel needs of visitors and residents, this JCS recognises that a change in travel behaviour will be required. This is sometimes known as “Modal Shift”. This approach does not mean that people will be prevented from using their cars altogether; it encourages people to use alternatives to the car where this is possible and seeks to provide a viable alternative. It is acknowledged that for some residents, the car is seen to be the only option and will be for the foreseeable future. Public transport, particularly in the rural areas, is incomplete, infrequent or unreliable. Cycling networks vary significantly in quality and the walking environment can be perceived as unsafe. However, there are also solutions to altering our travel behaviour that are focused on reducing our need to travel, for example superfast broadband access to enable people to work from home where possible. All of these elements must be improved as part of the overall strategy.
- 6.13 This plan is based on the Modal Shift Targets set out in Northamptonshire County Council’s Transport Strategy for Growth². These are: 5% Modal Shift away from Private Car Trips across existing developments and a 10% shift away from Private Car Trips from all new development. Our analysis shows that it may be possible to achieve more. These targets are, therefore, viewed as minima in this plan, and all travel interventions should be designed to achieve the highest modal shift possible, with some new developments, particularly the Sustainable Urban Extensions, aspiring to achieve a modal split of no more than 40% of trips being made by car. This target, and progress towards it, will be reviewed jointly as part of the monitoring and implementation of this JCS and the Local Transport Plan.
- 6.14 In addition to the provision of “physical infrastructure³”, measures such as improvements to ticketing and the pricing of public transport, promotion of public transport and provision of travel information services will play an essential part in the development of future strategies; these measures are often known as “soft measures” or “smarter choices”. The formation of quality partnerships between the relevant local authorities, public transport operators

² Northamptonshire County Council: Transport Strategy for Growth (September 2007)

³ See the Glossary for further information

and other key stakeholders will be supported to ensure that the necessary improvements to the services can be delivered.

POLICY C1: CHANGING BEHAVIOUR AND ACHIEVING MODAL SHIFT

PROPOSED TRANSPORT SCHEMES WILL BE REQUIRED TO DEMONSTRATE HOW THEY WILL CONTRIBUTE TO BEHAVIOURAL CHANGE BY:

- **PROVIDING ACCESS BY WALKING, CYCLING AND PUBLIC TRANSPORT TO KEY FACILITIES AND SERVICES;**
- **PROMOTING THE USE OF WALKING, CYCLING AND PUBLIC TRANSPORT OVER AND ABOVE PRIVATE CAR TRIPS;**
- **MAXIMISING THE USE OF EXISTING CAPACITY WITHIN TRANSPORT INFRASTRUCTURE;**
- **MANAGING THE DEMAND FOR CAR-BASED TRAVEL WITHIN URBAN AREAS**

IN ORDER TO ACHIEVE BEHAVIOURAL CHANGE THE FOLLOWING MEASURES WILL BE INTRODUCED ACROSS WEST NORTHAMPTONSHIRE:

- **THE DELIVERY OF A COMPREHENSIVE PUBLIC TRANSPORT NETWORK**
- **THE FORMATION OF FORMAL PARTNERSHIPS TO DELIVER IMPROVEMENTS TO THROUGH TICKETING AND PUBLIC TRANSPORT INFORMATION**
- **THE PROVISION OF EFFECTIVE CYCLING NETWORKS ACROSS THE EXISTING URBAN AND RURAL AREA LINKED TO KEY TRANSPORT INTERCHANGES**

INFORMATION COMMUNICATION NETWORKS, SUCH AS SUPERFAST BROADBAND, WILL BE SUPPORTED ACROSS THE WHOLE OF WEST NORTHAMPTONSHIRE TO REDUCE THE NEED TO TRAVEL AND BE A REQUIREMENT FOR NEW DEVELOPMENTS.

New Developments

- 6.15 The location of housing, employment, retail, education, health and other facilities, is one of the most important influences on travel behaviour in terms of the distance, where and how people chose to travel. The Northamptonshire Transport Strategy for Growth modal shift targets will be expected to be delivered as part of Policy C1 above.
- 6.16 The design of new developments is an important factor in influencing travel behaviour. New developments should be legible, safe and provide an attractive, healthy environment. The design, density and location of services within new developments should maximise the opportunity for trips by non-car modes.

- 6.17 There is growing evidence to support the success of travel plan measures, such as personalised travel plans and dedicated travel centres as an integral part of the development. In order to alter travel behaviour, new public transport services need to be made available as soon as new developments are being inhabited. Further guidance on the production of travel plans will be provided by a separate Supplementary Planning Document.

POLICY C2: NEW DEVELOPMENTS

ALL NEW HOUSING, EMPLOYMENT, COMMERCIAL AND RETAIL DEVELOPMENT IN THE FOUR TOWNS OF NORTHAMPTON, DAVENTRY, TOWCESTER AND BRACKLEY AND PRIMARY SERVICE VILLAGES WILL BE EXPECTED TO ACHIEVE THE MODAL SHIFT TARGETS BY MAXIMISING TRAVEL CHOICE FROM NON-CAR MODES.

DEVELOPMENT WILL BE REQUIRED TO BE SUPPORTED BY A TRANSPORT ASSESSMENT AND TRAVEL PLAN PREPARED IN ACCORDANCE WITH CURRENT BEST PRACTICE GUIDELINES AS ISSUED BY THE DEPARTMENT FOR TRANSPORT OR THE RELEVANT LOCAL AUTHORITY.

SUSTAINABLE URBAN EXTENSIONS, AS ALLOCATED WITHIN THIS PLAN, WILL ADDITIONALLY BE REQUIRED TO:

- **PROVIDE ACCESS VIA WALKING, CYCLING AND PUBLIC TRANSPORT ROUTES TO A MIX OF USES INCLUDING LOCAL EMPLOYMENT, HOUSING AND RETAIL FACILITIES;**
- **ENSURE THAT NEW OR ENHANCED PUBLIC TRANSPORT SERVICES ARE SECURED ON OCCUPATION OF THE FIRST DWELLING;**
- **SECURE THE MOST EFFICIENT NETWORKS FOR WALKING, CYCLING AND PUBLIC TRANSPORT WITHIN THE DEVELOPMENT;**
- **ENSURE SUFFICIENT DENSITY ACROSS THE SITE IN ORDER TO SUSTAIN PUBLIC TRANSPORT AND OTHER LOCAL SERVICES.**

Strategic Connections

- 6.18 West Northamptonshire's strategic road and rail connections have made the area economically attractive for distribution and other industries which rely on national and, increasingly, international connections. However, these connections are attractive for more local trips and an increasing number of people are using the national road network (such as the M1) for local journeys around urban areas. This increases congestion particularly around the junctions on the strategic road network and compromises its ability to function efficiently.

- 6.19 In order to ensure that the road network remains efficient and can serve the strategic demand, it will be important to make improvements to carefully manage more local movements (see Area Connections) to enhance capacity. At the strategic level the Government has plans to introduce Managed Motorways including Hard Shoulder Running on a number of sections of the national Motorway network. This has included the M1 between J14 and J19 and, although this scheme is not currently programmed, it may come forward during the plan period. In the case of the A45 and A43 trunk roads in the area, the Highways Agency are proposing to implement traffic management measures and related junction modifications in conjunction with development coming forward in these corridors.
- 6.20 The West Coast Mainline provides the key north-south rail link, but is particularly congested around Northampton where freight and passenger services share the same lines. As both passenger and freight demands on the line increase there may be a conflict between users. Whilst the area benefits from this strategic rail link, via the West Coast Mainline, the range of destinations available, the frequency and speed of connections is weaker than nearby towns such as Coventry, Rugby and Milton Keynes and journey times to London are less from Kings Sutton, a smaller station on the Chilterns line, which serves the more rural areas in the west of the plan area. This places Northampton at a disadvantage, in terms of rail access to major centres, as it is further away in terms of journey time from key cities and towns. This may prove to be a hindrance to its future economic development.
- 6.21 The business case put forward by the Department for Transport for the High Speed 2 rail link between London and Birmingham, states that one of the key advantages for West Northamptonshire will be the relief to the capacity of the existing lines through the removal of some of the long distance trains and opening up lines for enhanced passenger services from the stations on the West Coast Line within West Northamptonshire. It will be vital to ensure that any release in capacity is capitalised upon in order to improve the area's connections to major transport interchanges and that the area is not left at a disadvantage. These benefits will also have to be balanced against the environmental costs of the High Speed Rail proposal and this section contains a specific policy (Policy C6) to ensure that the most affected communities are protected, particularly during construction.

POLICY C3: STRATEGIC CONNECTIONS

THE PRIORITIES TO RETAIN AND ENHANCE WEST NORTHAMPTONSHIRE'S STRATEGIC CONNECTIONS FOR ECONOMIC ADVANTAGE ARE TO WORK IN PARTNERSHIP WITH, AND SUPPORT THE RELEVANT TRANSPORT PROVIDERS IN ORDER TO SECURE THE FOLLOWING INITIATIVES:

RAIL

- **AN ENHANCED SERVICE IN TERMS OF JOURNEY TIME AND FREQUENCY OF PASSENGER RAIL SERVICES BETWEEN LONDON AND BIRMINGHAM (VIA NORTHAMPTON CASTLE STATION);**

- **THE INTRODUCTION OF ADDITIONAL RAIL SERVICES TO THE WIDER NORTH WEST FOR PASSENGER AND FREIGHT MOVEMENTS ALONG THE M6 CORRIDOR TO RELIEVE CONGESTION ON THE ROAD NETWORK;**
- **IMPLEMENTATION OF AN INTER-URBAN COACH SERVICE TO CONNECT TO THE MIDLAND MAINLINE ALLOWING PASSENGERS TO ACCESS THE EAST MIDLANDS AIRPORT;**
- **THE ENHANCEMENT OF RAIL CONNECTIONS TO THE DAVENTRY INTERNATIONAL RAIL FREIGHT TERMINAL TO ENCOURAGE THE MOVEMENT OF GOODS BY RAIL.**

ROAD

THE NECESSARY ROAD IMPROVEMENTS TO SUPPORT STRATEGIC CONNECTIVITY ARE THE IMPLEMENTATION OF:

- **M1 JUNCTION 14-19 MANAGED MOTORWAY INCLUDING HARD SHOULDER RUNNING**
- **TRAFFIC MANAGEMENT MEASURES AND RELATED JUNCTION MODIFICATIONS ON THE A45 AND A43 TRUNK ROADS IN CONJUNCTION WITH DEVELOPMENT COMING FORWARD IN THE CORRIDORS**

WATER

SUPPORT WILL BE GIVEN TO PROPOSALS TO USE THE CANAL NETWORK FOR FREIGHT MOVEMENTS.

Connecting Urban Areas

- 6.22 Journeys between the towns in West Northamptonshire and to surrounding centres, such as Milton Keynes, Rugby and Banbury are dominated by the private car, particularly for trips to work. The inter-urban bus network does not currently provide an attractive alternative to the private car for many journeys, with services operating at 30 minute intervals during the peak period and less frequent in the early mornings and evenings. The Rural Service Centres of Towcester and Brackley will be expected to form a vital part of the rural public transport network, providing key inceptors to allow passengers to change to faster inter-urban routes.
- 6.23 As indicated in the spatial portrait in section 4, a significant proportion of commuting is within Northamptonshire with residents in neighbouring towns such as Wellingborough travelling to Northampton to work. The Northamptonshire Arc Report⁴, prepared by the County Council, indicates that there is significant potential for improvements to the inter-urban bus network within Northamptonshire. One of the biggest challenges is to overcome the negative perception of road based public transport and ensure that it is seen as a reliable and efficient alternative to the car. The Arc Report proposes the development of a high quality Northamptonshire Arc Transit (NAT) network to provide mass transit links between the main urban centres which could be extended to other important centres such as Milton Keynes.

⁴ Northamptonshire County Council - Northamptonshire Arc Report (2010)

- 6.24 There are presently three rail stations within the plan area: Northampton Castle Station and Long Buckby Station, which are both on the West Coast line, and Kings Sutton station which is on the Chilterns line. All of the stations in the plan area have services to London and Birmingham, providing important services for commuters to both these cities and intermediate stations. For Northampton and Long Buckby this includes towns such as Milton Keynes to the south and Rugby to the north, whereas Kings Sutton serves towns such as Bicester. However, for shorter journeys to neighbouring areas the train is not always seen as a practical option due to issues such as the accessibility of the station, waiting facilities and the costs associated with travel particularly at peak times.
- 6.25 Whilst walking and cycling will play an important role for shorter trips, road improvements will be required to connect new development into the network and also to relieve some existing congestion issues. In addition to our strategic priorities, additional improvements are required to ensure West Northamptonshire's continued economic prosperity include the effective management of junctions on the A45 around Northampton, which are an integral part of the town's road network. Other road improvements may be required where they will help to deliver improvements to air quality or relieve villages of unsuitable amounts of traffic. These improvements will need to be carefully managed to ensure that they also help to prioritise public transport, walking and cycling and meet the principles set out in Policy C1. These improvements are set out within the Places sections along with additional physical infrastructure requirements, such as A45 Northampton to Daventry corridor improvements, which are required to support the development of the area.

POLICY C4: CONNECTING URBAN AREAS

A: PUBLIC TRANSPORT CORRIDORS

AN EFFECTIVE, RELIABLE INTER-URBAN PUBLIC TRANSPORT NETWORK LINKING MAJOR TOWNS AND CITIES, INCLUDING THE DEVELOPMENT OF A HIGH QUALITY NORTHAMPTONSHIRE ARC TRANSIT NETWORK, WILL BE PRIORITISED ON THE FOLLOWING PRINCIPAL JOURNEY TO WORK CORRIDORS:

- **A508 NORTHAMPTON TO MILTON KEYNES;**
- **A45 NORTHAMPTON TO WELLINGBOROUGH;**
- **A5 TOWCESTER TO MILTON KEYNES;**
- **A45 DAVENTRY TO NORTHAMPTON;**
- **A45 DAVENTRY TO RUGBY;**
- **A43 BRACKLEY TO NORTHAMPTON;**
- **A43/ A361 BRACKLEY TO CHERWELL DISTRICT (BANBURY/ BICESTER)**
- **A43 NORTHAMPTON TO KETTERING**

IMPROVEMENTS WILL BE REQUIRED TO:

- INCREASE THE ACCESSIBILITY OF INTER-URBAN PUBLIC TRANSPORT;
- REDUCE JOURNEY TIMES BY PUBLIC TRANSPORT;
- IMPROVE THE FREQUENCY OF SERVICES BETWEEN KEY CENTRES;
- PROVIDE MECHANISMS TO ENABLE MORE FLEXIBLE TICKETING OPTIONS ACROSS MODES AND ADMINISTRATIVE BOUNDARIES.

B: PUBLIC TRANSPORT INTERCHANGES

TO COMPLEMENT AN INCREASED FREQUENCY IN SERVICE PROVISION, IMPROVEMENTS WILL BE MADE TO KEY PUBLIC TRANSPORT INTERCHANGES IN ORDER TO RAISE THE PROFILE OF PUBLIC TRANSPORT.

PRIORITY INTERCHANGES ARE IDENTIFIED AS FOLLOWS:

NORTHAMPTON

- CENTRAL NORTHAMPTON BUS INTERCHANGE
- NORTHAMPTON CASTLE RAIL STATION

DAVENTRY

- DAVENTRY BUS INTERCHANGE
- LONG BUCKBY RAIL STATION

SOUTH NORTHAMPTONSHIRE

- TOWCESTER BUS INTERCHANGE
- BRACKLEY BUS INTERCHANGE
- KINGS SUTTON RAIL STATION

INTERCHANGES WILL PROVIDE A SAFE AND ATTRACTIVE ENVIRONMENT INCLUDING:

- SECURE CYCLE PARKING
- SHELTERED AND SAFE WAITING FACILITIES;
- SAFE AND CONVENIENT PEDESTRIAN ACCESS;
- INFORMATION INCLUDING SIGNPOSTING, TIMETABLES AND TICKETING.

RAIL INTERCHANGES WILL ALSO BE REQUIRED TO PROVIDE TAXI WAITING AREAS AND LONG STAY PARKING AT A LOCALLY DETERMINED LEVEL.

Enhancing Local and Neighbourhood Connections

- 6.26 Improved local and neighbourhood connectivity is required to ensure that the places within West Northamptonshire, both rural and urban, can become more sustainable; this includes the creation and enhancement of local bus, cycle and walking routes within the towns as well as and access to facilities. Without these changes the amount of traffic will continue to grow and we will not secure the changes in behaviour required. Neighbourhood connectivity for new developments, including the ability to access services, is addressed within the overall transport strategy (see Policies C1 and C2) and the Places sections of the JCS.
- 6.27 For the rural areas in particular there are challenges that will need to be addressed to enhance the range of facilities available to communities, such as access to health care, education and retail. The rural areas section, Section 16, sets out the over-arching policies for securing future services for these areas including measures for enhancing rural accessibility.

POLICY C5: ENHANCING LOCAL AND NEIGHBOURHOOD CONNECTIONS

THE CONNECTIONS WITHIN URBAN AREAS, BETWEEN NEIGHBOURHOODS AND TOWN AND DISTRICT CENTRES, OR THE RURAL HINTERLANDS OF WEST NORTHAMPTONSHIRE WITH THEIR MOST ACCESSIBLE SERVICE CENTRE, WILL BE STRENGTHENED BY THE FOLLOWING MEASURES:

- **IMPROVEMENTS TO THE STRATEGIC AND LOCAL BUS NETWORKS INCLUDING UPGRADES TO LOCAL INTERCHANGES, SERVICE FREQUENCY, RELIABILITY AND QUALITY;**
- **PERSONALISED TRAVEL PLANNING AND VOLUNTARY TRAVEL PLANS;**
- **IMPROVEMENTS TO CYCLING NETWORKS AND CYCLE PARKING;**
- **SECURING AND ENHANCING URBAN AND RURAL WALKING NETWORKS;**
- **SUSTAINING OR IMPROVING EXISTING DEMAND RESPONSIVE TRANSPORT, PARTICULARLY IN RURAL AREAS, TO FILL KEY GAPS TO THE SCHEDULED NETWORK AND ENHANCING THE NETWORK WHERE GAPS PRESENTLY EXIST;**
- **PROMOTING PARK AND RIDE FACILITIES FOR NORTHAMPTON.**

High Speed Rail 2 – London to Birmingham

- 6.28 In December 2010 the Government announced a preferred route option for the proposed High Speed Rail link between London and Birmingham, known as High Speed 2 (HS2). The preferred route passes through South Northamptonshire district, close to Brackley, and will have a major impact on the environment and local communities in the plan area.

- 6.29 HS2 is a national infrastructure project and as such the key planning decisions will be taken by the Secretary of State. However the local authorities, in particular Northamptonshire County and South Northamptonshire Councils, will be key consultees seeking to influence the detailed design and construction of the route. Given the significance of the proposal for the plan area it is appropriate to include a policy within the JCS which seeks to minimise the adverse impacts on the environment and communities in the area and maximise the benefits that could arise from the proposal.

POLICY C6 – HIGH SPEED RAIL 2

THE DESIGN AND CONSTRUCTION OF THE HIGH SPEED 2 RAIL LINK MUST MINIMISE ADVERSE IMPACTS ON THE ENVIRONMENT, THE LOCAL ECONOMY AND LOCAL COMMUNITIES AND MAXIMISE ANY BENEFITS THAT ARISE FROM THE PROPOSAL. THE IMPLEMENTATION OF HS2 WILL ALSO BE EXPECTED TO:

- 1. DELIVER HIGH QUALITY DESIGN TO PROTECT COMMUNITIES AND THE ENVIRONMENT FROM NOISE AND VISUAL INTRUSION**
- 2. MANAGE THE CONSTRUCTION TO MINIMISE THE IMPACT ON COMMUNITIES AND THE ENVIRONMENT**
- 3. ADOPT SUSTAINABLE PROCUREMENT AND CONSTRUCTION METHODS**
- 4. MINIMISE ADVERSE SOCIAL AND ECONOMIC IMPACTS, BY MAINTAINING ACCESSIBILITY AND AVOIDING THE SEVERENCE OF COMMUNITIES AND AGRICULTURAL HOLDINGS**
- 5. ENSURE THAT COMMUNITY AND OTHER BENEFITS, SUCH AS IMPROVED SERVICES ON THE WEST COAST MAIN LINE, ARE FULLY REALISED**

7.0 Regenerating and Developing Communities

7.1 Alongside the regeneration of town centres, a key objective of the strategy is to reduce disparity between communities by improving opportunities for some of the most deprived areas in West Northamptonshire. Developing the social and community infrastructure offer of communities is an essential part of providing for future sustainability across the plan area.

Community Regeneration

7.2 Community regeneration comprises a set of activities designed to reverse economic, social and physical decline in areas where market forces will not do this without the support from public sector intervention.

7.3 Councils have powers to promote the social, economic and environmental wellbeing of their areas. In achieving this role regeneration will need to consider four key attributes:

- **Economic attributes** – relating to employment rates, economic opportunities/ skills;
- **Social attributes** – quality of life, health, crime, community engagement;
- **Physical attributes** – connectivity, housing condition, neighbourhood centres, public realm; and
- **Environmental attributes** – loss of biodiversity, low energy efficiency, localised pollution, poor visual appearance.

7.4 Community regeneration is a key theme for the JCS, focusing on reducing disparities between neighbourhoods and creating sustainable places where people choose to live and work.

7.5 Regeneration is considered in a wider context within the place sections of the JCS, both in terms of the spatial depiction of community regeneration schemes and in addressing commercial investment within the town centres of Northampton and the supporting towns of West Northamptonshire. It is recognised that investing in such opportunities will also create wealth and regeneration benefits for residents.

7.6 There will be a need throughout the plan period not only to support both existing and new communities through, for example, the provision of education, health, community leisure, cultural and social facilities, but also to manage change in communities. This will be considered through the development of more detailed strategies and intervention measures which will identify how communities or neighbourhoods can be regenerated, to improve outcomes for local residents. Such outcomes will be proposed either to sustain an existing purpose or to create a new purpose involving more substantial change and reflect local aspirations expressed, for example, through Sustainable Community Strategies.

- 7.7 A key aim of local spatial planning is to create a framework for private investment and regeneration that promotes economic, environmental and social well being for an area, which in turn provides a robust basis for making bids for public funds and for assembling land for projects.
- 7.8 There is a need for the JCS to set out an overall approach to development which includes the regeneration of areas that are showing the highest indicators of deprivation as well as ensuring the strategy does not contribute to further decline elsewhere.
- 7.9 Not all regeneration investment needs to be in areas of decline. Factors influencing deprivation are often driven by external factors for example infrastructure, which improves the strength of the economy and access to facilities, or commercial investment in town centres.
- 7.10 In maximising investment and providing the right climate for development, the public sector will be required to provide a clear delivery role, particularly where economic viability or land ownership constraints may provide a challenge to regeneration. Further, addressing issues of low accessibility to employment and services as well as poor social environments will be seen as a priority.
- 7.11 In addressing regeneration the JCS encompasses a generic approach, referring to specific locations as examples of places which can benefit from regeneration initiatives. This approach will provide the opportunity for a more detailed implementation of projects and initiatives through accompanying Development Plan Documents and strategies. It is envisaged that these accompanying documents will address, in more detail, how the regeneration of an area can bring benefits to the local population, seeking to reduce economic, social and physical disparity, through for example, improved connectivity, access to jobs and services, urban renewal and physical enhancement.
- 7.12 This approach provides a baseline for developing strategy, complementing the direction of growth and taking forward an approach to regeneration that builds capacity and promotes community engagement.

Context

- 7.13 The vast majority of new housing and employment development will be centred in and around the main urban areas of West Northamptonshire. This new development will be used to bring benefits to existing local communities.
- 7.14 The area incorporates pockets of high deprivation, especially within its larger urban areas of Northampton and Daventry, which impacts on life chances including access to employment and service provision, such as healthcare, as well as a poor physical environment. By recognising the importance that accessible services and facilities have on the quality of people's lives, the strategy will look to consider favourably proposals that support and strengthen local services across West Northamptonshire. In particular, encouraging development that can help to improve existing deficiencies in services or

facilities in deprived communities, will require a range of agencies to work together and with developers. Partners will be expected to work together with local communities to attract and secure funding and to provide a focus for objectives and resources. This will require attention to the key principles introduced in Table 3 below. Developers will also need to demonstrate how they are working within these expectations.

The Regeneration Strategy for West Northamptonshire

7.15 It is important that regeneration is delivered in a targeted manner that delivers measurable outcomes over a set period of time, and that it addresses each of the attributes highlighted in paragraph 7.3 above. It is also important that issues can be addressed at the right level, which allows action to be targeted - investing where it will have the most impact - and provided as close to identified communities as possible.

7.16 In taking forward these aspirations three key data sets have been considered in order to identify the most deprived communities for regeneration in West Northamptonshire. These datasets are:

- **Indices of Multiple Deprivation (2007)**¹ which captures disparities in living standards and covers levels of deprivation based on barriers to housing and services, living environment, crime and disorder, education training and skills, health and disability, employment rates and income;
- **Decent Homes Standard and Stock Condition Assessments**² which has identified key areas where social housing will not meet the decent homes standard; and
- **Strategic Assessment** information compiled by the Safer Partnerships to identify and tackle areas where there are more frequent indices of crime and anti-social behaviour.

7.17 In addition to the above datasets there is a clear need to consider deliverability, from both funding and community engagement perspectives. So the following factor has also been considered:

- **Areas where funding initiatives and local empowerment may assist regeneration;** to consider both financial and physical resources available to the Councils and other public sector organisations within West Northamptonshire that provide a catalyst for the delivery of regeneration and change.

7.18 This data has been reviewed at ward level across West Northamptonshire to identify the most deprived areas where intervention is required. These wards

¹ Indices of Multiple Deprivation: Information collated by the Office of National Statistics that measure an areas deprivation relative to the rest of the UK. The seven criteria are: housing and services, living environment, crime and disorder, education and training, health, disability, employment and income.

² The Decent Homes Standard forms part of legislation. The guidance can be found here: <http://www.communities.gov.uk/documents/housing/pdf/138355.pdf>

represent the most deprived communities in West Northamptonshire and share a number of commonalities for example high levels of crime, poor housing standard and low skills attainment.

7.19 The key aims for taking forward a strategy for community regeneration are detailed in the policies under the Places section of the JCS for each of the respective towns. These aims will be developed through accompanying Development Plan Documents (such as the Northampton Central Area Action Plan) and reflect the spatial objectives of the JCS.

7.20 The key principles set out in Table 3 below will also apply in providing the approach to regeneration priority areas within West Northamptonshire.

Table 3: West Northamptonshire Regeneration Priority Areas - Key Principles

Key Principles	Approach
Embedding community engagement ensuring effective and inclusive mechanisms in decision making.	Through working with local communities encourage active participation of residents, to influence local agency future decision-making. Devolve decision making to neighbourhood level where practicable and appropriate.
Ensuring a multi-disciplinary partnership approach to pooling assets and allocating resources. Focus on collective investment from agencies.	Develop strategies and provide joined up services and outcomes. Agencies pooling resources to ensure capital assets are used for the benefit of the community. This will include school sites, shops, community centres, land and other capital assets.
Using design codes and principles to ensure high quality safe, sustainable homes and communities through partnership working.	Ensures decent home standards, sustainable communities and homes for all/ life. Includes designing out crime, access to public realm, sustainable technology in homes and businesses, decent home standards. Quality design, material, maintenance regimes, improve quality of green space and public realm. Also creating opportunities for modal shift and improved connectivity.
Promoting mixed housing types and tenures.	Ensure policy approach is flexible to adapt to changing local needs and circumstances. Ensuring a sustainable, balanced, social mix and tenure within neighbourhoods.
Promoting social and economic enterprise, employment opportunities and lifelong learning.	Encourage inward investment, job creation, education and skills programmes.

- 7.21 In providing a strategy for community regeneration, opportunities will need to be considered in line with the likely availability of resources. Proposals will need to be focused; otherwise there is the risk of taking forward too many initiatives without achieving targets.
- 7.22 Policy RC1, below, sets out the strategic approach for community regeneration activity to be undertaken throughout the plan period. Progress on those schemes identified through the Places policies in this JCS will continue to be monitored, along with the potential for other opportunities to be addressed as they arise.
- 7.23 It is recognised that regeneration activity will partly be driven by community initiatives, the scope for attracting investment and the availability of sites. Additional or alternative schemes proposed for community regeneration further to those listed in the Places policies will be supported where they can be shown to address the principles outlined in Policy RC1 below.

POLICY RC1 - DELIVERING COMMUNITY REGENERATION

EXISTING LEVELS OF SOCIAL AND ECONOMIC DEPRIVATION WITHIN WEST NORTHAMPTONSHIRE WILL BE REDUCED BY ENCOURAGING PARTNERSHIP WORKING WITH STAKEHOLDERS AND BY CO-ORDINATING PLANNING AND REGENERATION STRATEGIES TO ENSURE THAT IMPROVED SERVICES, COMMUNITY FACILITIES AND INFRASTRUCTURE ARE PROVIDED, PARTICULARLY IN THOSE AREAS WHERE INDICES OF DEPRIVATION REQUIRE TARGETED IMPROVEMENTS.

PROPOSED COMMUNITY REGENERATION SCHEMES WILL BE EXPECTED TO SHOW HOW THEY TAKE INTO ACCOUNT:

- **THE KEY PRINCIPLES OUTLINED IN TABLE 3, WEST NORTHAMPTONSHIRE REGENERATION PRIORITY AREAS; AND**
- **THE KEY DATA SETS RELATING TO: INDICES OF MULTIPLE DEPRIVATION, DECENT HOMES STANDARDS AND STOCK CONDITION ASSESSMENTS, SAFER PARTNERSHIPS' STRATEGIC ASSESSMENT INFORMATION**

SCHEMES THAT CAN BE DEMONSTRATED TO EMBRACE THESE PRINCIPLES AND SEEK TO REVERSE ECONOMIC, SOCIAL AND PHYSICAL DECLINE IN AREAS WHERE MARKET FORCES REQUIRE PUBLIC SECTOR INTERVENTION WILL PROVIDE THE FOCUS FOR COMMUNITY REGENERATION ACTIVITY WITHIN THE PLAN PERIOD UP TO 2026.

Developing Communities

7.24 Social and community infrastructure provides a vital element in creating sustainable places where people want to live. Social and community infrastructure to meet the needs of new developments (including the Sustainable Urban Extensions) as well as existing communities are set out in the West Northamptonshire Infrastructure Delivery Plan and the relevant policies within the Places sections in this JCS. However, community needs extend beyond physical infrastructure and buildings.

Culture

7.25 Culture plays a critical role in making communities sustainable. It brings people together through shared interests, helps to develop identity and a sense of place. It can also contribute to attractive, well-designed environments that incorporate accessible, greenspaces and a distinctive public realm.

7.26 West Northamptonshire provides a distinctive cultural offer, which ranges from its archaeological heritage, extensive canal and inland waterway network and heritage assets through to its places of worship, sporting facilities, art galleries, theatres, museums, public houses and restaurants. A Cultural Mapping Report has been produced for West Northamptonshire³, which sets out the role of culture and an assessment of cultural infrastructure based on the following typology:

- **Heritage:** historic houses and gardens, heritage sites and museums;
- **Arts venues:** galleries, theatres, live music venues and cinemas;
- **Other creative space:** creative workspace and commercial exhibition spaces;
- **Community facilities:** libraries, schools and leisure centres;
- **Community assets:** other community spaces used for cultural activity, village halls, community centres, pubs and cafes;
- **Parks and Open Spaces:** urban, sub urban and rural open spaces, both designated parks and public open spaces such as town squares and waterways: and
- **Festivals and events:** festivals, events and fairs.

7.27 The Cultural Mapping Report has informed the preparation of A Cultural Investment Plan for West Northamptonshire⁴, which identifies a number of investment areas. The key elements of this Investment Plan have been included in the Infrastructure Delivery Plan (IDP) which accompanies the JCS.

Arts and Entertainment

7.28 The development of arts and entertainment facilities form part of the Cultural Investment Plan. Despite the rich cultural offer, other than the Royal and Derngate Theatres and live music venues, like the Roadmender, there are

³ Creative Consultancy (2008) Cultural Mapping Document for West Northamptonshire

⁴ Creative Consultancy (2008) West Northamptonshire Cultural Investment Plan

relatively few large centres for the arts and entertainment. The current level of provision does not reflect the active arts community and the desire for additional, diverse entertainment facilities, particularly as part of developing the evening economy.

- 7.29 The Central Area Action Plan contains proposals for an enhanced cultural offer within Northampton's town centre. There are additional plans prepared by each of the local authorities, Northamptonshire County Council and Northamptonshire Enterprise, which aim to develop new facilities, and to enhance facilities, for arts and entertainment in order to diversify the existing offer.

Social and Community Infrastructure

- 7.30 The provision of social and community infrastructure, including the provision of facilities for worship, is fundamental to the creation of strong neighbourhoods and local identity. Facilities, such as libraries, adult and children's services, emergency services, health centres, community centres and space for the voluntary sector services, together with local amenities such as retail, are vital to the well-being of residents.
- 7.31 The JCS, as part of the LDF, is prepared alongside the Sustainable Community Strategies which helps to ensure that these matters are adequately addressed.
- 7.32 The Infrastructure and Delivery section of this plan, Section 11, sets out policy that determines that needs generated directly from development should be met through the provision of financial contributions from developers (Circular 5/05⁵). This will include future management and maintenance costs. It may, in some circumstances, be more appropriate to co-locate facilities within local centres in order to improve overall accessibility, whilst also reducing the numbers of trips that are needed, particularly those undertaken by private vehicle.
- 7.33 In the rural areas, services should be provided where they can be accessed by public transport, both for reasons of sustainability and to ensure that residents are not excluded if they do not have access to a private vehicle.

Sport, Recreation and Open Space

- 7.34 Sport, recreation and open space are vital to the community and the local identity of an area. The plan area contains a wide variety of high-quality public open spaces, whilst further new spaces will be incorporated into the Sustainable Urban Extensions, providing residents with good quality access.

⁵ Department for Communities and Local Government (2005) Planning Circular 5/05 – Planning Obligations

- 7.35 Each of the three Borough and District Councils in West Northamptonshire have produced Open Space, Sport and Recreation studies⁶ which are compliant with Planning Policy Guidance 17: Planning for Open Space, Sport and Recreation (PPG17)⁷. The studies provide detailed background information and recommendations for local standards of provision for both open space and recreation as well specific built facilities. The standards establish the minimum amount of space required together with the desired distance for accessing different types of facilities for all users. These standards should be incorporated into all new development.
- 7.36 Northampton Borough Council are presently in the process of reviewing their Playing Pitch Strategy which will set out standards for the provision of recreational open space. Additional local work may also be required to identify facilities required for young people, such as playgrounds and multi-use games areas.
- 7.37 Local facilities are important community assets and play a key role in ensuring that the residents of the area can lead healthy and active lifestyles. The West Northamptonshire Sports Facilities Strategy⁸ provides details relating to the current provision of sports facilities, such as tennis courts, cricket pitches and swimming pools and identifies deficiencies in both existing and future levels of provision.
- 7.38 The report highlights that there will need to be improvements to sports facilities over the plan period to meet the needs of both the existing and future population levels, and must be located where it is accessible to all, including by public transport, walking and cycling.
- 7.39 The key improvements identified have been incorporated into the Infrastructure Delivery Plan as follows:
- New swimming facilities within western and northern Northampton;
 - Rugby pitches and facilities across the plan area;
 - New sports hall with ancillary facilities such as netball courts in each of the authority areas; and
 - Synthetic turf pitches in each of the towns.
- 7.40 Mechanisms for achieving improvements in the provision of open space, sport, recreation and cultural facilities will be detailed in the Developer Contributions Supplementary Planning Document.

⁶ Northampton: PMP (2009) Open Space, Sport and Recreation Needs Assessment and Audit.
Daventry District Council: PMP (2009) Open Space, Sport and Recreation Needs Assessment
South Northamptonshire: South Northamptonshire Council (2007) Open Space Strategy 2007-2021

⁷ Communities and Local Government (2002): Planning Policy Guidance 17: *Planning for Open space, Sport and Recreation* (PPG17)

⁸ Syzergy (2009) Sports Facilities Strategy for West Northamptonshire

Existing Facilities

- 7.41 Within the plan area there are many assets that provide recreational and leisure opportunities that are highly valued by residents, where possible these assets should be retained. The loss of such facilities, many of which do not operate commercially, is a particular concern, as they often provide vital voluntary services for disadvantaged sectors of the community. Meeting community needs may therefore require contributions from new development to assist in refurbishing, adapting or extending vital community assets; details of this approach will be provided within the Developer Contributions SPD, which will also specify facilities that are considered to be “at risk”.
- 7.42 Where proposals for development would result in the loss of a facility, the policy approach should be determined by; the availability of alternative or replacement facilities nearby (as derived from the relevant PPG17 assessment), whether the facility is still required, or whether there may be wider community benefits associated with the new proposal.
- 7.43 As the area changes through new growth, the demand for cultural and community facilities will increase. Some new facilities may be provided locally, aimed at meeting the needs of local residents. Others may serve a wider area and will need to be delivered more comprehensively serving towns or even the whole of the plan area and beyond. New developments will be required to meet their own demands in terms of sporting, recreation, cultural and community facilities and to meet this demand either through on-site provision or through contributions as set out in the Infrastructure Delivery section of this plan, Section 11. Development will also be required to contribute towards the provision of larger scale facilities through a Community Infrastructure Levy, as outlined in the Infrastructure and Delivery section of this plan, where it renders existing deficiencies more severe.

POLICY RC2 – COMMUNITY NEEDS

NEW RESIDENTIAL AND COMMERCIAL DEVELOPMENT WILL BE REQUIRED TO MAKE PROVISION FOR COMMUNITY FACILITIES AND PUBLIC OPEN SPACE IN ACCORDANCE WITH THE STANDARDS SET OUT IN THE PLANNING POLICY GUIDANCE 17 STUDIES AND IDENTIFIED WITHIN THE WEST NORTHAMPTONSHIRE SPORTS FACILITY STRATEGY AND THE CULTURAL INVESTMENT PLAN.

THE LOSS OF EXISTING BUILT SPORT FACILITIES AND AREAS OF OPEN SPACE WILL BE RESISTED UNLESS IT CAN BE DEMONSTRATED THAT:

- **THERE IS EVIDENCE THAT IMPROVEMENTS CAN BE MADE THROUGH THE PROVISION OF A REPLACEMENT FACILITY OF EQUAL OR BETTER QUALITY; OR**
- **THE PROPOSAL WILL BRING ABOUT SIGNIFICANT COMMUNITY BENEFITS THAT OUTWEIGH THE LOSS OF THE FACILITY.**

PROPOSALS FOR NEW FACILITIES WILL NEED TO BE SUPPORTED BY A LONG TERM MAINTENANCE AND MANAGEMENT PLAN.

FINANCIAL CONTRIBUTIONS TOWARDS THE PROVISION OR ENHANCEMENT OF, EXISTING COMMUNITY FACILITIES WILL NEED TO BE PROVIDED BY NEW DEVELOPMENT. THE EXACT NATURE OF THE PROVISION AND TIMING WILL BE SET OUT WITHIN THE DEVELOPMENT MANAGEMENT AND SITE ALLOCATIONS DPDS AND SUPPORTED BY THE DEVELOPER CONTRIBUTIONS SPD.

8.0 ECONOMIC ADVANTAGE

- 8.1 A central theme of our vision for West Northamptonshire is to secure economic stability and prosperity which itself is a key element to improving the quality of life for our residents. We need to ensure there are a variety of job opportunities for local people and that people have access to locally based educational facilities that can improve their employment prospects. A vibrant economy will strengthen our communities, support sustainable development objectives and help reverse areas of decline.
- 8.2 The Spatial Portrait sets out the background to the existing employment framework in West Northamptonshire and the Spatial Strategy sets out the number of jobs required to be delivered across the plan.
- 8.3 The following section (and part of the Places sections) includes policies relating to specific employment types and allocations.

Existing Employment Areas

- 8.4 The West Northamptonshire Employment Land Study undertook a comprehensive review of employment land and industrial estates in the main urban areas of West Northamptonshire. It found that the vast majority of employment sites and industrial estates that were assessed were fit for purpose, suitably located and viable and should be safeguarded for employment development within B class uses.
- 8.5 The plan area already has a considerable amount of employment floorspace in the planning pipeline already consented through planning applications. Many existing employment sites are undergoing redevelopment to modern standards and are making efficient use of previously developed land, for example Royal Oak industrial estate in Daventry.

POLICY E1 – EXISTING EMPLOYMENT AREAS

EXISTING AND ALLOCATED EMPLOYMENT SITES AND INDUSTRIAL ESTATES ACROSS WEST NORTHAMPTONSHIRE WILL BE RETAINED FOR USES WITHIN USE CLASSES B1, B2 AND NON STRATEGIC B8.

CHANGE OF USE TO OTHER USES WILL BE RESISTED UNLESS IT CAN BE DEMONSTRATED THAT THE SITE IS NO LONGER ECONOMICALLY VIABLE FOR EMPLOYMENT PURPOSES IN THE LONG TERM, THERE IS A CLEAR CONFLICT WITH ADJOINING USES, OR ITS RELEASE WOULD OFFER SIGNIFICANT BENEFITS TO THE LOCAL AREA.

NEW COMMERCIAL FLOORSPACE AT THE RURAL SERVICE CENTRES OF TOWCESTER AND BRACKLEY AND OTHER SMALLER SETTLEMENTS WILL BE OF A SCALE THAT IS COMMENSURATE WITH THEIR FUNCTION.

Office Development

- 8.6 Traditionally a manufacturing area, West Northamptonshire is in the process of transition from manufacturing, where job opportunities are in decline, to knowledge based industries. However, there is still a need to retain manufacturing jobs as part of a mixed economy that offers a diverse range of employment opportunities.
- 8.7 The JCS in partnership with other DPDs will shift the office focus of major office development to Northampton town centre and central area. The Northampton Central Area Action Plan (NCAAP) identifies a range of strategic office development sites to reinvigorate the economy within the central area to support its regeneration.
- 8.8 Office development will also be directed to Daventry central area to support Daventry's regeneration objectives and to support the transition of their economy from predominantly manufacturing and warehousing to provide more diverse employment opportunities.
- 8.9 Towcester and Brackley provide service centre roles and are not sustainable locations for strategic scale office development as they do not have the extent of resident population to support employment growth on a large scale, resulting in in-commuting and unsustainable patterns of travel. However, new office development of an appropriate scale will support their economies and help alleviate out-commuting to larger centres.

POLICY E2 – NEW OFFICE FLOORSPACE

MAJOR OFFICE DEVELOPMENT WILL BE LOCATED IN NORTHAMPTON FOLLOWING A SEQUENTIAL APPROACH COMPRISING:

- **WITHIN THE TOWN CENTRE BOUNDARY; THEN**
- **EDGE OF TOWN CENTRE; FOLLOWED BY**
- **OTHER SUITABLE OFFICE SITES AS ALLOCATED IN THE NORTHAMPTON CENTRAL AREA ACTION PLAN.**

OTHER MAJOR OFFICE DEVELOPMENT WILL BE LOCATED IN DAVENTRY CENTRAL AREA.

NEW OFFICE FLOORSPACE AT THE RURAL SERVICE CENTRES OF BRACKLEY AND TOWCESTER AND OTHER SMALLER SETTLEMENTS WILL BE OF A SCALE THAT IS COMMENSURATE WITH THEIR FUNCTION.

Technology Realm

- 8.10 The Northampton Technology Realm at Northampton North Sustainable Urban Extension is a selected and targeted allocation. The site is located near to the University of Northampton and other key Higher and Further Education partners. The concept of the Technology Realm in this location is

to provide, through collaboration with learning and skills partners, a highly skilled and knowledge based workforce that is capable of meeting the needs of targeted employers. Work in partnership with these education institutions to promote university-industry collaboration will ensure the skilled workforce created has the opportunity to use those skills in an appropriate workplace within Northampton creating inward investment, high value added employment and opportunities for innovative business development.

- 8.11 The Technology Realm will provide start-up and grow-on premises which should be designed to allow for expansion as start up firms grow. The development should be designed to maximise formal and informal interaction within a high design and landscaped environment. High standards of environmental sustainability will be expected.
- 8.12 A key driver of the sustainability and long-term success of the Northampton Technology Realm will be the provision of effective and well-resourced enterprise support services. The enterprise support services will focus on assisting pre-start, start-up/ emerging and established businesses across identified sectors.

POLICY E3 – TECHNOLOGY REALM, NORTHAMPTON NORTH

A 7 HECTARE SITE FOR A TECHNOLOGY REALM IS ALLOCATED AS PART OF THE NORTH NORTHAMPTON SUSTAINABLE URBAN EXTENSION. THE SITE WILL MAKE PROVISION FOR:

- **START UP UNITS WITHIN THE RANGE OF 125-500 SQM B1 (OFFICE, RESEARCH AND DEVELOPMENT, LIGHT INDUSTRY) AND 200-1,000 SQM B2 (INDUSTRIAL)**
- **HIGH QUALITY AND INNOVATIVE DESIGN AND LANDSCAPING INCLUDING A GATEWAY FEATURE ON THE A43 FRONTAGE**

DEVELOPMENT PROPOSALS MUST BE ACCOMPANIED BY A MASTERPLAN.

Daventry International Rail Freight Terminal (DIRFT) - Strategic Distribution

- 8.13 Daventry International Rail Freight Terminal (DIRFT) is a storage and distribution centre of national significance. Although DIRFT is within Daventry District it lies immediately east of Rugby and adjoins Rugby Radio Station Urban Extension which is proposed for major development in the Submission Rugby Core Strategy.
- 8.14 The first unit at DIRFT opened in 1997 and comprised business and distribution uses in various scales, some are directly rail-linked and others use the Intermodal Railport located in what is known as DIRFT South. In January 2005, outline planning permission was granted for the westward expansion of

DIRFT (known as DIRFT 2) to provide some 180,000sqm of additional rail linked warehouse distribution and manufacturing buildings. The floorspace to be provided at DIRFT 2 is counted as part of the 2010 to 2021 supply of warehouse and distribution provision for the West Northamptonshire area.

- 8.15 At a national level both Planning Policy Statement 4 'Planning for Sustainable Economic Growth' and Planning Policy Guidance Note 13 'Transport' strongly support the movement of freight by rail which supports the modal shift away from road based transport.
- 8.16 The East Midlands Strategic Distribution Study (EMSDS)¹ provides a technical study of logistics and the regional economy. It identifies that in the East Midlands logistics accounts for a higher share of jobs and output than in any other region in England. In identifying sites for further strategic distribution development regional advice is that priority should be given to sites that can be served by rail freight and operate as intermodal terminals. At the regional level there is strong support for further rail related strategic distribution development and that further provision should be made in the West Northamptonshire area.
- 8.17 The Regional Freight Strategy has set a target of an additional 30 freight trains per day which will require around an additional 308 hectares of rail connected strategic distribution land to be brought forward in the East Midlands region by 2026. Network Rail is a close consultee on the DIRFT proposals and is fully supportive of rail connected freight at this location.
- 8.18 In locating strategic distribution priority consideration should therefore be given to sites that can be served by rail freight and that can operate an intermodal terminal. As an existing location for rail freight DIRFT has a significant investment in rail existing freight infrastructure in place and DIRFT 2 proposals will further enhance these intermodal facilities in transferring freight from road to rail.
- 8.19 Further consolidation of the rail freight facility via expansion at DIRFT, will clearly have more than local significance and its labour force catchment area will cross the local authority areas of Daventry, Rugby and Northampton and extend into Harborough and Coventry. As such the JCS recognises that the DIRFT site has a national and regional context rather than only a local significance.

POLICY E4 – DAVENTRY INTERNATIONAL RAIL FREIGHT TERMINAL (DIRFT)

FURTHER RAIL CONNECTED STORAGE AND DISTRIBUTION USES AND ASSOCIATED RAIL AND ROAD INFRASTRUCTURE IS SUPPORTED IN PRINCIPLE AT DIRFT. A HIGH STANDARD OF LAYOUT, LANDSCAPING, BUILDING DESIGN AND MATERIALS WILL BE REQUIRED.

¹ East Midlands Development Agency – East Midlands Strategic Distribution Study (November 2006)

Silverstone Circuit – Knowledge Based Cluster

- 8.20 Silverstone is the home of British Grand Prix and the British motor sport industry. It has become a popular and important motorsport venue and its reputation has become synonymous with excellence, not only in motorsport, but also in education, employment and high performance and engineering skills. As an iconic destination, it attracts visitors from across the world. This level of recognition sets it apart from other sporting facilities within West Northamptonshire. The primary aim of the planned expansion of activities at the Circuit is to build on the regular events that currently take place on an annual and regular basis including the F1 Grand Prix, to maximise its wider economic role, local expenditure and its local and national significance.
- 8.21 Silverstone Circuit is the heart of a motorsport cluster and lies midway between Brackley and Towcester. It acts as a lynchpin for high value and high skill enterprises in motor sport and automotive development, which extends across West Northamptonshire and into Aylesbury Vale in Buckinghamshire. As such it makes an important contribution to the national and local economy.
- 8.22 Businesses associated with the motorsport industry are noted for their relatively small land requirements, high added value and propensity to network only with their immediate suppliers and customers. Many of the businesses are small or medium sized businesses with highly skilled, mobile workers. The proposed development at the Circuit is considered complimentary to that proposed for both Towcester and Brackley.
- 8.23 Increasing overseas competition within the motorsport industry and intense global economic pressures threaten Silverstone Circuit's dominant position. Only by investing in the economic future of the Circuit and its facilities will Silverstone retain its leading role and retain the wider cluster located around it.
- 8.24 In February 2009 South Northamptonshire and Aylesbury District Councils published a joint Development Brief for Silverstone Circuit. This Brief provides guidance on the future development of Silverstone Circuit and adjacent areas within the ownership of the circuit. It covers land lying in both South Northamptonshire and Aylesbury Vale Districts. The Brief proposes a number of uses including employment and education and others which will add to the attraction of the circuit as a venue for recreation and leisure focused on motorsport.
- 8.25 The Brief sets out the "Vision for the Circuit" and aims to strengthen Silverstone's international role as a world class motorsport venue and facility to ensure it can continue to offer a first class motor racing venue capable of hosting international events including grand prix racing. It is based on the principles of sustainable development to maximise the social and economic benefits for the local and regional area and minimise the impact on the environment.

8.26 The fundamental objectives for Silverstone Circuit are as follows:

- The improvement of track related facilities to modern grand prix standards and the promotion of Silverstone as the home of British motorsport and racing, as well as the development of the land portfolio.
- Enhance and strengthen Silverstone Circuit as the centre of automotive and high technology excellence for the UK.
- Creation of opportunities for the development of employment and sustainable economic growth by attracting businesses, education and high quality active outdoor tourism.
- Providing an attractive venue for leisure and hotel activities to create sustainable development in both construction and operation.
- Creation of a development which integrates well into its local environment and provides an attractive countryside setting to locate and develop high value enterprises. This includes both cultural and physical landscape.
- Developing sustainable transport proposals.
- Proposing development which will be complementary to the growth plans for Towcester and the future growth of Brackley.

8.27 A new employment park is proposed adjoining the Circuit (in Aylesbury Vale) which will be developed as a natural extension of the existing development in the circuit. The expansion area is around 25ha. This provides for a mix of uses, predominantly B8, but with a mix of B1, thus complementing the range of uses to be developed in the existing Advanced Technology Park within South Northamptonshire Council's area.

8.28 Other proposed land uses at the Circuit include a new pit and paddock complex, new grandstands, higher education facilities, exhibition, brand centre, hotel and function facilities, conference facilities, employment development in the form of the business park and advanced technology park and the retention of existing motorsport track facilities on the circuit. The proposals include enhancement of the tourism and leisure activities at the circuit with woodland and outdoor pursuits, public arena facilities, outdoor four wheel drive facilities and education campus-related activities. The proposals will include the creation of new woodland and nature conservation areas, contributing to wider green infrastructure and environmental character initiatives.

8.29 Policy E5 below provides a framework for the development of Silverstone Circuit and is consistent with the Silverstone Circuit Development Brief (January 2009). The Development Brief and the framework policy below take a holistic view of the Circuit's development and therefore it should be noted

that some of the development elements set out in the policy are within the Aylesbury Vale District Council area.

POLICY E5 – SILVERSTONE CIRCUIT

TO SUPPORT THE CIRCUIT AS AN INTERNATIONAL VENUE FOR MOTORSPORT FURTHER EMPLOYMENT, TOURISM, EDUCATION AND LEISURE DEVELOPMENT AT SILVERSTONE CIRCUIT WILL MAKE PROVISION FOR:

- **40 HA ADVANCED TECHNOLOGY PARK COMPRISING B1/ B2 AND B8 USES (*APPROXIMATELY 50% IN AYLESBURY VALE DISTRICT*);**
- **25 HA OF ADDITIONAL B1 – B8 EMPLOYMENT (*ENTIRELY IN AYLESBURY VALE DISTRICT*);**
- **8 HA OF TOURISM USES COMPRISING UP TO 3 HOTELS; (*2 HOTELS IN AYLESBURY VALE DISTRICT*)**
- **35 HA LEISURE/ CONFERENCING/ EXHIBITION/ SPORTS SPACE COMPRISING D1/ D2/ A3/ A1/ B1 AND SUI GENERIS USES; (*10 HA IN AYLESBURY VALE DISTRICT*) AND**
- **14 HA EDUCATION CAMPUS (*ENTIRELY IN AYLESBURY VALE DISTRICT*).**

ALL PROPOSALS WILL NEED TO DEMONSTRATE FUNCTIONAL LINKS TO THE TOWNS OF TOWCESTER AND BRACKLEY IN PARTICULAR BY STRENGTHENING SUSTAINABLE TRANSPORT LINKS BETWEEN THE CIRCUIT AND THE TOWNS.

PROPOSALS MUST BE IN ACCORDANCE WITH THE APPROVED DEVELOPMENT BRIEF FOR SILVERSTONE CIRCUIT (JANUARY 2009) DEVELOPMENT AND WILL INCLUDE THE FOLLOWING STUDIES:-

- **LANDSCAPE AND VISUAL ASSESSMENT**
- **DRAINAGE AND FLOOD STUDIES**
- **TRANSPORT STUDIES**
- **ECOLOGICAL SURVEYS**
- **ARCHAEOLOGICAL AND HISTORIC ASSESSMENT**

Education Skills and Training

- 8.30 Having the right skills is crucial to sustained economic growth and for the economy to be able to adapt to change. Raising student attainment and school performance is also critical in attracting prospective employers. New housing development will bring with it opportunities for new schools and investment in existing schools. As well as investment in schools, a new approach and relationship is needed where trade associations and employer representatives work with education providers to help give a business edge to training and help make our young people ready for the work place.

- 8.31 The contribution that the University of Northampton, Colleges and other higher education institutes make to the economy of the area, and Northampton in particular, should not be underplayed. These institutions will provide highly trained individuals to support the higher quality jobs growth the area seeks to attract. Silverstone Circuit as the hub of the motorsport industry has also played a key contribution in vocational learning in partnership with further and higher education providers in the county and through their campus plans aim to increase this role. The Daventry Learning Partnership (Moulton College, Northampton College, Daventry William Parker and Dantree Schools) are supporting higher education achievement in Daventry and have aspirations to construct a new University Technical College within the Daventry town central area as part of the redevelopment proposals.
- 8.32 In addition to their value as institutes of learning, education facilities and their associated accommodation, when located in town centres, help to improve the vitality and viability of town centres. It is important that the skills of the graduates from these centres of learning are retained within the area to foster inward investment and economic growth. If the area is to generate more innovation, attract new businesses and retain existing businesses employees with the right skills and qualification levels are required.

POLICY E6 – EDUCATION, SKILLS AND TRAINING

THE ROLE OF THE UNIVERSITY OF NORTHAMPTON, MOULTON COLLEGE, NORTHAMPTON COLLEGE AND OTHER EDUCATIONAL INSTITUTIONS WILL BE SUPPORTED. NEW EDUCATIONAL FACILITIES WILL BE ENCOURAGED AND SHOULD BE DEVELOPED AT SITES WHICH ARE ACCESSIBLE BY SUSTAINABLE TRANSPORT MODES.

TRAINING AND EMPLOYMENT AGREEMENTS WILL BE SUPPORTED TO SECURE EMPLOYMENT AND SKILLS DEVELOPMENT FOR THE LOCAL WORKFORCE.

Tourism, Visitor and Cultural Industries

- 8.33 Tourism, visitor and cultural industries form an important part of the economy for both urban and rural areas. The visitor economy in West Northamptonshire is bringing in around £500 million in to the economy every year and there are opportunities to develop this investment further. The visitor economy can benefit the area by drawing people into it which then supports local economy and investment opportunities.
- 8.34 In the town centres tourism and leisure attractions can be represented by museums, theatres and arts and cultural quarters. The Northampton Central Area Action Plan identifies a number of significant sites to accommodate leisure and cultural uses largely focused around the River Nene and waterside development, as well as a range of sites to accommodate hotels. Leisure and tourism development is another key element that will support the regeneration of Northampton town centre and Northampton as the key economic driver of the area.

- 8.35 Daventry District Council's Town Centre Vision² includes raising the visitor attraction and tourism potential of Daventry through the creation of a mixed use waterside development associated with the Grand Union Canal that runs to the north Daventry. A site for a hotel is also indicated within Daventry's central area.
- 8.36 Tourism is a key sector to South Northamptonshire employing 14% of its workforce. Its tourism is focused around Silverstone Circuit (Policy E5 refers) and Towcester Racecourse (Policy T5 refers) and its historic town centres. Increasing the number of hotel bedspaces would enhance the District's opportunity as being identified as an established over-night destination.
- 8.37 The local economy of villages within the rural areas can be benefited by rural tourism associated with countryside recreation including the network of canals and historic visitor sites. There is a need to increase opportunities for overnight stays in the rural area of an appropriate scale.
- 8.38 Silverstone Circuit as referred to in Policy E5 above is a tourism and leisure destination of national and international significance and sits outwith Policy E7 below.

POLICY E7 – TOURISM, VISITOR AND CULTURAL INDUSTRIES

TOURISM, VISITOR AND CULTURAL DEVELOPMENT PROPOSALS WILL BE SUPPORTED WHERE:

- **THEY CONTRIBUTE TO THE ACHIEVEMENT OF REGENERATION AIMS AND OBJECTIVES;**
- **THEY STRENGTHEN THE OVERALL TOURISM OFFER;**
- **THEY BENEFIT LOCAL COMMUNITIES AND BUSINESSES; AND**
- **DEVELOPMENT IS OF A USE, FORM AND SCALE WHICH DOES NOT HARM THE QUALITY OF THE NATURAL OR BUILT ENVIRONMENT.**

ATTRACTIONS AND FACILITIES OF A SIGNIFICANT SCALE SHOULD BE LOCATED FIRSTLY WITHIN TOWN CENTRES, THEN ON THE EDGE OF TOWN CENTRES, AND THEN AT OTHER ACCESSIBLE LOCATIONS.

RURAL VISITOR ATTRACTIONS SHOULD CONFORM TO POLICY R2.

² Daventry Civic Trust (2004) Daventry Town Centre Vision 2021

9.0 Housing

Introduction

- 9.1 A key objective of this strategy is to provide a range of housing in sustainable locations to ensure all residents have access to a home that they can afford and that meets their needs. Housing development will be directed to the most sustainable locations in and around Northampton, Daventry, Towcester and Brackley with more limited development in the rural areas to provide for local needs and support local services.
- 9.2 In delivering the planned development it is essential that quality housing is provided to meet the current and future needs of our communities. The mix, size and tenure of the housing delivered by the JCS will contribute to meeting the full range of housing needs that exist in West Northamptonshire, including those who may have specialised needs such as older people and people with disabilities. The housing delivered through the JCS will be sustainable, flexible and well designed.
- 9.3 The level of housing growth required and where the housing will be provided is dealt with in Section 5 in the Spatial Strategy. This section therefore deals with the type of housing that is required such as the split between market and affordable housing, the mix of dwelling types and sizes and the need for specialised accommodation to meet the needs of specific sectors of the community. The design of new housing is also included to ensure that it is sustainable, flexible and meets the requirements of the people who will occupy it.
- 9.4 A Strategic Housing Market Assessment¹ (SHMA) was undertaken for West Northamptonshire based on the housing requirement set out in the East Midlands Regional Plan. The findings of the SHMA have been reassessed in the light of the Joint Core Strategy's planned housing delivery of 50,150 additional homes for the period 2001-2026. The revised SHMA assessment concludes that the residual housing requirement should be broken down as set out in Table 4 below. The residual requirement for the Northampton Related Development Area includes those sites which are being allocated for Northampton related development, but are located in Daventry and/ or South Northamptonshire districts. The percentage requirements for affordable housing specified in Policy H2 below reflect the requirements for intermediate and social rented housing set out in Table 4.

¹ Opinion Research Services (2010). West Northamptonshire Strategic Housing Market Assessment 2009-Final Report.

Table 4: Housing Requirement by Area 2010-2026 (Note: Figures may not sum due to rounding. Source: ORS Housing Market Model)

Housing Type Housing Requirement 2010-2026	Daventry²	Northampton Related Development Area	South Northants³
Market housing	3800	15700	3600
Intermediate affordable housing	0	0	1300
Social rented housing	1700	7500	900
Total Housing Requirement	5400	23200	5800
Market housing	69.2%	67.6%	61.9%
Intermediate affordable housing	0.0%	0.0%	21.8%
Social rented housing	30.8%	32.4%	16.2%

- 9.5 Previous policies in West Northamptonshire required sites of 15 dwellings or more to provide affordable housing contributions. The SHMA highlights that in recent years only 30% of sites developed in Daventry District and 50% of sites developed in South Northamptonshire have contained 15 dwellings or more. In order to meet the requirements for affordable housing it will therefore be necessary to reduce the site size thresholds or set the affordable housing targets on qualifying sites at higher levels than those identified in Table 4 above.
- 9.6 The SHMA also provides evidence on the size mix requirements for new housing based on the types of household that are likely to need accommodation over the plan period. These requirements vary by tenure and area. The SHMA estimates that an increasing number of smaller households will need affordable housing, but this should not automatically be translated into the provision of 1 bedroom units as many of these households will value the flexibility provided by an additional bedroom. For market housing there is a significant requirement for larger 3, 4 and 5 bedroom homes.
- 9.7 A Viability Appraisal⁴ has been undertaken to inform the proposed thresholds and affordable housing targets. It must be understood that viability is sensitive to changes in market trends, such as house prices and development costs. These market trends will be monitored and the policy reviewed as necessary. In terms of viability the study suggests that the following are reasonable policy options:
- In the rural areas of **Daventry District** an affordable housing target of 40% is reasonable and could be set as high as 50%. In Daventry town, a target of 25% is appropriate and could be higher with social housing grant.

² Excluding the Northampton Related Development Area.

³ Excluding the Northampton Related Development Area.

⁴ Three Dragons (2010) - Viability Appraisal of Affordable Housing Provision and Developer Contributions in West Northamptonshire.

- In **Northampton**, a 40% affordable housing target could be sought in the SUEs and the Southern Fringe. A lower target of 25% is proposed for Suburban, Older Urban Areas and Northampton East.
- In **South Northamptonshire**, 50% affordable housing is achievable in the rural areas, whereas a target of 40% is reasonable for Towcester and Brackley.

9.8 The study recommends a site size threshold of 15 dwellings for Northampton, where small sites do not play such a significant role in housing provision. In Daventry and South Northamptonshire a lower threshold is justified.

Housing Density and Mix and Type of Dwellings

9.9 Different households require different types and sizes of housing. Policy H1 below seeks to ensure that an appropriate mix of housing is provided which reflects the needs of existing and future households having regard to the evidence provided by the SHMA. Whilst the SHMA provides the starting point for the consideration of size mix, it will also be necessary to have regard to specific local circumstances and needs.

9.10 The efficient use of land remains a key principle of national planning policy, but current guidance no longer specifies national minimum densities. Policy H1 adopts a design-led approach to determine densities on a site by site basis having regard to the objective of securing the efficient use of land and the particular characteristics of a site and the area in which it is located. It is ultimately good design that should determine the densities that are adopted for a particular site. Notwithstanding this design led approach, it is important that minimum densities are achieved within the proposed strategic urban extensions to reduce the amount of greenfield land that needs to be released for development. For this reason Policy H1 expects the allocated SUEs to achieve average minimum densities of 35 dwellings per hectare.

POLICY H1 – HOUSING DENSITY AND MIX AND TYPE OF DWELLINGS

ACROSS WEST NORTHAMPTONSHIRE NEW HOUSING DEVELOPMENT WILL PROVIDE A MIX OF HOUSE TYPES, SIZES AND TENURES TO CATER FOR DIFFERENT ACCOMMODATION NEEDS.

HOUSING DEVELOPMENTS WILL BE EXPECTED TO MAKE THE MOST EFFICIENT USE OF LAND HAVING REGARD TO THE FOLLOWING CONSIDERATIONS:

- **THE LOCATION AND SETTING OF THE SITE;**
- **THE EXISTING CHARACTER AND DENSITY OF THE LOCAL AREA;**
- **ACCESSIBILITY TO SERVICES AND FACILITIES;**
- **PROXIMITY TO PUBLIC TRANSPORT ROUTES;**
- **THE IMPLICATIONS OF DENSITY FOR AFFORDABILITY AND VIABILITY;**
- **THE LIVING CONDITIONS PROVIDED FOR FUTURE RESIDENTS; AND**

- **THE IMPACT ON THE AMENITIES OF OCCUPIERS OF NEIGHBOURING PROPERTIES.**

DEVELOPMENT WITHIN THE PROPOSED STRATEGIC URBAN EXTENSIONS WILL BE EXPECTED TO ACHIEVE MINIMUM AVERAGE DENSITIES OF 35 DWELLINGS PER HECTARE.

Affordable Housing

- 9.11 Policy H2 below sets out the percentage requirements and site size thresholds for affordable housing based on the findings of the SHMA and the Viability Appraisal. Whilst there is a clear preference for on site provision it is recognised that in the case of very small sites on site provision may not be practicable. In these cases financial contributions in lieu of on site provision should ensure that at least an equivalent amount of affordable housing can be built off site. Further guidance on the operation of the affordable housing policy will be provided in the Affordable Housing Supplementary Planning Document.
- 9.12 The findings of the Viability Assessment have informed the percentage affordable housing requirements, but it is acknowledged that viability will have to be considered on a site by site basis. The thresholds for affordable housing proposed in Policy H2 have also been informed by the Viability Assessment. For South Northamptonshire the Viability Assessment concluded that the actual threshold for seeking affordable housing could be set at zero, but in practice for sites of 4 dwellings or fewer a commuted sum would be sought in lieu of on site provision.
- 9.13 Within the Northampton Related Development Area, as defined at paragraph 5.27 in the Spatial Strategy of this JCS and shown on the Proposals Map, the local housing authorities will need to agree a mechanism for the allocation of affordable housing to ensure that it meets locally derived needs within the plan area. The allocation mechanism will need to take account of up to date local housing need and viability issues. It is recognised that three sites within the Northampton Related Development Area (namely Wootton Fields, Saxon Avenue at Grange Park and Norwood Farm) are already at an advanced stage in the planning process and it will not be able to apply nomination agreements. If any of these three sites are not implemented as approved and revised applications need to be considered then this policy approach will be applicable.
- 9.14 Affordability is a key issue in the rural areas of West Northamptonshire where average house prices are significantly higher than the urban areas. For this reason Policy H3 below makes provision for rural exception sites to come forward where they can be justified by evidence of local needs. In accordance with national policy rural exception sites should be small in scale. They must also be developed solely for affordable housing, located on land that would not normally be released for housing and the homes must remain affordable in perpetuity. The SHLAA has identified a number of potential sites that could be suitable to meet the needs for affordable housing in rural areas. However the suitability of these sites can only be confirmed as specific needs are identified and confirmed through local housing needs surveys.

POLICY H2 - AFFORDABLE HOUSING

AFFORDABLE HOUSING WILL BE PROVIDED AS A PROPORTION OF THE TOTAL NUMBER OF DWELLINGS TO BE DELIVERED ON INDIVIDUAL SITES AS FOLLOWS:

- **DAVENTRY DISTRICT (EXCLUDING THE NORTHAMPTON RELATED DEVELOPMENT AREA): 31% AFFORDABLE HOUSING WILL BE REQUIRED ON ALL SITES OF 5 OR MORE DWELLINGS**
- **NORTHAMPTON RELATED DEVELOPMENT AREA: 35% AFFORDABLE HOUSING WILL BE REQUIRED ON ALL SITES OF 15 DWELLINGS OR MORE**
- **SOUTH NORTHAMPTONSHIRE (EXCLUDING THE NORTHAMPTON RELATED DEVELOPMENT AREA): 38% AFFORDABLE HOUSING WILL BE REQUIRED ON ALL SITES**

IN ALL CASES THE PERCENTAGE REQUIREMENTS IDENTIFIED ABOVE ARE SUBJECT TO THE ASSESSMENT OF VIABILITY ON A SITE BY SITE BASIS.

AFFORDABLE HOUSING SHOULD BE PROVIDED ON THE APPLICATION SITE AS AN INTEGRAL PART OF THE DEVELOPMENT.

IN EXCEPTIONAL CIRCUMSTANCES, OFF SITE PROVISION AND/ OR COMMUTED PAYMENTS IN LIEU OF ON SITE PROVISION MAY BE SUPPORTED WHERE THIS WOULD OFFER AN EQUIVALENT OR ENHANCED PROVISION OF AFFORDABLE HOUSING.

NORTHAMPTON RELATED DEVELOPMENT AREA NEEDS FOR AFFORDABLE HOUSING WILL BE SECURED THROUGH NOMINATION AGREEMENTS ON SITES WITHIN THE NORTHAMPTON RELATED DEVELOPMENT AREA.

WITHIN SOUTH NORTHAMPTONSHIRE DISTRICT THE PROVISION OF COMMUTED SUMS WILL BE PREFERRED ON SITES OF 4 OR FEWER DWELLINGS.

THE TENURE MIX OF AFFORDABLE HOUSING SHOULD REFLECT LOCAL HOUSING NEED AND VIABILITY ON INDIVIDUAL SITES.

POLICY H3 – RURAL EXCEPTION SITES

PERMISSION WILL BE GRANTED FOR THE PROVISION OF AFFORDABLE HOUSING ON SMALL RURAL EXCEPTION SITES WHERE THE FOLLOWING CRITERIA ARE MET:

- **THE SITE IS WITHIN OR IMMEDIATELY ADJOINS THE MAIN BUILT-UP AREA OF A RURAL SETTLEMENT;**
- **THE DEVELOPMENT CONSISTS ENTIRELY OF AFFORDABLE HOUSING, THE TYPE AND SCALE OF WHICH IS JUSTIFIED BY EVIDENCE OF NEED FROM A LOCAL HOUSING NEEDS SURVEY;**
- **ARRANGEMENTS FOR THE MANAGEMENT AND OCCUPATION OF THE HOUSING MUST ENSURE THAT THE HOUSING WILL BE AVAILABLE AND AFFORDABLE IN PERPETUITY FOR LOCAL PEOPLE IN HOUSING NEED**

Specialised Housing

9.15 The JCS seeks to meet the range of housing needs which exist in our communities. Some groups such as older people or those with disabilities may require specialised housing. These vary from traditional nursing homes to schemes which support independent living, but also offer care packages. The Sustainable Urban Extensions, in particular, are of a scale which provides the scope to meet the full range of housing needs which exist. All schemes which provide self contained units, including sheltered and assisted living housing schemes, are expected to provide affordable accommodation in accordance with Policy H2 above.

POLICY H4 - SPECIALISED ACCOMMODATION

HOUSING TO CATER FOR THE NEEDS OF OLDER PEOPLE AND VULNERABLE GROUPS WILL BE REQUIRED WHERE THERE IS A PROVEN NEED IN A LOCAL COMMUNITY, REGARDLESS OF TENURE. DEVELOPMENTS COMPRISING MARKET SPECIALIST HOUSING WILL ALSO BE REQUIRED TO INCLUDE AFFORDABLE HOUSING IN ACCORDANCE WITH POLICY H2.

Sustainable Housing

9.16 In order to be sustainable in the long term new housing should be designed and built to a standard that ensures that they can cater for changing household needs. The Joseph Rowntree Foundation's 'Lifetime Homes' standard is a recognised benchmark for accessibility and flexibility. The Lifetime Homes standard has been incorporated into the Code for Sustainable Homes and new housing development should achieve the code levels specified in Policy S10 in the Spatial Strategy in Section 5 of this JCS. Consideration should also be given to designing homes which provide the flexibility to work from home and those which provide both the internal space and external garden space to meet the needs of families.

POLICY H5 - SUSTAINABLE HOUSING

RESIDENTIAL DEVELOPMENT MUST BE DESIGNED TO PROVIDE ACCOMMODATION THAT MEETS THE REQUIREMENTS OF THE LIFETIME HOMES STANDARD. NEW HOUSING MUST ALSO MEET THE SUSTAINABLE DEVELOPMENT PRINCIPLES SET OUT IN POLICY S10 IN THE SPATIAL STRATEGY

Existing Housing Stock

- 9.17 The new dwellings that will be constructed over the course of the plan period represent only a small proportion of the overall housing stock in the plan area. The majority of households will be accommodated in the existing housing stock. Effective management of the existing housing stock can play a significant role in meeting the housing needs of the area. Policy H6 below seeks to ensure that existing dwellings are not lost to other uses unless there is an overriding justification and recognises the scope to bring empty homes back into use. The Policy also aims to ensure that existing neighbourhoods and individual homes are attractive places to live by protecting and enhancing their amenities.
- 9.18 The Town & Country Planning (General Permitted Development) (Amendment) (No 2) (England) Order 2010 (2010 No. 2134) gave permitted development rights for buildings used as dwelling houses, to be used as small scale Houses in Multiple Occupation (HiMOs) shared by three to six people without the need for a specific planning application. Where there is a local need to control the spread of HiMOs the local authorities are able to use existing powers, in the form of Article 4 directions, to require planning applications in their area.

POLICY H6 - MANAGING THE EXISTING HOUSING STOCK

THE EXISTING HOUSING STOCK WILL BE MANAGED AND SAFEGUARDED BY:

- **RESTRICTING THE LOSS OF EXISTING DWELLINGS TO OTHER USES**
- **SECURING THE RE-USE OF EMPTY DWELLINGS FOR RESIDENTIAL USE**
- **ALLOWING HOUSES IN MULTIPLE OCCUPATION (HiMOs) WHERE THEY WOULD NOT ADVERSELY AFFECT THE CHARACTER AND AMENITY OF EXISTING RESIDENTIAL AREAS.**

WHERE REQUIRED THE ENVIRONMENT OF EXISTING RESIDENTIAL AREAS WILL BE ENHANCED, INCLUDING THE RENOVATION AND REPLACEMENT OF EXISTING HOUSING THROUGH AREA BASED RENEWAL.

Accommodation for Gypsies, Travellers and Travelling Showpeople

- 9.19 The Local Development Framework is required by national planning policy (ODPM Circular 01/2006 and CLG Circular 04/2007) to provide sufficient sites to meet identified accommodation needs for gypsies, travellers and travelling showpeople. National policy emphasises the importance of assessing needs at a sub-regional level, and to identify and make provision for the resultant land and accommodation requirements.
- 9.20 The most recent sub-regional assessment of need is provided by the Northamptonshire Gypsy and Traveller Accommodation Assessment (GTAA)(2008).⁵ The GTAA identifies a need for 51 residential pitches, 10 transit pitches and 4 travelling showpeople plots for the period 2007-2017 in West Northamptonshire. A district breakdown of this requirement taken directly from the GTAA is provided in Table 5 below.

Table 5: Accommodation Requirements for Gypsies, Travellers and Travelling Showpeople – District Breakdown 2007-2017

Area	Residential Pitches	Transit Pitches	Travelling Showpeople Plots
Daventry	9	3	2
Northampton	32	5	0
South Northants	10	2	2
Total	51	10	4

- 9.21 Specific sites to meet the needs specified in Policy H7 below will be allocated in the West Northamptonshire Site Allocations Development Plan Document in accordance with the criteria set out in the policy below. The provision of small sites which are integral to and planned alongside the Sustainable Urban Extensions will be considered where they meet the criteria. These criteria should also be applied to the consideration of planning applications for sites to meet unexpected demand.
- 9.22 Since 2007 one residential pitch for gypsies and travellers, and two plots for travelling showpeople have been provided in Daventry District. This provision has been discounted from the requirements specified in Policy H7 below.
- 9.23 Whilst all sites should be reasonably accessible to services and facilities, the location of transit sites and temporary stopping places could be more remote. A key priority for these sites is the ease of access to the primary road network.

⁵ Fordham Research (2008) *Gypsy and Traveller Accommodation Assessment in Northamptonshire*. Prepared for the County, Borough and District Councils in Northamptonshire.

- 9.24 Policy H7 does not seek to set a specific limit on the size of individual sites, as this would be an arbitrary approach. However, it is noted that government guidance⁶ suggests that a maximum of 15 pitches is conducive with providing a comfortable environment which is easy to manage. This reflects the preference of residents and site managers and larger sites should be avoided unless there is a clear need and preference expressed through local community consultation including with the gypsy and traveller community.
- 9.25 The identification of new sites will require effective consultation with the settled and the gypsy and traveller communities, addressing issues such as the fear of crime.
- 9.26 The GTAA for Northamptonshire only identifies pitch requirements up to 2017. Clearly it will be necessary to review and update the GTAA and any revised requirements beyond 2017 will need to be addressed through a future review of this JCS.

POLICY H7 – GYPSIES, TRAVELLERS AND TRAVELLING SHOWPEOPLE

THE FOLLOWING PROVISION WILL BE MADE FOR ACCOMMODATION OF GYPSIES, TRAVELLERS AND TRAVELLING SHOWPEOPLE IN THE PERIOD UP TO 2017:

- **WITHIN DAVENTRY DISTRICT : 8 RESIDENTIAL PITCHES AND 3 TRANSIT PITCHES;**
- **WITHIN NORTHAMPTON BOROUGH: 32 RESIDENTIAL PITCHES AND 5 TRANSIT PITCHES; AND**
- **WITHIN SOUTH NORTHAMPTONSHIRE: 10 RESIDENTIAL PITCHES, 2 TRANSIT PITCHES AND 2 TRAVELLING SHOWPEOPLE PLOTS.**

SITE ALLOCATIONS AND APPLICATIONS FOR PLANNING PERMISSION MUST MEET THE FOLLOWING CRITERIA:

- (I) THE SITE HAS SAFE AND CONVENIENT VEHICULAR ACCESS FROM THE PUBLIC HIGHWAY, AND PROVIDES ADEQUATE SPACE FOR PARKING, TURNING AND SERVICING ON SITE.**
- (II) THE SITE IS REASONABLY ACCESSIBLE TO A RANGE OF SERVICES SET OUT IN NATIONAL POLICY, I.E. SHOPS, PUBLIC TRANSPORT, PRIMARY HEALTH CARE AND SCHOOLS.**
- (III) THE SITE WILL PROVIDE AN ACCEPTABLE STANDARD OF AMENITY FOR THE PROPOSED RESIDENTS. SITES WHICH ARE EXPOSED TO HIGH LEVELS OF FLOOD RISK AND NOISE AND AIR POLLUTION ARE NOT ACCEPTABLE.**
- (IV) THE SITE WILL BE CAPABLE OF PROVIDING ADEQUATE ON SITE SERVICES FOR WATER SUPPLY, POWER, DRAINAGE, SEWAGE**

⁶ Communities and Local Government (2008) - Designing Gypsy and Traveller Sites: Good Practice Guide

DISPOSAL, WASTE DISPOSAL, COMPOSTING AND RECYCLING FACILITIES.

- (V) THE SCALE AND LOCATION OF THE SITE WILL NOT HAVE AN UNACCEPTABLE IMPACT ON THE LANDSCAPE, LOCAL INFRASTRUCTURE AND EXISTING COMMUNITIES.**
- (VI) IN THE CASE OF SITES FOR TRAVELLING SHOWPEOPLE THERE WILL BE SUFFICIENT SPACE FOR THE STORAGE AND MAINTENANCE OF EQUIPMENT AND THE PARKING AND MANOEUVERING OF ALL VEHICLES ASSOCIATED WITH THE OCCUPIERS. ADDITIONAL SCREENING MAY BE REQUIRED HAVING REGARD TO THE NATURE OF THE EQUIPMENT THAT IS BEING STORED.**

10.0 Built and Natural Environment

Introduction

- 10.1 West Northamptonshire's landscape is influenced by the unique combination of natural and historical features found in the area, for example the underlying geology, biodiversity, buildings, structures, and transport connections.
- 10.2 These landscapes, both man-made and natural, are what makes the area distinctive and there is a pressing need to preserve and enhance many of the features, such as the ancient woodlands, buildings of interest, townscapes and rural settings.
- 10.3 In order to help understand Northamptonshire's landscape the River Nene Regional Park Partnership has produced a Landscape Character Assessment¹ covering the whole of the county. The Assessment considers the different elements that influence the landscape, including:
- Environmental Character;
 - Historic Landscape Character;
 - Biodiversity Character Assessment and;
 - Green Infrastructure
- 10.4 The Landscape Character Assessment identifies the following 35 character areas in West Northamptonshire:
- Guilsborough Ironstone Uplands
 - Spratton and Creaton Ironstone Uplands
 - Eydon Hills
 - Staverton Hills
 - Harlestone Heath and the Bramptons
 - Moulton Slopes
 - Hanging Houghton
 - Pitsford Water
 - Naseby Plateau
 - Sywell Plateau
 - The Tove Catchment
 - Hackleton Claylands
 - Whittlewood Plateau
 - Salcey Forest and Yardley Chase
 - Croughton, Aynho and Farthinghoe Plateau
 - Middleton Cheney and Woodland Halse
 - Bugbrooke and Daventry
 - Long Buckby
 - Cottesbrooke and Arthingworth

¹ River Nene Regional Park (2008) Northamptonshire Environmental Character and Green Infrastructure Suite v.2.2. <http://www.rnrpenvironmentalcharacter.org.uk>.

- Newbold Grounds
- Hothorpe Hills to Great Oxendon
- Boddington Hills
- River Cherwell Floodplain
- River Tove Floodplain
- Brampton Valley Floodplain
- The Nene – Long Buckby to Weedon Bec
- The Nene – Weedon Bec to Duston Mill
- The Nene – Duston Mill to Billing Wharf
- The Nene – Billing Wharf to Woodford Mill
- Boddington Vale Farmland
- Vale of Rugby
- Brackley
- Towcester
- Daventry
- Northampton

10.5 This unique landscape contains significant nationally protected built and natural assets, including:

- Sites of Special Scientific Interest (SSSIs) and Regionally Important Geological and Geomorphological Sites (RIGS);
- Green infrastructure networks;
- Archaeological remains;
- Historic buildings and structures; and
- Internationally recognised habitats for wetland birds.

10.6 The quality of the environment presents a number of challenges that the JCS must address when delivering new development such as:

- How to minimise the loss of natural habitats and preserve the integrity and significance of designated sites;
- The management of water so as to minimise the risk of flooding either from river or from surface water; and
- The conservation of historic assets.

10.7 Further Landscape Sensitivity and Green Infrastructure Studies have also been carried out for the towns in West Northamptonshire. These studies provide additional broad advice on the overall sensitivity of an area, including historic character, green infrastructure, biodiversity and overall landscape sensitivity. These studies have informed the selection of the areas for development identified in this plan. The development of areas highlighted as having High Landscape Sensitivity in the study is not precluded, but it does mean that additional care and appropriate mitigation will be required when planning for new development, including the major proposals for High Speed Rail 2, which could have considerable effects on the landscape character, natural environment and heritage assets, such as key conservation areas.

Green Infrastructure

- 10.8 Green Infrastructure (GI) is a network of multi-functional green spaces and their connections². GI is an asset that enables the environment to support and maintain ecological processes whilst sustaining land, air and water resources and is important within and beyond urban areas. This particular section looks at the connections between different spaces, which includes: registered parks and gardens, historic battlefields, woodlands, meadows and other amenity spaces.
- 10.9 Figure 6 in Section 20 at the end of the JCS shows the sub-regional and local green infrastructure corridors in West Northamptonshire.
- 10.10 The sub-regional green infrastructure corridors are the corridors that provide the link between the major areas of population within Northamptonshire and beyond into neighbouring counties. The function of these corridors is to connect areas of natural heritage, green space, biodiversity or other environmental interest. Local green infrastructure corridors provide links between the sub-regional corridors.
- 10.11 Green infrastructure has economic benefits³ and is an essential element in helping to manage the environmental impact of continued economic growth. The Northamptonshire-wide approach to Green Infrastructure is set out within the Landscape Character Assessment⁴, which is supported by a prioritisation and management strategy for the network as well as identifying areas for future enhancement. Further work on the economic benefits of green infrastructure is currently being undertaken by Northamptonshire County Council. The Landscape Sensitivity and Green Infrastructure Studies⁵ for each of the four towns within West Northamptonshire identify green infrastructure assets and opportunities. These documents provide a more detailed framework for planning green infrastructure at the site specific level, particularly advising how development can enhance our green infrastructure networks.
- 10.12 There is an on-going requirement for funding to create, enhance and manage our natural and historic assets. The Developer Contributions Supplementary Planning Document will set out the detailed requirements for the creation, enhancement and management of green infrastructure corridors and

² See: www.naturalengland.org.uk/ourwork/planningtransportlocalgov/greeninfrastructure/default.aspx

³ Green spaces are a 'magnet for the highly educated'. Green cities attract skilled workers. (Kahn, 2006). Significant economic benefits will accrue from having a higher skilled workforce (green growth, the economics of green cities) (Kahn, 2006). Green Infrastructure Guidance for the East Midlands, (EMGIN, 2009)

⁴ River Nene Regional Park (2008) Northamptonshire Environmental Character and Green Infrastructure Suite v.2.2. <http://www.rnrpenvironmentalcharacter.org.uk>

⁵ Living Landscapes: Northampton Landscape Sensitivity and Green Infrastructure Study (2009). Quartet Design: Towcester and Brackley Landscape Sensitivity and Green Infrastructure Study (2009). West Northamptonshire Development Corporation: Daventry Infrastructure Study (2008).

associated facilities, including the mechanisms for offsite delivery, if appropriate.

POLICY BN1 - GREEN INFRASTRUCTURE CONNECTIONS

GREEN INFRASTRUCTURE CORRIDORS OF SUB-REGIONAL AND LOCAL IMPORTANCE AS SET OUT IN FIGURE 6 OF THE JOINT CORE STRATEGY WILL BE RECOGNISED FOR THEIR IMPORTANT CONTRIBUTION TO SENSE OF PLACE AND CONSERVED, MANAGED AND ENHANCED BY:

- **INCORPORATING EXISTING AND IDENTIFIED FUTURE NETWORKS INTO NEW DEVELOPMENT PROPOSALS;**
- **SECURING CONTRIBUTIONS FROM DEVELOPMENT OR OTHER SOURCES FOR THE FUTURE MANAGEMENT OF THE GREEN INFRASTRUCTURE NETWORKS;**
- **DELIVERING LONG TERM MANAGEMENT STRATEGIES FOR THE SUB-REGIONAL AND LOCAL NETWORK.**

NEW GREEN INFRASTRUCTURE PROVISION WILL:

1. **BE DESIGNED AND DELIVERED SUSTAINABLY WITH PRUDENT USE OF NATURAL RESOURCES;**
2. **MITIGATE AND ADAPT TO THE EFFECTS OF CLIMATE CHANGE INCLUDING THROUGH IMPROVED FLOOD RISK MANAGEMENT AND AS A CARBON STORE;**
3. **BE DESIGNED TO THE HIGHEST QUALITY IN TERMS OF APPEARANCE, ACCESS PROVISION AND WILDLIFE PROVISION;**
4. **REFLECT LOCAL CHARACTER THROUGH THE PLANTING OF NATIVE SPECIES AND CONSIDERATION OF NATURAL AND CULTURAL HERITAGE FEATURES;**
5. **BE SUPPORTED BY A LONG-TERM MANAGEMENT STRATEGY**

Biodiversity

10.13 West Northamptonshire has a range of sites that are recognised for their important contribution to the diversity of species and important habitats, there are presently 22 Sites of Special Scientific Interest across the area and over 139 hectares of land designated as Local Nature Reserves. There are also a number of other sites, such as local wildlife sites, and other open space designations which provide habitats for wildlife. These range from sites that have been designated for their local importance to those that are internationally recognised.

- 10.14 Increasing pressure is being placed on natural habitats, both as a result of new development and the wider impacts of climate change. There is a pressing need to not only protect, enhance and manage the adaptation of existing sites, but also to restore and create habitats, especially those that are also important to the wider green infrastructure network to enable wildlife to freely move. Functioning ecosystems provide significant beneficial effects such as:
- flood risk management,
 - carbon stores; and
 - crop pollination.
- 10.15 New development must take into account existing biodiversity resources and contribute to the links between them.
- 10.16 Within the existing policy hierarchy individual wildlife sites designated at an international or national level, e.g. Special Protection Areas (SPA), Regionally Important Geological and Geomorphologic Sites (RIGGs) and Sites of Special Scientific Interest (SSSI) and protected road verges receive statutory protection (under specific existing legislation) whilst other sites designated at a local level receive less protection e.g. Local Wildlife Sites, potential wildlife sites and pocket parks. Within the plan area there are a number of designations, ranging from International, National, Regional and Local level.
- 10.17 Designated sites form a significant and important part of West Northamptonshire's natural resource by contributing to the connectivity of ecological assets, biodiversity linkages and the landscape as a whole. In the future these sites will help habitats and species adapt to the effects of climate change.
- 10.18 Plant and animal species recognised by the Wildlife and Countryside Act 1981 (as amended) should receive appropriate protection and should be taken into consideration in any proposal which is likely to affect them.
- 10.19 The Northamptonshire Biodiversity Action Plan (BAP)⁶ sets out Northamptonshire's targets for the protection and creation of a range of habitats and species that have been identified as being important in Northamptonshire. These include important habitats such as wet woodlands and acid grasslands and protected species such as otters and water voles. The BAP describes areas where the identified habitats already exist and those areas likely to be most suitable for re-creation.

⁶ Northamptonshire Biodiversity Partnership (2009): Northamptonshire Biodiversity Action Plan: http://www.northamptonshirebiodiversity.org/default.asp_PageID=17.html

POLICY BN2 - BIODIVERSITY

DEVELOPMENT THAT WILL MAINTAIN AND ENHANCE EXISTING DESIGNATIONS AND ASSETS OR DELIVER A NET GAIN IN BIODIVERSITY WILL BE SUPPORTED.

DEVELOPMENT THAT HAS THE POTENTIAL TO HARM SITES OF ECOLOGICAL IMPORTANCE WILL BE SUBJECT TO AN ECOLOGICAL ASSESSMENT AND REQUIRED TO DEMONSTRATE:

- **THE METHODS USED TO CONSERVE BIODIVERSITY IN ITS DESIGN AND IMPLEMENTATION**
- **HOW HABITAT CONSERVATION, ENHANCEMENT AND CREATION CAN BE ACHIEVED THROUGH LINKING HABITATS**
- **HOW DESIGNATED SITES, PROTECTED SPECIES AND PRIORITY HABITATS WILL BE SAFEGUARDED**

IN CASES WHERE IT CAN BE SHOWN THAT THERE IS NO REASONABLE ALTERNATIVE TO DEVELOPMENT THAT IS LIKELY TO PREJUDICE THE INTEGRITY OF AN EXISTING WILDLIFE SITE OR PROTECTED HABITAT APPROPRIATE MITIGATION MEASURES WILL BE EXPECTED IN PROPORTION TO THE ASSET THAT WILL BE LOST. WHERE MITIGATION, COMPENSATION OR OTHER MEASURES CAN NOT BE AGREED WITH THE RELEVANT AUTHORITY DEVELOPMENT WILL NOT BE PERMITTED.

Woodland Enhancement and Creation

- 10.20 Woodlands provide a wide range of social, environmental and economic benefits. Sustainable and positive woodland management is the key to securing these benefits over the long term. West Northamptonshire has a relatively poor level of tree cover. Creation of new woodlands, particularly with native species can stimulate the economy through tourism, business diversification and forestry employment. Woodlands also deliver benefits through the creation of diverse habitats by providing recreation opportunities, alleviating flood risk and have the potential to contribute to wider climate change issues such as creating carbon sinks or providing fuel for renewable energy. Opportunities to enhance and create woodlands in West Northamptonshire as a whole will be supported particularly as part of the green infrastructure network referred to in the green infrastructure section above and as part of the biodiversity network in the plan area. Ancient Woodlands are defined by Natural England as areas where there is believed to have been continuous woodland cover since at least 1600 AD. These woodlands can be either ancient semi-natural or ancient replanted woodland. They are irreplaceable habitats which contribute towards local distinctiveness, amenity and biodiversity and will be protected.

- 10.21 The following ancient woodlands are all located within South Northamptonshire district: Salcey, Whittlewood and Yardley Chase. These woodlands provide the opportunity for woodland enhancement and creation linking and extending the existing blocks of woodland and other habitats of high biodiversity value. The creation of new woodland should not be at the expense of existing areas of high biodiversity value and should not compromise the creation of geographically related habitats such as acid grassland and heath land. The conservation of these woodlands and continued efforts for habitat restoration will apply regardless of ownership and proposals for development that may prejudice the integrity and value of these sites, such as golf courses, will be resisted. Further advice relating to the consideration of biodiversity in the development management process will be provided in the Development Management DPD.

POLICY BN3 – WOODLAND ENHANCEMENT AND CREATION

MEASURES TO ENHANCE EXISTING WOODLANDS AND CREATE NEW WOODLANDS IN WEST NORTHAMPTONSHIRE WILL BE SUPPORTED.

WOODLAND ENHANCEMENT AND CREATION ALONG THE YARDLEY WHITTLEWOOD RIDGE FROM THE VILLAGE OF YARDLEY HASTING TOWARDS TOWCESTER AND BRACKLEY WILL BE PRIORITISED IN RECOGNITION OF ITS IMPORTANCE TO THE CHARACTER AND BIODIVERSITY OF WEST NORTHAMPTONSHIRE. DEVELOPMENT THAT WOULD LEAD TO FURTHER FRAGMENTATION OR RESULT IN A LOSS OF ANCIENT WOODLAND WILL NOT BE PERMITTED.

Upper Nene Gravel Pits Potential Special Protection Area (pSPA)

- 10.22 The Upper Nene Valley Gravel Pits Site of Special Scientific Interest (SSSI) has been designated as a potential European Special Protection Area (pSPA) because of its international importance as a wetland habitat for breeding birds. It is also a rare example of wet floodplain woodland.
- 10.23 Due to the site's international importance, a Habitats Directive Regulations Assessment, often referred to as an Appropriate Assessment, is required under European Directive (92/43/EEC) on the conservation of natural habitats and wild fauna and flora for plans that may have an impact on European Sites (Natura 2000). A Habitats Regulations Assessment considers the impacts of land-use planning against the conservation objectives of the European site to ascertain whether it would adversely affect the integrity of the site. Assessments⁷ undertaken to inform the Joint Core Strategy have identified any potential effects arising from the plan and have identified measures to avoid and mitigate these effects, including a buffer zone around the site of 900 metres.

⁷ Environ: West Northamptonshire Habitats Regulation Assessment (Appropriate Assessment) (2009 and 2010). Environ: Additional work to inform the Appropriate Assessment of the West Northamptonshire Joint Core Strategy (2009 and 2010)

10.24 The sensitive nature of some wetland habitats, particularly the Upper Nene Gravel Pits Special Protection area, means that it is essential to ensure that new development has effective ways of managing water and that this does not impact on water levels in the River Nene. The Phase 1 (Outline) and the emerging Phase 2 (Detailed) Water Cycle Strategies for West Northamptonshire⁸ specifically looked at the impacts of the water cycle on the Upper Nene Valley Gravel Pits Site of SSSI and the pSPA. The findings of these reports justify the requirement for all new development within certain areas to be built to specific standards to conserve water usage, as detailed within the Sustainable Development Principles section in the Spatial Strategy of this plan. The implications of development on the water network as a whole, including the potential need for new infrastructure, water quality and water related ecology has been addressed in the Phase 1 (Outline) Water Cycle Strategy (WCS) and the emerging Phase 2 WCS for West Northamptonshire.

POLICY BN4 – UPPER NENE VALLEY GRAVEL PITS POTENTIAL SPECIAL PROTECTION AREA

NEW DEVELOPMENT WILL NEED TO DEMONSTRATE THROUGH THE DEVELOPMENT MANAGEMENT PROCESS THAT THERE WILL BE NO SIGNIFICANT ADVERSE IMPACTS ON THE POTENTIAL SPECIAL PROTECTION AREA AND RAMSAR SITE INCLUDING THE LOSS OF SUPPORTING HABITAT AND NO SIGNIFICANT ADVERSE IMPACTS ON ASSOCIATED EUROPEAN PROTECTED SPECIES DUE TO WATER RUNOFF, WATER ABSTRACTION OR DISCHARGES FROM THE FOUL DRAINAGE SYSTEM EITHER AS A DIRECT RESULT OF THE DEVELOPMENT ALONE OR IN COMBINATION

NEW DEVELOPMENT WILL NEED TO DEMONSTRATE THAT THE IMPACT OF ANY INCREASED RECREATIONAL ACTIVITY (INDIRECT OR DIRECT) ON THE NENE VALLEY POTENTIAL SPECIAL PROTECTION AREA AND RAMSAR SITE WILL NOT HAVE A DETRIMENTAL IMPACT AND THAT ALL NECESSARY MITIGATION INCLUDING RETENTION OF SUPPORTING HABITAT WILL BE INCORPORATED.

NO NEW DEVELOPMENT (RESULTING IN A NET GAIN OF UNITS) WILL BE PERMITTED WITHIN 900 METRES OF THE POTENTIAL SPECIAL PROTECTION AREA BOUNDARY.

⁸ Halcrow: West Northamptonshire Development Corporation Water Cycle Strategy Phase 1 Outline Study 2009). Halcrow: West Northamptonshire Phase 2 Water Cycle Strategy (Expected March 2010).

Historic Environment and Landscape

- 10.25 In addition to natural features, such as green infrastructure networks and habitats, the historic environment is an important element of the landscape and reflects the human relationship with geology, topography and the natural environment.
- 10.26 There are a variety of different landscapes which have been shaped by a range of influences, for example:
- the Grand Union Canal;
 - the current and past railway or road networks;
 - the historical relationship with agricultural industries; and
 - The area's position at the heart of the country.
- 10.27 These varying influences mean that settlements across the area are very different. For example, the growth of the villages and towns on the railway lines compared to those more isolated hamlets. The area's rich history has resulted in excess of 300 designated heritage assets spread across the rural and the urban landscapes of West Northamptonshire as well as many more non-designated assets of national importance or local interest.
- 10.28 The historic built environment is one of the plan area's most valued assets. This includes buildings and structures, parks and gardens, and archaeological remains that are an important aspect of the area's past. There is statutory protection of designated historic assets, including scheduled ancient monuments, listed buildings and conservation areas, through legislation. However, there are still assets which are at risk from the impact of major change through development or the cumulative loss of smaller features and structures, which make the area distinctive. Many assets are not covered by statutory designations; the improvement of our understanding of the significance of these non-designated assets, both their historical importance and their contribution to the place, together with designated assets is a process that will need to continue throughout the plan period to prevent further loss.
- 10.29 Whilst protection of historic assets is generally good, with relatively few "at risk", there are some larger sites that are of particular importance including Weedon Depot and Delapre Abbey. Weedon Depot is the subject of a specific policy (Policy BN6) in this Joint Core Strategy due to its size, location and historical importance. Delapre Abbey is a Grade II* Listed building and parkland in Northampton. Northampton Borough Council is currently preparing a management plan for the site. Often however the historic assets most at risk are those that are "*non-designated*". Although assets may be of national importance action is often taken locally including understanding of their importance. Action is presently being taken by the Councils in West Northamptonshire and partner organisations to better understand the issues relating to their own assets; such as the retention of "local lists", the surveying of ridge and furrow and the appraisal of the terraced streets and former factories that are related to Northampton's Boot and Shoe industry.

Mechanisms to protect specific assets, including non-designated assets, will be strengthened through policies in the Development Management Development Plan Document and management strategies where appropriate.

- 10.30 The relationship between new development and the existing built form is one that requires careful consideration. New development, when designed well, can help to enforce the character of an area which makes it unique. Whilst there are individual examples of good design, both in the rural and urban setting, which take account of local distinctiveness (for example, architectural styles, materials, density, scale, hierarchy, massing and layout) the majority of recent housing developments or edge of town retailing and leisure complexes have compromised the area's character resulting in areas that are "placeless".

POLICY BN5 - THE HISTORIC ENVIRONMENT

DESIGNATED AND NON-DESIGNATED HERITAGE ASSETS AND THEIR SETTINGS WILL BE CONSERVED AND ENHANCED IN RECOGNITION OF THEIR CONTRIBUTION TO WEST NORTHAMPTONSHIRE'S SENSE OF PLACE.

IN ENVIRONMENTS WHERE VALUED HERITAGE ASSETS ARE AT RISK, THE ASSET AND ITS SETTING WILL BE CONSERVED AND MANAGED IN PROPORTION TO THE SIGNIFICANCE OF THE ASSET.

IN ORDER TO SECURE AND RETAIN THE SIGNIFICANCE OF THE AREA'S HERITAGE ASSETS AND THEIR SETTINGS DEVELOPMENT IN AREAS OF KNOWN HISTORIC IMPORTANCE WILL BE REQUIRED TO:

- 1. SUSTAIN AND ENHANCE THE FEATURES WHICH CONTRIBUTE TO THE CHARACTER OF THE AREA INCLUDING:**
 - **CONSERVATION AREAS;**
 - **SIGNIFICANT HISTORICAL LANDSCAPES;**
 - **THE SKYLINE AND SETTINGS OF TOWNS AND VILLAGES;**
 - **SITES OF KNOWN OR POTENTIAL HISTORICAL SIGNIFICANCE;**
 - **LOCALLY AND NATIONALLY SIGNIFICANT BUILDINGS AND STRUCTURES**
- 2. DEMONSTRATE AN APPRECIATION AND UNDERSTANDING OF DEVELOPMENT ON SURROUNDING HERITAGE ASSETS AND THEIR SETTING;**
- 3. BE SYMPATHETIC TO LOCALLY DISTINCTIVE LANDSCAPE FEATURES, DESIGN STYLES AND MATERIALS IN ORDER TO CONTRIBUTE TO A SENSE OF PLACE**

THE RETENTION AND SENSITIVE RE-USE OF DISUSED OR UNDERUSED HISTORIC ASSETS AND STRUCTURES IS ENCOURAGED IN ORDER TO RETAIN AND REFLECT THE DISTINCTIVENESS OF THE ENVIRONMENT, CONTRIBUTE TO THE SENSE OF PLACE AND

PROMOTE THE SUSTAINABLE AND PRUDENT USE OF NATURAL RESOURCES;

PROPOSALS TO SUSTAIN AND ENHANCE THE AREA'S UNDERSTANDING OF HERITAGE ASSETS, FOR TOURISM AND HISTORIC INTEREST AS PART OF CULTURAL, LEISURE AND GREEN NETWORKS WILL BE SUPPORTED

Weedon Depot

- 10.31 The former Royal Ordnance Depot lies on the north western edge of the village of Weedon near the junction of the A45 and A5, between Daventry to the west and Northampton to the east. The site extends to approximately 7.4 hectares and contains a number of existing buildings with a potential floor space of approximately 18,000 sq metres.
- 10.32 Whilst this site is of relatively modest scale, it is appropriate for inclusion in the JCS for two principal reasons. Firstly, its significant heritage value, recognised in its Grade II* listing allied to, secondly, the significant challenges in achieving viable, sustainable and uses for the site in the context of its condition, location and limited access options.
- 10.33 Weedon Depot is a unique UK example of a planned military industrial complex and the main depot buildings were listed as Grade II* in 1999. Of the Depot's original component parts, the storehouse enclosure, magazine enclosure, their buildings and a section of the Ordnance Canal survive today.
- 10.34 The site has been largely unused since 1984 and some of the original component parts and elements are in poor condition and feature in the English Heritage's Buildings at Risk Register. It is important that viable alternative uses are found for the site which will ensure that the listed buildings and their setting are restored and then secured for future generations.
- 10.35 Whilst there are strong heritage reasons to support the re-use of the site, it is also important to ensure that the scale and nature of the uses on the site is sustainable, particularly in relation to the capacity of the local highway network and the need to avoid any adverse impacts on the vitality of existing nearby town centres and plans to invest in and revitalise these centres.
- 10.36 The purpose of Policy BN6 is to enable a viable re-use of the Weedon Depot which secures the long term future of this important cultural heritage site. A Conservation Plan⁹ for the site was adopted by Daventry District Council in 2005, and any proposals for the site would be expected to meet the requirements of the Conservation Plan, or any subsequent updates.

⁹ Liv Gibbs, The Historic Environment Consultancy (2005). *Weedon Depot Conservation Plan*. Adopted by Daventry District Council.

- 10.37 Retail is a potential use, but a balance needs to be struck between enabling a viable re-use whilst ensuring that the scale and nature of retail uses would not undermine the existing town centres of Northampton, Daventry and Towcester. The West Northamptonshire Retail Study 2008-2026¹⁰ concluded that a Factory Outlet Centre would be a potential use for Weedon Depot, as this form of development would have less impact on the town centres in the area than other retail formats. If retail development forms a significant part of the proposal then this should be accompanied by a Retail Impact Assessment to gauge the effect on the vitality and viability of existing town centres. Similar impact assessments would be required for significant volumes of office or leisure uses.
- 10.38 Residential uses, whilst challenging to achieve in terms of the conservation importance of the site, are likely to generate value assisting with the restoration and long-term maintenance of the site. As such, these are included as potentially suitable uses for parts of the complex.
- 10.39 Having regard to the location of the site in close proximity to the junction of the A45/ A5, it is important that the impact of additional traffic associated with the development of the site is carefully considered, including consideration of the impact of increased traffic on local amenity. A transport assessment will therefore be a key requirement of any proposal.

POLICY BN6 – WEEDON DEPOT

THE RE-USE OF THE FORMER ORDNANCE DEPOT AT WEEDON WILL BE SUPPORTED IN ORDER TO ACHIEVE THE RESTORATION OF THIS IMPORTANT CULTURAL AND HERITAGE SITE. THE FOLLOWING USES WILL BE CONSIDERED:

- **MUSEUM (CLASS D1)**
- **EMPLOYMENT (CLASS B1)**
- **RETAIL (CLASS A1)**
- **RESTAURANT / CAFÉ / DRINKING ESTABLISHMENT (CLASS A3, A4 and A5)**
- **OTHER LEISURE, TOURISM, AND RECREATION USES**
- **RESIDENTIAL**

A MIX OF THE ABOVE USES WILL BE THE MOST APPROPRIATE SOLUTION FOR THE SITE. FOR ALL FORMS OF DEVELOPMENT PROPOSED IN RESPECT OF THE SITE THE FOLLOWING FACTORS WILL NEED TO BE ADDRESSED IN ASSESSING THE IMPACT OF A PARTICULAR PROPOSAL:

- **THE NEED TO PRESERVE AND ENHANCE THE CULTURAL AND HERITAGE VALUE OF THE SITE BY ENSURING THAT THE RE-USE OF EXISTING BUILDINGS AND ANY NEW BUILDING IS UNDERTAKEN IN ACCORDANCE WITH AN AGREED CONSERVATION PLAN.**

¹⁰ CACI (2009). *West Northamptonshire Retail Study 2008-2026*

- **AN IMPACT ASSESSMENT TO DEMONSTRATE THAT THE NATURE AND SCALE OF LEISURE, RETAIL AND/ OR EMPLOYMENT DEVELOPMENT IS APPROPRIATE FOR THE LOCATION AND WOULD NOT ADVERSELY AFFECT THE VITALITY AND VIABILITY OF EXISTING TOWN CENTRES OR THE ABILITY TO SECURE INVESTMENT AND REVITALISATION IN THEM.**
- **A TRANSPORT ASSESSMENT TO ENSURE THAT SUFFICIENT CAPACITY EXISTS ON THE STRATEGIC AND LOCAL HIGHWAY NETWORKS AND THAT FULL OPPORTUNITIES ARE TAKEN TO ACCESS THE SITE BY NON-CAR MODES.**

DEVELOPMENT PROPOSALS SHOULD BE ACCOMPANIED BY A MASTERPLAN PREPARED IN CONSULTATION WITH THE DISTRICT PLANNING AUTHORITY, LOCAL COMMUNITY AND OTHER INTERESTED PARTIES INCLUDING THE HIGHWAY AUTHORITIES FOR THE NEARBY ROADS.

Water Resources and Water Quality

- 10.40 Development can have a significant impact on water resources, from putting additional strain on existing supplies, to affecting flood patterns by changing the way that water flows across land. It is essential to protect and enhance the quality and quantity of both ground and surface water, ensure necessary service provision, conserve water supplies and manage flood risk.
- 10.41 New developments will need to have the necessary means of water supply but this must not affect the water levels at the Upper Nene Valley Gravel Pits Potential Special Protection Area (pSPA) or overall water quality. In conformity with the Water Framework Directive, specific standards for new development in respect of water resources and quality are detailed in the Sustainable Development Principles Policy in the Spatial Strategy in Section 5 of this JCS and are reflected within the Infrastructure Schedule in Appendix 4; these are essential in ensuring sustainable development and protecting the area's high water quality

Flood Risk Management and Water Quality

- 10.42 Flood risk and water quality are significant concerns for West Northamptonshire. The Rivers Nene, Tove and Ouse and their tributaries as well as the canal network and reservoirs are prominent features of the landscape and important to wider biodiversity and leisure networks. Yet due to these water bodies and historic patterns of development there are a number of areas which are at risk of flooding. In addition to fluvial flooding there is also a risk of surface water flooding following periods of heavy rainfall and/ or where drainage is ineffective.
- 10.43 Due to the potential effects of climate change there is an increasing need for local authorities to appraise, manage and reduce flood risk from all sources. In accordance with the sequential test and principles of national Planning Policy Statement 25: Development and Flood Risk (PPS25) development will be

steered away from areas of greatest risk and, where this is not possible, flood risk management will be required.

- 10.44 All new developments will need to demonstrate that they have regard to existing and future flood patterns and that the need for effective protection and flood risk management measures from all sources, such as sustainable drainage systems and opportunities for strategic flood storage have been considered, this is particularly important in areas that are vulnerable to flooding.
- 10.45 Some development has historically also had a negative impact on water quality, due to run-off from hard surfaces or other changes to the water cycle. In order to meet the requirements of the new Water Framework Directive¹¹, a statutory duty has been placed on local authorities to ensure that development creates no detriment to the water quality and in some cases can create betterment of quality as well as providing benefits such as flood risk management. Given this requirement it is vital that this plan ensures that new development is sustainable. Policy S10 Sustainable Development Principles in the Spatial Strategy sets out how it is expected that development will meet this objective.
- 10.46 A Level 1 Strategic Flood Risk Assessment (SFRA)¹² has been undertaken for the plan area. This describes and analyses how the area is affected by flood risk and the nature of that risk. More detailed Level 2 Strategic Flood Risk Assessments for Northampton¹³, South Northamptonshire and Daventry District¹⁴ have also been completed and provides additional information for areas at risk of flooding where development pressures exist or may exist in the future. Sitting alongside these documents is the West Northamptonshire Water Cycle Strategy for the whole area, which provides the evidence of the impact of development on water quality and supply, in addition to a specific drainage plan for the Central Area of Northampton, which has particular issues due to the age and construction of the infrastructure.
- 10.47 In order to assist in the area's resilience to future flooding events new development should help achieve the long-term flood management goals set out in the River Nene¹⁵, the River Ouse¹⁶ and the River Thames¹⁷ Catchment Flood Management Plans (CFMPs), produced by the Environment Agency. This includes constructing defences to the appropriate standard as required

¹¹ Directive 2000/60/EC of the European Parliament and of the Council establishing a framework for the Community action in the field of water policy (known as the Water Framework Directive)

¹² Scott Wilson (2009) West Northamptonshire Level 1 Strategic Flood Risk Assessment

¹³ Scott Wilson (2010), Northampton Level 2 Strategic Flood Risk Assessment

¹⁴ Scott Wilson (2009), Daventry and South Northamptonshire Level 2 Strategic Flood Risk Assessment.

¹⁵ Environment Agency (2009), River Nene Catchment Flood Management Plan Summary Report: Peterborough.

¹⁶ Environment Agency (2010), River Ouse Catchment Flood Management Plan Summary Report: Leeds.

¹⁷ Environment Agency (2009), River Thames Catchment Flood Management Plan Summary Report: Reading.

by the Environment Agency, which may be greater than the minimum requirements, and where appropriate, secured in perpetuity.

10.48 Development will be required to take account of the classifications of flood risk vulnerability. Table 6, below, details the approach that will need to be taken for each flood zone. A fuller explanation of what constitutes *essential infrastructure*, *water compatible*, *highly vulnerable*, *more vulnerable*, and *less vulnerable* is set out within the current Planning Policy Statement 25: Development and Flood Risk.

Table 6: Exception Test

Flood Risk Vulnerability		Essential Infrastructure	Water Compatible	Highly Vulnerable	More Vulnerable	Less Vulnerable
Flood Zone	Zone 1	Development is appropriate	Development is appropriate	Development is appropriate	Development is appropriate	Development is appropriate
	Zone 2	Development is appropriate	Development is appropriate	Exception Test required	Development is appropriate	Development is appropriate
	Zone 3a	Exception Test required	Development is appropriate	Development should not be permitted	Exception Test required	Development is appropriate
	Zone 3b	Exception Test required	Development is appropriate	Development should not be permitted	Development should not be permitted	Development should not be permitted

POLICY BN7 - FLOOD RISK

A SEQUENTIAL APPROACH WILL BE APPLIED TO ALL PROPOSALS FOR DEVELOPMENT IN ORDER TO DIRECT DEVELOPMENT TO AREAS AT THE LOWEST PROBABILITY OF FLOODING UNLESS IT HAS MET THE REQUIREMENTS OF THE SEQUENTIAL TEST AND EXCEPTION TEST AS SET OUT WITHIN TABLE 6.

ALL NEW DEVELOPMENT, INCLUDING REGENERATION PROPOSALS, WILL NEED TO DEMONSTRATE THAT THERE IS NO INCREASED RISK OF FLOODING TO EXISTING PROPERTIES AND SHALL SEEK TO IMPROVE EXISTING FLOOD RISK MANAGEMENT. ALL PROPOSALS FOR DEVELOPMENT IN FLOOD ZONE 2, 3A OR 3B MUST BE ACCOMPANIED BY A FLOOD RISK ASSESSMENT THAT SETS OUT THE MITIGATION MEASURES FOR THE SITE AND AGREED WITH THE RELEVANT AUTHORITY.

IN ORDER TO MEET THE EXCEPTION TEST DEVELOPMENT MUST:

- **DEMONSTRATE THAT THE DEVELOPMENT PROVIDES WIDER SUSTAINABILITY BENEFITS TO THE COMMUNITY THAT OUTWEIGH THE FLOOD RISK;**
- **BE LOCATED ON PREVIOUSLY DEVELOPED LAND; AND**
- **BE ACCOMPANIED BY A FLOOD RISK ASSESSMENT THAT DEMONSTRATES THAT THE DEVELOPMENT WILL BE SAFE**

WITHOUT INCREASING FLOOD RISK ELSEWHERE AND WHERE POSSIBLE, REDUCE FLOOD RISK OVERALL

WHERE FLOOD RISK MANAGEMENT REQUIRES THE USE OF SUSTAINABLE DRAINAGE TECHNIQUES TO MANAGE SURFACE WATER RUN OFF THESE SHOULD:

- **SEPARATE SURFACE WATER FROM FOUL AND COMBINED SEWERS; AND**
- **BE ACCOMPANIED BY A LONG TERM MANAGEMENT AND MAINTENANCE PLAN.**
- **PROTECT AND ENHANCE WATER QUALITY**

ALL DEVELOPMENT LOCATED UPSTREAM OF NORTHAMPTON WILL BE REQUIRED TO BE PROTECTED TO A 1:200 YEAR STANDARD.

River Nene Strategic River Corridor

- 10.49 All river environments are an important resource for wildlife, leisure and recreation and are also an important link to the area's past. The river Nene is a strategic river that provides an important navigable function, connecting the East of England to the rest of the waterway network. The River Nene contributes heavily to the area's sense of place and the banks of the Nene are rich in heritage assets. The Nene offers opportunities to restore enhance and create wetland landscapes and other natural habitats. It also provides a focus for regeneration and the provision of accessible open space and green infrastructure as it passes through Northampton.
- 10.50 Across the plan area, there is significant potential to enhance the setting of the River Nene, both within the urban and rural context. Within the town of Northampton itself, the river provides opportunities for sport, leisure and recreation such as canoeing and rafting, the Northampton Marina facilities at the River Nene's junction with the Grand Union Canal, and access to walks and cycle routes.
- 10.51 As the river opens up into the broad floodplains to the east of Northampton, and particularly in the areas that have previously been exploited for gravel extraction, there are increased opportunities for habitat creation and enhancement, especially those linked to the internationally designated potential Special Protection Area and Biodiversity Action Plan (BAP) priority habitats, such as wet grasslands. These areas also help to meet some of the flood risk management requirements, as set out above, by making space for water and providing an important resource for helping to provide the area with ways to adapt to climate change.

POLICY BN8 - THE RIVER NENE STRATEGIC RIVER CORRIDOR

THE NATURAL AND CULTURAL ENVIRONMENT OF THE NENE CORRIDOR THROUGH THE PLAN AREA, INCLUDING ITS TRIBUTARIES, WILL BE ENHANCED AND PROTECTED IN RECOGNITION OF ITS IMPORTANT CONTRIBUTION TO THE AREA'S GREEN INFRASTRUCTURE NETWORK, LANDSCAPE, TOWNSCAPES, REGENERATION, RECREATION AND HISTORIC ENVIRONMENT.

PROPOSALS FOR NEW DEVELOPMENT AND HABITAT ENHANCEMENT SHOULD DEMONSTRATE AN UNDERSTANDING OF THE IMPORTANCE OF THE RIVER NENE FOR BIODIVERSITY BEYOND THE PLAN AREA.

Environmental Quality

- 10.52 New development can have a negative impact on the environment and property through its potential to pollute. Furthermore, opportunities for new development, particularly on previously land, can be constrained by existing pollution issues. The overall aim of planning and pollution control policies is to ensure the sustainable and beneficial use of land. Within this aim, polluting activities that are necessary for society and the economy should be positioned and subject to controls in order to minimise their adverse effects and contain them within acceptable limits.
- 10.53 There is already legislation and policy in place to help control pollution, including the Environment Act (1995), which gives local authorities' powers to control pollution, including ways to deal with the cumulative impacts of development.
- 10.54 Air quality, in particular, is a pressing concern for many places within the plan area, but is particularly focused on urban areas where there are heavy flows of traffic. There are presently twelve designated Air Quality Management Areas: ten within the urban area of Northampton, one along the M1 corridor between junctions 15 and 15a and another located within Towcester. When planning for new development, Planning Policy Statement 23: Planning and Pollution Control, plays a key role in directing development away from areas that may give rise to pollution either directly or indirectly and ensuring that other uses and development are not, as far as possible, affected by major existing or potential sources of pollution.

POLICY BN9 - PLANNING FOR POLLUTION CONTROL

PROPOSALS FOR NEW DEVELOPMENT WILL NEED TO DEMONSTRATE THAT THEY PROVIDE OPPORTUNITIES TO ADDRESS EXISTING POLLUTION ISSUES THAT ARE A BARRIER TO ACHIEVING SUSTAINABLE DEVELOPMENT AND HEALTHY COMMUNITIES INCLUDING:

- **DETERIORATION OF AIR QUALITY;**
- **WATER QUALITY; AND**
- **CONTAMINATED LAND.**

DEVELOPMENT SHOULD BE OF THE HIGHEST ENVIRONMENTAL AND DESIGN QUALITY INCORPORATING THE BEST AVAILABLE TECHNIQUES. DEVELOPMENT THAT WOULD RESULT IN A DETERIORATION OF ENVIRONMENTAL QUALITY, EITHER INDIVIDUALLY OR CUMULATIVELY WILL NOT BE PERMITTED.

Ground Instability

10.55 There are areas across the Plan area that are prone to ground instability issues due to their underlying geological and geomorphological makeup. Northampton Sand occasionally overlays Upper Lias Clay and this combination can cause the formation of landslides particularly where slopes have angles greater than seven degrees. A number of the ground stability issues encountered in this geological setting formed during the end of the last ice age and are considered to be in a state or near to a state of equilibrium. If however these slopes are disturbed, by human activities or the ingress of water, these features could be reactivated.

10.56 The risk of landsliding is increased by the following:

- Local geology;
- Natural springs in the area;
- Slopes of over seven degrees; and
- Human activity (e.g. building or diversion of water into slope).

10.57 Unfavourable slope conditions can practically be accommodated through engineering design.

10.58 The areas in West Northamptonshire where instability is suspected have been identified using data available from the British Geological Survey (BGS). This data identifies land on gradients that are greater than seven degrees.

10.59 When preparing planning applications the developer will be required to establish if their proposal is in an area of known or potential ground instability using the data available from the BGS. If the proposal is in an area of known or potential ground instability the developer will be required to submit a ground stability report describing and analysing the issues relevant to ground instability and indicating how any issues will be mitigated against including

remedial works. The ground stability report will be required to accompany the submission of the planning application.

- 10.60 Further detailed guidance on development affecting unstable land can be found in Planning Policy Guidance Note 14 - Development on Unstable Land (1990).

POLICY BN10 - GROUND INSTABILITY

DEVELOPMENT WILL BE PERMITTED ON SITES OF UNSTABLE OR POTENTIALLY UNSTABLE LAND PROVIDED THAT:

- **THE NATURE OF THE GROUND STABILITY OF THE SITE HAS BEEN ASSESSED TO THE SATISFACTION OF THE DETERMINING PLANNING AUTHORITY AND A GROUND STABILITY REPORT HAS BEEN PROVIDED AND AGREED BEFORE THE APPLICATION IS DETERMINED;**
- **THE DEVELOPMENT DOES NOT ADD TO THE INSTABILITY OF THE SITE OR SURROUNDING LAND;**
- **ANY REQUIRED REMEDIAL WORKS ARE IMPLEMENTED PRIOR TO OCCUPATION OF DEVELOPMENT; AND**
- **THE DEVELOPMENT OF ANY REQUIRED STABILISATION MEASURES ARE ENVIRONMENTALLY ACCEPTABLE TO THE SATISFACTION OF THE DETERMINING AUTHORITY.**

THE GROUND STABILITY REPORT WILL BE REQUIRED TO DEMONSTRATE THAT:

- **THE DEGREE OF INSTABILITY HAS BEEN ASSESSED;**
- **MEASURES TO MITIGATE AGAINST THE RISK IDENTIFIED IN 1 (ABOVE) HAVE BEEN IDENTIFIED;**
- **A SCHEDULE OF MITIGATION MEASURES IS IN PLACE;**
- **A PROGRAMME FOR ROUTINE MONITORING IS IN PLACE; AND**
- **ANY NEED FOR FORMAL ENVIRONMENTAL ASSESSMENT ARISING FROM ANY STABILISATION WORKS HAS BEEN IDENTIFIED.**

11.0 Infrastructure and Delivery

Introduction

- 11.1 As outlined in the spatial strategy in Section 5 of this JCS West Northamptonshire will accommodate significant development over the period to 2026. This development will generate its own infrastructure requirements whilst also increasing pressure on the existing infrastructure which is already at, or close to, capacity in certain instances, for example the transport network.
- 11.2 This section of the JCS defines: the term infrastructure; explains the approach that will be taken to deliver infrastructure including the use of contributions from developers in different ways; and introduces the West Northamptonshire Infrastructure Delivery Plan (IDP) and sets out the key primary infrastructure projects identified in the IDP.

What is infrastructure?

- 11.3 Infrastructure can be defined as the facilities and services that allow communities to function and develop. It can be split into three types:
- 1) **Physical Infrastructure** – This type of infrastructure includes utilities (gas, electricity, telecommunications, water supply, sewerage network, drainage), transport services (roads, railways, airports, freight terminals, ports, buses and trains, etc); and waste collection and disposal including recycling facilities. These are the services and facilities necessary to ensure that homes and workplaces are connected to the wider environment and have sufficient facilities to ensure that essential day to day services can be met.
 - 2) **Green Infrastructure** – This type of infrastructure is the network of multi-functional green spaces and their connections that enable the environment to support and maintain ecological processes, whilst sustaining land, air and water resources and is important within, and beyond urban spaces.
 - 3) **Community or Social Infrastructure** – This type of infrastructure provides the essential support for communities to function effectively. It is wide ranging including all types of education, healthcare and cultural services and facilities such as places of worship, community centres, village halls, libraries, play facilities, etc.

Approach to Infrastructure Delivery

- 11.4 It is recognised that various elements of the existing infrastructure in the plan area are already at, or close to, capacity. Meeting the level of growth proposed will require the provision of new physical, green and social infrastructure to ensure future development is implemented in a sustainable and timely manner to support both new and existing communities.
- 11.5 In promoting sustainability the JCS does not seek to provide additional capacity by extending or providing new infrastructure without a thorough understanding of whether existing infrastructure could be used more efficiently and by reducing demand through promoting behavioural change. For example achieving modal shift targets from car use to other forms of transport to enable more efficient use of the road network.
- 11.6 Future growth will also bring benefits to local communities, such as increased economic investment, new and improved infrastructure, and access to a range of housing provision. The timely provision of infrastructure, maximising efficiency, reducing demand and ensuring there is adequate investment in services and facilities will provide a key component in meeting the spatial objectives of the JCS as well as assisting in delivering a sound core strategy.
- 11.7 The phasing and delivery of the necessary infrastructure, in co ordination with the proposed growth for the area, is essential to achieving sustainable communities where people will want to live and work. It will be fundamental that infrastructure is provided to mitigate any adverse environmental impact. For example, appropriate transport infrastructure and services will play a key role in creating sustainable travel patterns within the area.
- 11.8 It is clear that a major concern of local communities is to ensure that facilities and services are provided to meet future growth. A key requirement of the JCS is to secure appropriate levels of funding to ensure that supporting infrastructure is provided at an appropriate scale where planning permission for development is granted. It will seek to maximise all opportunities to secure funding both through public and private means.
- 11.9 An IDP has been prepared to provide evidence to address these issues and is considered in further detail later in this section.

POLICY INF1 - APPROACH TO INFRASTRUCTURE DELIVERY

NEW DEVELOPMENT WILL BE SUPPORTED BY, AND PROVIDE GOOD ACCESS TO, INFRASTRUCTURE, INCLUDING PHYSICAL, GREEN AND SOCIAL ELEMENTS. IT SHOULD SEEK TO INTEGRATE WITH AND COMPLEMENT ADJOINING COMMUNITIES.

WHERE DEVELOPMENT GENERATES A NEED FOR NEW INFRASTRUCTURE DEVELOPERS WILL NEED TO DEMONSTRATE THAT ADEQUATE CAPACITY EXISTS, OR THAT PROVISION WILL BE MADE, TO MEET THE NECESSARY REQUIREMENTS ARISING FROM THAT DEVELOPMENT WITHIN AN APPROPRIATE TIMESCALE.

IN ASSESSING CAPACITY, DEVELOPERS WILL BE EXPECTED TO PROVIDE EVIDENCE AS TO WHETHER EXISTING INFRASTRUCTURE CAN BE USED MORE EFFICIENTLY, OR WHETHER THE IMPACT OF DEVELOPMENT CAN BE REDUCED THROUGH PROMOTING BEHAVIOURAL CHANGE.

IMPLEMENTATION OF THE JOINT CORE STRATEGY WILL REQUIRE A CO-ORDINATED APPROACH TO THE ACTIVITIES OF AGENCIES AND OTHER SERVICE PROVIDERS TO ENSURE THAT NEW DEVELOPMENT WILL BE SUPPORTED BY THE NECESSARY INFRASTRUCTURE PROVISION.

THE PRECISE TIMING OF INFRASTRUCTURE PROVISION WILL BE INFORMED THROUGH THE INFRASTRUCTURE DELIVERY PLAN, AND ITS SUBSEQUENT MONITORING AND REVIEW MECHANISMS, WHICH WILL IDENTIFY THE RANGE OF INFRASTRUCTURE REQUIRED TO DELIVER THE PROPOSED DEVELOPMENT IN WEST NORTHAMPTONSHIRE UP TO 2026.

Developer Contributions

- 11.10 Ensuring that all new development proposals address their impact appropriately and deliver solutions that allow West Northamptonshire to grow in a sustainable manner is essential to the proper planning of the area.
- 11.11 All forms of development, whether large or small, contribute to demands on the existing infrastructure, services and facilities for an area. In identifying infrastructure delivery funding, there is a need to provide an overall approach outlining how contributions are to be obtained through development.
- 11.12 When determining planning applications the Local Planning Authorities (including West Northamptonshire Development Corporation) will need to be assured that existing infrastructure provision can support proposals that come forward. If this is not the case then the necessary additional infrastructure should be provided in a timely and sustainable manner. This could be made either through direct provision or through arrangements with the relevant

Local Planning Authority. Such arrangements could include the payment of financial contributions.

- 11.13 To ensure thriving sustainable communities reliable mechanisms must be established to maintain infrastructure so that it can continue to operate effectively.
- 11.14 Current legislation provides two primary approaches for providing financial contributions from new development. Firstly planning obligations, which are largely provided on-site for non-strategic items of infrastructure required to mitigate the impact of a particular development through Section 106 of the Town and Country Planning Act 1990. Secondly, the Community Infrastructure Levy, which came into force in April 2010 and allows local authorities to raise funds from developers, through the pooling of contributions, to provide for a wide range of infrastructure projects.
- 11.15 Where new development creates a need for new or enhanced infrastructure it will need to be provided either directly or by a financial contribution towards its delivery, depending on both the scale of the development and the level of the infrastructure required.
- 11.16 Delivering the new development proposed in the JCS has implications on infrastructure provision, not just on a site-by-site basis but also in terms of the overall cumulative impact across West Northamptonshire. All developments will be required to contribute towards this need in a fair and equitable way.
- 11.17 The types of infrastructure and services that developments may be required to provide, or contribute towards, during the plan period may include, but are not limited to, those set out in the appendices to the West Northamptonshire IDP. The broad types of infrastructure required to service new development will include:
- Transport
 - Health
 - Education
 - Community and Leisure Facilities
 - Open space and Green Infrastructure
 - Utilities
 - Energy and climate change
 - Faith and Places of Worship

Strategic Contributions - Community Infrastructure Levy

- 11.18 The Community Infrastructure Levy (CIL) provides Councils with an opportunity to raise funds from developers to assist the provision of infrastructure investment within an area, including projects such as new schools, green infrastructure, community facilities and improvements to the transport system needed to cater for future growth.

- 11.19 Charging authorities are required to apply CIL to funding infrastructure in order to support development in the plan area. The range of infrastructure required to deliver the growth proposed in the JCS is outlined in the accompanying IDP, which will be subject to regular monitoring and updating.
- 11.20 CIL introduces a standard charge of development, which for applicable development, is charged in pounds per square metre on net additional increase on floorspace. It allows local authorities to raise funds from developers undertaking new development within their area by aggregating infrastructure costs and averaging them out across the range of strategic projects required to deliver the new development is identified in the JCS. These projects are listed in the accompanying IDP.
- 11.21 The JCS will require significant investment in infrastructure provision to ensure that a full range of services and facilities supports major housing and commercial developments. Developer contributions will be sought through the application of CIL.
- 11.22 The approach to, and application of, a CIL for West Northamptonshire will be set out in a detailed approach to funding, which will also address non strategic planning obligations, through a Supplementary Planning Document.
- 11.23 The approach to strategic funding will apply to both residential and commercial development. It is the intention that partnership working will be undertaken with the local authorities within West Northamptonshire to ensure this approach is successful, whilst reflecting the needs of each administrative area. However, it will be for individual authorities to take forward and set out the charging schedule.
- 11.24 The IDP will provide the mechanism for monitoring and reviewing the infrastructure needs of the provisions of the JCS, together with the evidence to update the charging schedule as necessary.

Planning Obligations

- 11.25 CIL, as outlined above, is intended to support infrastructure projects relating to the wider development of an area, rather than to mitigate the impact of individual planning applications. Therefore, the ability to enter into a negotiated planning obligation, using Section 106 of the 1990 Town and Country Planning Act will remain.
- 11.26 Planning obligations will also continue to be used to secure affordable housing. However, where development contributions are to be sought via planning obligations there is a need to meet the statutory tests set out in Regulation 122 of the CIL Regulations (2010), which state that a planning obligation must be:
- Necessary to make the development acceptable in planning terms:
 - Directly related to the development: and

- Fairly and reasonably related in scale and kind to the proposed development
- 11.27 Prior to the implementation of CIL coming into effect the provision and implementation of infrastructure proposals will be controlled through the imposition of conditions on planning permissions, or, alternatively, through the use of planning obligation agreements.
- 11.28 A Developer Contributions Supplementary Planning Document will be produced for West Northamptonshire, to enable further, detailed guidance and greater consistency on the operation of the approach to securing developer contributions. The approach will need to acknowledge the future implications of CIL when it is introduced.
- 11.29 It is intended that this guidance will build on existing planning obligations strategies produced within West Northamptonshire by providing a comprehensive approach to developer contributions based on emerging guidance in respect of the future introduction of CIL, evidence of infrastructure requirements borne out of the IDP and up to date evidence of site viability.

POLICY INF2 - CONTRIBUTIONS TO INFRASTRUCTURE REQUIREMENTS

NEW DEVELOPMENT WILL ONLY BE PERMITTED IF THE NECESSARY ON AND OFF-SITE INFRASTRUCTURE THAT IS REQUIRED TO SUPPORT IT, AND MITIGATE ITS IMPACT, IS EITHER ALREADY IN PLACE, OR THERE IS A RELIABLE MECHANISM IN PLACE TO ENSURE THAT IT WILL BE DELIVERED.

WHERE IDENTIFIED INFRASTRUCTURE IS REQUIRED PROVISION WILL BE ACHIEVED THROUGH CONTRIBUTIONS FROM ALL RESIDENTIAL AND COMMERCIAL DEVELOPMENT.

PROVISION MADE THROUGH PLANNING OBLIGATIONS MAY SEEK POOLED CONTRIBUTIONS WHERE THE COMBINED IMPACT OF A NUMBER OF DEVELOPMENTS CREATES THE NEED FOR INFRASTRUCTURE AND WHERE A DIRECT RELATIONSHIP BETWEEN THE DEVELOPMENT AND THE INFRASTRUCTURE HAS BEEN DEMONSTRATED IN SUCH INSTANCES, ANY SPARE CAPACITY IN EXISTING PROVISION WILL NOT BE CREDITED TO EARLIER DEVELOPMENT.

STRATEGIC INFRASTRUCTURE WILL BE PROVIDED THROUGH THE IMPLEMENTATION OF A COMMUNITY INFRASTRUCTURE LEVY.

FOR OTHER SITE SPECIFIC NEEDS WHICH ARE NOT PROVIDED FOR BY CIL, OR THROUGH ANY POOLING OF CONTRIBUTIONS, DIRECT PROVISION WILL NEED TO BE MADE, EITHER THROUGH THE IMPOSITION OF PLANNING CONDITIONS OR SECURED THROUGH A

PLANNING OBLIGATION, WITH THE RELEVANT LOCAL PLANNING AUTHORITY.

FURTHER GUIDANCE ON THE DETAIL OF ANY FINANCIAL OR OTHER CONTRIBUTIONS FROM DEVELOPERS TOWARDS THE PROVISION OF INFRASTRUCTURE WILL BE SET OUT IN THE WEST NORTHAMPTONSHIRE DEVELOPER CONTRIBUTIONS SUPPLEMENTARY PLANNING DOCUMENT.

West Northamptonshire Infrastructure Delivery Plan

- 11.30 To ensure that development is delivered in a sustainable manner and supports the area's future needs the JCS is required to identify the range and type of infrastructure that is needed to support the Spatial Strategy and how that infrastructure will be delivered.
- 11.31 A range of commercial and public organisations are responsible for providing infrastructure through differing funding and delivery mechanisms. West Northamptonshire's approach to the funding, phasing and delivery of infrastructure, required to support the direction and scale of development outlined in the JCS, is set out in the West Northamptonshire IDP.
- 11.32 The IDP was commissioned in Spring 2010¹. It refreshes and supersedes previous work undertaken by West Northamptonshire Development Corporation in 2008. The IDP provides the basis for determining:
- the specific local and strategic infrastructure requirements, identified on a phased basis;
 - costing for this provision;
 - the likely scale of public sector funding required for these works;
 - the level of contribution from private sector development required;
 - any likely funding gaps between infrastructure requirements and the availability of funding sources; and
 - the future monitoring and review process.
- 11.33 The IDP has been produced with the close involvement of the bodies responsible for infrastructure delivery and provides a clear statement of the existing state of infrastructure as well as requirements needed to accommodate future development.
- 11.34 The IDP identifies 12 key primary infrastructure projects that are required to ensure the delivery of this JCS by 2026. These projects are listed in Table 7 below along with the reason why that specific infrastructure is required and the broad phasing of when that specific infrastructure is required. Further detail, including the costs, funding source and who is responsible for providing the infrastructure is set out in the IDP.

¹ Halcrow (2011) West Northamptonshire Infrastructure Delivery Plan

Table 7 - Key Primary Infrastructure Projects

Infrastructure Required	Reason for Requirement	Broad Phasing
Improvements to the Waste Water Network - Northampton Town Centre	To provide capacity to the main sewer allowing for increases in waste water flows.	Scale and type of solution to be informed by Northampton Central Area Drainage Assessment (May 2011)
Waste Water Treatment Works - Great Billing, Northampton	Increased capacity required for development in Northampton beyond 2015	Works to commence in 2015 and complete by mid 2016
Northern Relief Road (A428-A5199) – Northampton	Required to serve the Sustainable Urban Extensions of: North of Whitehills and King's Heath	Requires completion within the first 3 years of initial dwelling completions at King's Heath
Sandy Lane Relief Road – Northampton	Required to serve the developments of Norwood Farm and the Sustainable Urban Extensions of: Northampton West, North of Whitehills and King's Heath	Completion required by 2013/ 14
A45 Brackmills Interchange – Northampton	To enable significant occupation of Wootton Fields Extension and Saxon Avenue at Grange Park	Commencement in 2012/13, completion required by 2013/14
Waste Water Treatment Works - Towcester	Capacity impacts on development in Towcester beyond 2018/19	Work to extend capacity is programmed to be completed in 2020/21
Waste Water Treatment Works - Brackley	Capacity impacts on development in Brackley beyond 2018/19	Work to extend capacity is programmed to be completed in 2020/21
Waste Water Treatment Works - Daventry	Whilton Waste Water Treatment Works requires upgrading to allow long term development to take place	Three year scheme due to commence in 2013
A45 Northampton – Daventry Corridor Improvements	Required to enable Daventry North East Sustainable Urban Extension	Improvements required to be completed by 2017/18

A5/ A45 Weedon Crossroads	Required to enable delivery of Monksmoor	Work requires completion by 2012
Grosvenor Centre, Northampton Bus Interchange – Northampton	Required as a key part of modal shift measures within the town centre	Two year project commencing 2012
Castle Station Public Transport Interchange - Northampton	Required as a key part of modal shift measures within the town centre	Three year project commencing 2012

11.35 The IDP provides evidence that the level of housing growth proposed in the JCS can be delivered within the plan period up to 2026, provided that the key primary infrastructure requirements outlined in the above table are delivered within the broad phasing timelines prescribed.

11.36 Flexibility exists within the overall housing trajectory that allows for development to be brought forward to mitigate the impact of delays caused by the key primary infrastructure items.

11.37 More detailed work on the provision of infrastructure has been undertaken through the IDP which provides an accompanying evidence base to the JCS. The infrastructure schedule is set out in Appendix 4 of this plan.

11.38 The nature of infrastructure provision means that it will be subject to refinement throughout the plan period as providers evolve new ways of meeting needs and additional requirements may be identified. The infrastructure schedule will be updated on a regular basis, as part of the annual monitoring review, to reflect changes to investment programmes, and new projects. Ongoing monitoring will continue to give consideration to the level of risk that some of the required infrastructure will not be forthcoming and consider ways that this might be mitigated.

11.39 In preparing the IDP the investment and operational plans of relevant infrastructure and public service providers have been taken into consideration, ensuring that these bodies recognise their contributions and that the resources required to deliver the infrastructure to support the level of development proposed in the JCS have been given careful consideration and are realistically deliverable within the plan period.

Places Policies

Introduction

The following sections set out the policies and proposals for the places in West Northamptonshire. These policies cover:

- Northampton town;
- Daventry town;
- Towcester;
- Brackley; and
- The Rural Areas.

12.0 Northampton

Introduction

- 12.1 Northampton traditionally served an extensive rural population as a large market town and was a focus for the rural community. In the 19th century Northampton became more industrialised and was dominated by shoe manufacture with nearly half of the male population employed in this industry.

Northampton Today

- 12.2 Northampton as the County town is the main centre for employment, housing, retail, leisure and services.
- 12.3 The town is home to a number of large multi-national companies and the University of Northampton which is also major employer. Northampton General Hospital provides specialist healthcare for the whole of Northamptonshire and caters for patients from north Buckinghamshire and north Bedfordshire.
- 12.4 Job losses in manufacturing in the town have been compensated by an increase in office and service jobs, where growth has mainly been in the financial services, public administration, education and health sectors in Northampton. There has been a long term levelling off of the unemployment rate in West Northamptonshire at about 4%; however the most recent figures reflect the economic downturn and unemployment rates have increased to 5.2%.
- 12.5 Northampton has a higher proportion of terraced houses and flats, a higher proportion of social rented housing and more single person households than other towns within West Northamptonshire. There is a higher proportion of younger residents but also a higher incidence of social inequality.
- 12.6 One of Northampton's unique features is its rich variety of natural and built environmental assets. Northampton has many different types of open space including private estates (current and former); large public open spaces such as the Racecourse; nature reserves and pocket parks which are designated as having high landscape sensitivity in the Northampton Landscape Sensitivity and Green Infrastructure Study. The distinctive landform, which provides views from/ to Northampton including: the Limestone ridge to the south-east between Whiston and Hunsbury; the Ecton Ridge; Brampton Valley and the rolling hills to the West, are all also areas of high sensitivity. The Express Lift Tower is particularly noted as a prominent landmark in the town providing for clear orientation.

- 12.7 Immediately surrounding the town are important areas of woodland, valued landscape and sites of historical importance, all of which are major contributors to people's quality of life. The rural character setting and the valley of the River Nene are distinct environmental features¹.
- 12.8 Movement within Northampton and between the town and surrounding settlements is predominately undertaken by car. Past planning decisions for Northampton, particularly the town's designation as a New Town, have led to a decentralisation of key destinations such as retail, employment and leisure. Consequently fewer trips are focused on the town centre and opportunities for an effective and efficient public transport are reduced.

The Regeneration of Northampton

- 12.9 Whilst the country is presently suffering the economic effects of a down turn in the economy the JCS is a long term strategic plan that looks to the future. Economic growth will return and Northampton will play its part in that economic recovery.
- 12.10 Northampton will be a major regional and cultural economic driver for the wider area with a diverse and competitive economic base and a well housed population. It will have a cultural quarter, riverside development, and will be known nationally as a centre for education, with diverse employment opportunities, excellent sustainable transport and a tourist destination of choice.
- 12.11 The Northampton Central Area Action Plan (NCAAP) identifies a number of sites in the central area for redevelopment to accommodate a variety of town centre uses such as offices retail and leisure as well as identifying capacity for 3,400 homes. Further opportunities in addition to those already identified could arise in the longer term through rationalisation of sites that are acknowledged to not make efficient use of land, such as Northampton General Hospital.
- 12.12 Hand in hand with regeneration and previously developed land reuse new quality development through integrated and sustainable urban extensions will add high calibre housing, local services and facilities and sustainable transport connections to the town centre, supporting the town centre office, retail, leisure and service economies.
- 12.13 The JCS through its vision, objectives and policies together with the NCAAP provides the mechanism for this vision of Northampton to be realised.

¹ EDAW/AECOM (March 2007) Northampton Longer term Growth Options Study

POLICY N1 – THE REGENERATION OF NORTHAMPTON

THE REGENERATION OF NORTHAMPTON WILL BE SUPPORTED BY THE FOLLOWING MEASURES:

- **A FOCUS ON NORTHAMPTON'S TOWN CENTRE AND CENTRAL AREA FOR OFFICE, RETAIL, LEISURE AND SERVICE DEVELOPMENT PROVIDING HIGH QUALITY URBAN DESIGN AND PUBLIC REALM AND RETAINING ITS HERITAGE ATTRIBUTES (POLICY N2 REFERS);**
- **HOUSING DEVELOPMENT WITHIN THE EXISTING URBAN AREA THROUGH URBAN CAPACITY INFILL, AND SUSTAINABLE URBAN EXTENSIONS AT NORTHAMPTON NORTH, NORTHAMPTON WEST, NORTHAMPTON SOUTH, NORTHAMPTON SOUTH OF BRACKMILLS, NORTHAMPTON KINGS HEATH, NORTHAMPTON NORTH OF WHITEHILLS AND NORTHAMPTON UPTON PARK (POLICIES N3 TO N9 REFER);**
- **EMPLOYMENT DEVELOPMENT BY REGENERATION AND REDEVELOPMENT AT EXISTING EMPLOYMENT SITES, WITH MAJOR OFFICE AND SERVICE DEVELOPMENT FOCUSED ON THE CENTRAL AREA AND THE ALLOCATION OF A TECHNOLOGY REALM SITE (POLICIES E1, E3 AND N2 REFER);**
- **PROVISION OF LOCAL SHOPPING, SERVICES AND FACILITIES AT IDENTIFIED SUSTAINABLE URBAN EXTENSIONS (POLICIES S9, N3 TO N9 REFER);**
- **ADDRESSING FACTORS OF DEPRIVATION AT THE COMMUNITIES OF SPRING BOROUGHS, KINGS HEATH/ SPENCER, EASTFIELD AND NORTHAMPTON EAST (POLICY N11 REFERS); AND**
- **IMPROVEMENTS TO PUBLIC TRANSPORT, CYCLING AND WALKING FACILITIES WITHIN THE TOWN (POLICY N12 REFERS).**

Northampton Central Area

12.14 The town centre and central area will successfully mix traditional architecture with high quality new urban design. Key projects will shape Northampton in the future and will create the infrastructure for all the town's residents. These include:-

The Grosvenor Expansion - Major expansion of the retail offer in Northampton Town Centre doubling the retail space of the Grosvenor Shopping Centre.

Angel St/ St Johns - The creation of a major civic hub bringing thousands of new and existing workers back into the town centre.

Development at Castle Railway Station – Creating an iconic new gateway to Northampton providing better facilities, capacity and service.

Avon/ Nunn Mills/ Ransome Road – A flagship mixed use development, providing up to 2,000 homes and major commercial development.

Waterside – A long neglected asset, revitalised as a destination for employment, living and leisure.

- 12.15 The NCAAP will define the Town Centre Boundary and the Primary Shopping Area for Northampton and will set out a clear vision for the future of the Northampton Central Area, in line with the vision for West Northamptonshire set out within the JCS.

Retail Development

- 12.16 Northampton has an average retail offer but considering it is the largest town in the county the offer should be much better. Most of the top 20 high street retailers are present in the town but the size and level of the stores is disappointing. With Northampton's historic streetscapes there is the opportunity to create a distinctive and attractive retail environment to attract people in and to make a visit to the town centre a more enriching experience.
- 12.17 As referred to in the Spatial Portrait and Spatial Strategy Northampton town centre has suffered from the decentralisation of retailing activities. The strength of the town's outer retail parks and Weston Favell District Centre provide strong competition for spending on comparison goods displacing spending from the town centre. Similarly for convenience spending research² identifies that four large out-of-town centre superstores dominate this area of retailing with convenience retailing within the town centre under-represented. Northampton needs to deliver a step change in its retailing performance and attractiveness as a higher order comparison shopping destination.
- 12.18 The Grosvenor Centre constitutes a significant part of the retail frontage within the Northampton Central Area and is one of the biggest and most important development sites in the prime shopping area. Its expansion and improvement is vital to the regeneration of the town centre and Northampton's competitiveness as a retail destination. The site is large enough to accommodate a range of other town centre uses to reinforce the role of the Town Centre as well as offering potential for significant improvements to the townscape. The importance of the Grosvenor Centre redevelopment and the focus on retailing within the town centre as a priority within Northampton Central Area requires that comparison retail outside the town centre must be heavily restricted to ensure that town centre proposals are not jeopardised.

² West Northamptonshire Retail Study Update Roger Tym and Partners January 2011

Office Development

12.19 Office development in the central area has been suppressed due to lack of available, flexible and modern office space to suit the larger office market. A step change in the provision of office space within the centre is underway. Northampton Borough Council is working with a range of partners to bring forward significant sites to meet modern office requirements for quality premises, such as the St Johns, Angel Street and Bridge Street sites. Provision of office space within the central area will bring more employment into the town centre boosting the lunchtime and evening economy. Office development is a key element of the regeneration of the town and its role as the economic driver for the wider area.

POLICY N2 – NORTHAMPTON CENTRAL AREA

THE NORTHAMPTON TOWN CENTRE BOUNDARY AND PRIMARY SHOPPING AREA WILL BE IDENTIFIED ON THE NORTHAMPTON CENTRAL AREA ACTION PLAN PROPOSALS MAP.

MAJOR OFFICE, LEISURE AND CULTURAL DEVELOPMENT WILL TAKE PLACE IN THE NORTHAMPTON CENTRAL AREA. RETAIL PROVISION WILL BE ACCOMMODATED FIRSTLY WITHIN THE TOWN CENTRE FOCUSED PRIMARILY ON THE REDEVELOPMENT OF THE GROSVENOR CENTRE AND TOWN CENTRE SITES AS SET OUT IN THE NORTHAMPTON CENTRAL AREA ACTION PLAN AND THEN ON OTHER IDENTIFIED CENTRAL AREA SITES.

THE NORTHAMPTON CENTRAL AREA ACTION PLAN WILL MAKE PROVISION FOR A NET INCREASE OF:

- **45,000SQM COMPARISON (NON-FOOD) SHOPPING FLOORSFACE FOR THE PERIOD 2010 TO 2021;**
- **3,000SQM CONVENIENCE (FOOD) SHOPPING FLOORSFACE FOR THE PERIOD 2010 TO 2026; AND**
- **OFFICE DEVELOPMENT IN THE REGION OF 100,000SQM OF FLOORSFACE**

Northampton Related Sustainable Urban Extensions (SUEs)

12.20 The SUEs identified at Northampton represent the most sustainable and sequentially preferable location for new development beyond the existing urban area. There are seven SUEs identified for Northampton which are set out in the policies below. Not all of these SUEs are located within the Northampton Borough boundary however they are contiguous with the urban area of Northampton and serve Northampton's housing needs.

Northampton North SUE

- 12.21 The Northampton North Sustainable Urban Extension (SUE) is situated on the northern edge of Northampton and on the eastern side of the A43. The SUE is within Daventry District and lies approximately 3.5km from Northampton town centre. The village of Moulton lies immediately to the west, and the village of Overstone and Overstone Park lie to the east. Adjoining the southern boundary of the SUE is the urban edge of Northampton and in particular Round Spinney Industrial Estate and Southfields residential area.
- 12.22 The area is presently intensively farmed arable land and the Northampton Sensitivity and Green Infrastructure Study identifies the landscape in the area as being of low to medium sensitivity and therefore less sensitive to change.
- 12.23 Cowpasture Spinney a tree belt some 50m to 60 m wide borders the north eastern edge of the SUE and to the south east is a second tree belt approximately 35m wide known as Coleman Leys. Billing Brook watercourse flows along the eastern and southern boundaries of the SUE passing through Cowpasture Spinney and flowing into Overstone Park Lake. Due to the landscape features and topography the SUE has a high level of visual containment although this diminishes to the north of the site.
- 12.24 To the west of the SUE and to the rear of houses fronting Ashley Lane lies Crowfields Common Local Nature Reserve and within the SUE itself Cowpasture Spinney forms a Local Wildlife Site and running along the southern boundary encompassing Coleman Leys is a Potential Wildlife Site. Whilst large parts of the SUE are considered to be of low ecological interest there are ecological constraints that must be taken into account including the recorded presence of protected species. The Proposals Map (Figure 5 at the end of the JCS) shows structural green space areas to be provided within the development. These areas will allow the built form to be assimilated into the landscape, as well as providing for and protecting biodiversity and habitat corridors from the rural areas into the urban areas.
- 12.25 The historic villages of Moulton and Overstone lie either side of the Northampton North SUE and their setting and character must not be adversely affected by the proposed development. A full archaeological assessment of the site will also be required prior to development taking place.
- 12.26 The Northampton North SUE is well located in terms of access to existing employment areas of Round Spinney and Moulton Park Business Centre. The SUE is also well related to centres of learning, namely Moulton College, the University of Northampton and Northampton College.
- 12.27 The Northampton North SUE can capitalise on its position to create high value jobs in the technology and research and development sector. The Proposals Map (Figure 5 at the end of the JCS) indicates an area within the SUE of about 7ha which will be retained for a Northampton Technology Realm located in the northern part of the SUE. It will provide a 'gateway' feature into

the town from the approach along the A43. (See Policy E3, Economic Advantage, in Section 8 of this JCS).

- 12.28 The development of the Northampton North SUE provides the opportunity to deliver a comprehensively integrated sustainable transport system. Off-site highway improvements will be required locally, including at Round Spinney roundabout, and improvements to the A43 Northampton to Kettering corridor.
- 12.29 It is anticipated that the Northampton North SUE can commence delivery in the 2016 to 2021 period. Policy N3 below details the required elements of development. A masterplan will be required to be submitted alongside any proposal to demonstrate how the land use elements positively respond to context, design issues, connectivity and sustainable planning requirements.

POLICY N3 – NORTHAMPTON NORTH SUE

THE BOUNDARY OF THE NORTHAMPTON NORTH SUSTAINABLE URBAN EXTENSION IS SHOWN ON THE PROPOSALS MAP (FIGURE 5). THE DEVELOPMENT WILL MAKE PROVISION FOR:

- **2,000 DWELLINGS;**
- **7HA OF EMPLOYMENT LAND IN THE FORM OF A TECHNOLOGY REALM INCORPORATING A GATEWAY FEATURE (POLICY E3 REFERS);**
- **TWO 420 PLACE PRIMARY SCHOOLS;**
- **AT LEAST ONE LOCAL CENTRE TO INCLUDE LOCAL RETAIL FACILITIES (INCLUDING A CONVENIENCE STORE NOT EXCEEDING 1,200 SQM TRADING FLOORSPACE), HEALTH CARE SERVICES AND COMMUNITY FACILITIES INCLUDING A LIBRARY;**
- **A CONTRIBUTION TOWARDS THE PROVISION OF A HIGH QUALITY PUBLIC TRANSPORT CORRIDOR TO NORTHAMPTON TOWN CENTRE;**
- **A 3HA PARK AND RIDE SITE;**
- **A43 CORRIDOR MITIGATION MEASURES AND PROVISION OF REQUIRED HIGHWAY INFRASTRUCTURE INCLUDING IMPROVEMENTS TO ROUND SPINNEY ROUNDABOUT;**
- **AN INTEGRATED TRANSPORT NETWORK FOCUSED ON SUSTAINABLE TRANSPORT MODES, INCLUDING PUBLIC TRANSPORT, WALKING AND CYCLING WITH STRONG LINKS TO ADJOINING NEIGHBOURHOODS, EMPLOYMENT AREAS AND THE TOWN CENTRE;**
- **STRUCTURAL GREENSPACE AND WILDLIFE CORIDORS (INCORPORATING COWPASTURE SPINNEY AND COLEMAN LEYS), AS INDICATED ON THE PROPOSALS MAP (FIGURE 5);**
- **SPORT AND LEISURE PROVISION;**
- **ARCHAEOLOGICAL AND ECOLOGICAL ASSESSMENT OF THE SITE AND REQUIRED MITIGATION;**
- **SURFACE WATER MANAGEMENT AND FLOOD ATTENUATION SCHEMES; AND**

- **FLOOD MITIGATION FROM ALL SOURCES.**

NECESSARY INFRASTRUCTURE IS REQUIRED TO BE PHASED ALONGSIDE THE DELIVERY OF THE DEVELOPMENT.

DEVELOPMENT PROPOSALS MUST BE ACCOMPANIED BY A MASTERPLAN.

Northampton West SUE

- 12.30 The Northampton West Sustainable Urban Extension (SUE) is situated on the western side of Northampton. It adjoins the existing neighbourhoods of Duston and New Duston and whilst it adjoins the urban edge of Northampton the SUE occurs within both Daventry District and South Northamptonshire. To the north of the SUE lies Harlestone Firs Plantation and the village of Harlestone. To the east is open countryside and to the south is the village of Harpole.
- 12.31 The Northampton Landscape Sensitivity Study identifies this part of the landscape as being of low to medium sensitivity and therefore less sensitive to change. The SUE is contained within the lower parts of the topography and its development must preserve key landmark views, such as that to St Crispin's Tower to the east. Areas of structural green space to be incorporated within the development are shown on the Proposals Map (Figure 5 at the end of the JCS) and an ecological assessment should identify how these areas of structural green space will positively address the enhancement of biodiversity within the area of the SUE.
- 12.32 Within the SUE area there are no identified heritage constraints and no areas of strategic flood plain. The diversity of ecology within the site can be improved through appropriate structural landscaping, open space and creation of habitat corridors. Of particular importance is the protection of the villages of Harlestone and Harpole in their countryside settings.
- 12.33 Part of the North West Bypass (also known as the Sandy Lane improvements) for Northampton is presently under construction on the western edge of the town. The road will be brought forward in its entirety by both public funding and developer contributions. The Northampton West SUE will be required to make an appropriate and relative contribution to the construction of the remaining elements of the bypass.
- 12.34 Of importance to the rate of delivery of this SUE is the extent of allocated land and existing consents for housing in the western area of the Northampton. Saturation of the housing market in the west of Northampton may impact on the rate of delivery of the SUE.
- 12.35 On the basis of the extent of potential housing development occurring within the area a slower build out rate is expected for these developments due to the extent of potential housing supply to the west of Northampton.

12.36 Policy N4 below details the required elements of development. A masterplan will be required to be submitted alongside any proposal to demonstrate how the land use elements positively respond to context, design issues, connectivity and sustainable planning requirements.

POLICY N4 – NORTHAMPTON WEST SUE

THE BOUNDARY OF THE NORTHAMPTON WEST SUSTAINABLE URBAN EXTENSION IS SHOWN ON THE PROPOSALS MAP (FIGURE 5). THE DEVELOPMENT WILL MAKE PROVISION FOR:

- 1,500 DWELLINGS;
- ONE PRIMARY SCHOOL TO 420 PLACES;
- A LOCAL CENTRE TO INCLUDE LOCAL RETAIL FACILITIES (INCLUDING A CONVENIENCE STORE NOT EXCEEDING 500 SQM TRADING FLOORSPACE), HEALTH CARE SERVICES, AND COMMUNITY FACILITIES;
- LAND PROVISION FOR THE SANDY LANE IMPROVEMENT (NORTH) FORMING PART OF THE OVERALL NORTH WEST BYPASS;
- A FINANCIAL CONTRIBUTION TO THE NORTH WEST BYPASS;
- AN INTEGRATED TRANSPORT NETWORK FOCUSED ON SUSTAINABLE TRANSPORT MODES, INCLUDING PUBLIC TRANSPORT, WALKING AND CYCLING WITH STRONG LINKS TO ADJOINING NEIGHBOURHOODS, EMPLOYMENT AREAS AND THE TOWN CENTRE;
- STRUCTURAL GREENSPACE AND WILDLIFE CORRIDORS AS SHOWN ON THE PROPOSALS MAP (FIGURE 5);
- ARCHAEOLOGICAL AND ECOLOGICAL ASSESSMENT OF THE SITE AND REQUIRED MITIGATION;
- SPORT AND RECREATION PROVISION;
- SURFACE WATER MANAGEMENT AND FLOOD ATTENUATION SCHEMES; AND
- FLOOD MITIGATION FROM ALL SOURCES.

NECESSARY INFRASTRUCTURE IS REQUIRED TO BE PHASED ALONGSIDE THE DELIVERY OF THE DEVELOPMENT.

DEVELOPMENT PROPOSALS MUST BE ACCOMPANIED BY A MASTERPLAN.

Northampton South SUE

- 12.37 The Northampton South SUE is situated between the existing urban edge of Northampton to the north and the M1 motorway to the south. The village of Collingtree and the residential area at Collingtree Park lie to the east of the site whilst the western edge is formed by strong field boundaries.
- 12.38 The allocated site includes the existing Collingtree Park Golf Club which will be reconfigured and retained as part of the proposal. Most of the remainder of the allocation is agricultural land under pasture and arable cultivation. Within the site the land slopes gently down from the south west to the flood plain of the Wootton Brook. In terms of landscape the site is well contained and is of relatively low landscape and visual sensitivity.
- 12.39 Properties in close proximity to the Wootton Brook currently experience problems associated with flooding during large storm events. Through the reconfiguration of the golf course (a compatible use within a flood plain area³) the development of the SUE will provide a positive environmental impact to flood alleviation from the Wootton Brook on the surrounding area.
- 12.40 An area of the site is designated as a County Wildlife Site, which includes Wootton Brook and associated water bodies. The site contains a number of mature hedgerows and trees, together with areas of rough and wet grassland. These key habitat features, together with the protected species they support, should be preserved within the development.
- 12.41 Due to the proximity of the site to the M1 itself, Junction 15 of the M1 and the associated Air Quality Management Areas, mitigation measures will be required to address the issues of noise and air pollution.
- 12.42 There are no designated or known non-designated cultural heritage sites that are likely to place constraints on the development of the site. There are known remains of prehistoric and Roman date in the vicinity of Wootton Brook which indicates that there is a medium to high risk of archaeological remains being present in the site. Further assessment of the archaeological potential of the site will be required.
- 12.43 The SUE will provide a contribution towards a two-form entry primary school of 420 places to enable educational needs to be addressed in an area where there are additional pressures from further residential developments.
- 12.44 Policy N5 below details the required elements of development. A masterplan will be required to be submitted alongside any proposal to demonstrate how the land use elements positively respond to context, design issues, connectivity and sustainable planning requirements.

³ Planning Policy Statement 25 – Development and Flood Risk March 2010

POLICY N5 – NORTHAMPTON SOUTH SUE

THE BOUNDARY OF THE NORTHAMPTON SOUTH SUSTAINABLE URBAN EXTENSION IS SHOWN ON THE PROPOSALS MAP (FIGURE 5). THE DEVELOPMENT WILL MAKE PROVISION FOR :

- **1,000 DWELLINGS;**
- **CONTRIBUTION TOWARDS ONE PRIMARY SCHOOL TO 420 PLACES;**
- **A LOCAL CENTRE TO INCLUDE LOCAL RETAIL FACILITIES (INCLUDING A CONVENIENCE STORE NOT EXCEEDING 500 SQM TRADING FLOORSPACE), HEALTH CARE, SERVICES AND COMMUNITY FACILITIES;**
- **AN INTEGRATED TRANSPORT NETWORK FOCUSED ON SUSTAINABLE TRANSPORT MODES INCLUDING PUBLIC TRANSPORT, WALKING AND CYCLING WITH STRONG LINKS TO ADJOINING NEIGHBOURHOODS, EMPLOYMENT AREAS AND THE TOWN CENTRE;**
- **STRUCTURAL GREENSPACE AND WILDLIFE CORRIDORS AS SHOWN ON THE PROPOSALS MAP (FIGURE 5);**
- **OPEN SPACE AND LEISURE PROVISION;**
- **ARCHAEOLOGICAL ASSESSMENT OF THE SITE AND REQUIRED MITIGATION;**
- **SURFACE WATER MANAGEMENT AND FLOOD ATTENUATION SCHEMES; AND**
- **FLOOD MITIGATION FROM ALL SOURCES.**

NECESSARY INFRASTRUCTURE IS REQUIRED TO BE PHASED ALONGSIDE THE DELIVERY OF THE DEVELOPMENT.

DEVELOPMENT PROPOSALS MUST BE ACCOMPANIED BY A MASTERPLAN.

Northampton South of Brackmills SUE

- 12.45 This SUE is situated to the south of Brackmills employment area adjoining the existing neighbourhoods of Hardingstone and Wootton to the south and west. The site itself comprises largely arable land sloping generally from north to south, occupying part of a limestone ridge which forms a bold and prominent feature on the south western side of Northampton.
- 12.46 Much of the northern boundary is formed by the intermittent grassland and broad leaved woodland planting, known as Brackmills Woods, which in part provides a landscape buffer mitigating the employment land to the north.
- 12.47 The creation of a green corridor running from north-west to south-east across the northern site boundary will help protect existing habitats to the north as well as providing for a new greenway linking existing and proposed urban areas to the wider countryside. The potential for development within the SUE to impact on the skyline when viewed from the north must be taken into

account and addressed within the master plan for the site. Along part of the southern and western boundaries of the site a landscaped buffer will be required to provide screening between existing residential development and the proposed SUE.

- 12.48 There are no identified heritage constraints or areas of strategic flood plain impacting on the site. The Northampton Landscape Sensitivity and Green Infrastructure Study indicates that the majority of the site is of medium sensitivity in respect of biodiversity and development potential.
- 12.49 A public footpath and Landimore Road (providing an access into Brackmills) run through the site and should be incorporated into future development.
- 12.50 The SUE will provide a contribution towards a two-form entry primary school of 420 places to enable educational needs to be addressed in an area where there are additional pressures from further residential developments.
- 12.51 Policy N6 below details the required elements of development. A masterplan will be required to be submitted alongside any proposal to demonstrate how the land use elements positively respond to context, design issues, connectivity and sustainable planning requirements.

POLICY N6 – NORTHAMPTON SOUTH OF BRACKMILLS SUE

THE BOUNDARY OF THE NORTHAMPTON SOUTH OF BRACKMILLS SUE IS SHOWN ON THE PROPOSALS MAP (FIGURE 5). THE DEVELOPMENT WILL MAKE PROVISION FOR:

- **1,000 DWELLINGS;**
- **CONTRIBUTION TOWARDS ONE PRIMARY SCHOOL OF 420 PLACES;**
- **A LOCAL CENTRE TO INCLUDE LOCAL RETAIL FACILITIES (INCLUDING A CONVENIENCE STORE NOT EXCEEDING 500 SQM TRADING FLOORSPACE), HEALTH CARE, SERVICES AND COMMUNITY FACILITIES;**
- **AN INTEGRATED TRANSPORT NETWORK FOCUSED ON SUSTAINABLE TRANSPORT MODES INCLUDING PUBLIC TRANSPORT, WALKING AND CYCLING WITH STRONG LINKS TO ADJOINING NEIGHBOURHOODS, EMPLOYMENT AREAS AND THE TOWN CENTRE;**
- **STRUCTURAL GREENSPACE AND WILDLIFE CORRIDORS AS SHOWN ON THE PROPOSALS MAP (FIGURE 5);**
- **THE CREATION OF A LANDSCAPE BUFFER TO THE SOUTH WEST OF THE SITE AS SHOWN ON THE PROPOSALS MAP (FIGURE 5);**
- **OPEN SPACE AND LEISURE PROVISION;**
- **SURFACE WATER MANAGEMENT AND FLOOD ATTENUATION SCHEMES; AND**
- **FLOOD MITIGATION FROM ALL SOURCES.**

NECESSARY INFRASTRUCTURE IS REQUIRED TO BE PHASED ALONGSIDE THE DELIVERY OF THE DEVELOPMENT.

DEVELOPMENT PROPOSALS MUST BE ACCOMPANIED BY A MASTERPLAN.

Northampton Kings Heath SUE

- 12.52 The King's Heath SUE, also known as Dallington Grange, is located to the north of the existing King's Heath housing development. It is bounded by Lodge Farm employment and Spring Park residential areas to the west, the Brampton Branch of the River Nene to the east and the Harlestone Firs plantation and arable land to the north.
- 12.53 The site has for the most part previously been identified for development in the Northampton Local Plan 1997. Work on a masterplan is being progressed and once agreed, this will inform the subsequent development of the site. The SUE extends from adjacent to the valley floor to more elevated positions that are relatively high compared to the rest of the town. The position adjacent to the river valley and the topography offer opportunities for a development that complements the valley edge and provides interest up the hill from the valley and to its northern boundary in terms of landscape treatment. Structural landscaping as shown on the Proposals Map (Figure 5 at the end of the JCS) will be provided between the development and the Harlestone Firs.
- 12.54 Access to the site will be through a mixture of routes such as King's Heath, land to the south of Spring Park, Mill Lane and also from the proposed North West Bypass. The SUE has the ability to assist in the regeneration of King's Heath and adjoining areas, in particular through the provision of infrastructure such as a local centre incorporating a wider range of facilities than currently exist in the area, additional local employment opportunities and improved public transport services to the town centre.
- 12.55 An area of acknowledged archaeological importance lies to north west of the site and further investigation of this area, and any mitigation required, must form part of any application submission.
- 12.56 The development will incorporate part of the proposed North West Bypass within its boundary, with land provision and a relative proportional financial contribution as part of pooled contributions with other north-west and western development allocations.
- 12.57 It is anticipated that the development will provide up to 3,500 dwellings, in addition to a dedicated employment area adjacent to Lodge Farm, with additional smaller scale employment focussed around the local centre and primary routes within the development. It will also include local retail and community facilities, such as schools and doctors' surgeries consistent with a development of this size.

12.58 The Northampton Kings Heath SUE proposals are well advanced and it is anticipated that the site can commence delivery in the 2016 to 2021 period. Policy N7 below details the required elements of development. A masterplan will be required to be submitted alongside any proposal to demonstrate how the land use elements positively respond to context, design issues, connectivity and sustainable planning requirements.

POLICY N7 – NORTHAMPTON KINGS HEATH SUE

THE BOUNDARY OF NORTHAMPTON KINGS HEATH SUE IS SHOWN ON THE PROPOSALS MAP (FIGURE 5). THE DEVELOPMENT WILL MAKE PROVISION FOR:

- **3,500 DWELLINGS;**
- **TWO 420 PLACE PRIMARY SCHOOLS;**
- **10HA SITE FOR A SECONDARY SCHOOL;**
- **A LOCAL CENTRE (APPROXIMATELY 4HA) TO INCLUDE LOCAL RETAIL FACILITIES (INCLUDING A CONVENIENCE STORE NOT EXCEEDING 1,200 SQM TRADING FLOORSPACE), HEALTH CARE, SERVICES AND COMMUNITY FACILITIES;**
- **A TOTAL OF APPROXIMATELY 10HA OF LAND FOR LOCAL EMPLOYMENT OPPORTUNITIES;**
- **LAND PROVISION FOR PART OF, AND A FINANCIAL CONTRIBUTION TO, THE NORTH WESTERN BYPASS;**
- **AN INTEGRATED TRANSPORT NETWORK FOCUSED ON SUSTAINABLE TRANSPORT MODES INCLUDING PUBLIC TRANSPORT, WALKING AND CYCLING WITH STRONG LINKS TO THE ADJOINING NEIGHBOURHOOD OF KINGS HEATH, EMPLOYMENT AREAS AND THE TOWN CENTRE;**
- **A 5HA PARK AND RIDE SITE;**
- **STRUCTURAL GREENSPACE AND WILDLIFE CORRIDORS AS SHOWN ON THE PROPOSALS MAP (FIGURE 5) (TO INCLUDE PROVISION OF A COUNTRY PARK AREA);**
- **SPORT AND LEISURE PROVISION;**
- **ARCHAEOLOGICAL ASSESSMENT OF THE SITE AND REQUIRED MITIGATION;**
- **SURFACE WATER MANAGEMENT AND FLOOD ATTENUATION SCHEMES; AND**
- **FLOOD MITIGATION FROM ALL SOURCES.**

NECESSARY INFRASTRUCTURE IS REQUIRED TO BE PHASED ALONGSIDE THE DELIVERY OF THE DEVELOPMENT.

DEVELOPMENT PROPOSALS MUST BE ACCOMPANIED BY A MASTERPLAN

Northampton North of Whitehills SUE

- 12.59 Northampton North of Whitehills SUE forms a contiguous extension to the Northampton urban area northwards and occurs within Daventry District. The SUE is carried over as an allocation from the Daventry District Local Plan. Proposals for the development of Northampton North of Whitehills, also known as Buckton Fields, are well advanced and it is anticipated that the site can commence delivery in the 2016 to 2021 period.
- 12.60 The site comprises a rectangular area of agricultural and former agricultural land and covers an area of approximately 50 hectares. It is contained by residential development to the south and east, with countryside to the north and west.
- 12.61 The site straddles the side of a valley rising in an easterly direction from the Brampton valley floor to a plateau. Consequently there is a change of levels across the site which will need to be fully addressed in the development proposal. There are no significant water bodies or water courses within the SUE and the site lies outside any flood plain.
- 12.62 The Northampton Landscape Sensitivity Study identifies this part of the landscape as being of low to medium sensitivity and therefore less sensitive to change. There are known archaeological remains both within and beyond SUE boundary. Investigation of the known archaeology and any mitigation will be required. Field surveys have established the presence of protected animal species including grass snakes, foraging bats and birds and measures will be required to protect these species habitats within the development proposals.
- 12.63 The development will be required to make a contribution to the North West bypass. Part of this bypass is presently under construction on the western edge of the town. The road will be brought forward in its entirety by both public funding and developer contributions. The Northampton North of Whitehills SUE will be required to make an appropriate and relative contribution to the construction of the remaining elements of the bypass.
- 12.64 A masterplan will be required to be submitted alongside any proposal to demonstrate how the land use elements positively respond to context, design issues, connectivity and sustainable planning requirements.

POLICY N8 – NORTHAMPTON NORTH OF WHITEHILLS SUE

THE BOUNDARY OF NORTHAMPTON NORTH OF WHITEHILLS SUE IS SHOWN ON THE PROPOSALS MAP (FIGURE 5). THE DEVELOPMENT WILL MAKE PROVISION FOR:

- **1,000 DWELLINGS;**
- **ONE 420 PLACE PRIMARY SCHOOL;**
- **A LOCAL CENTRE (APPROXIMATELY 1HA) TO INCLUDE LOCAL RETAIL FACILITIES (INCLUDING A CONVENIENCE STORE NOT**

- EXCEEDING 500 SQM TRADING FLOORSPACE), HEALTH CARE, SERVICES AND COMMUNITY FACILITIES;
- LOCAL EMPLOYMENT OPPORTUNITIES;
- AN INTEGRATED TRANSPORT NETWORK FOCUSED ON SUSTAINABLE TRANSPORT MODES INCLUDING PUBLIC TRANSPORT, WALKING AND CYCLING WITH STRONG LINKS TO THE ADJOINING NEIGHBOURHOODS, EMPLOYMENT AREAS AND THE TOWN CENTRE;
- LAND PROVISION FOR PART OF AND A FINANCIAL CONTRIBUTION TO THE NORTH WESTERN BYPASS;
- A 1.5HA PARK AND RIDE SITE;
- STRUCTURAL GREENSPACE AND WILDLIFE CORRIDORS AS SHOWN ON THE PROPOSALS MAP (FIGURE 5);
- OPEN SPACE AND RECREATION PROVISION;
- ARCHAEOLOGICAL ASSESSMENT OF THE SITE AND REQUIRED MITIGATION;
- SURFACE WATER MANAGEMENT AND FLOOD ATTENUATION SCHEMES; AND
- FLOOD MITIGATION FROM ALL SOURCES.

NECESSARY INFRASTRUCTURE IS REQUIRED TO BE PHASED ALONGSIDE THE DELIVERY OF THE DEVELOPMENT.

DEVELOPMENT PROPOSALS MUST BE ACCOMPANIED BY A MASTERPLAN

Northampton Upton Park SUE

- 12.65 The Northampton Upton Park SUE comprises the remaining part of a much wider urban extension known as the South West District which covers 670 hectares of mixed use development comprising 5,800 homes employment land and a large area of country park straddling the River Nene to the south west of Northampton. All of the development associated with the South West District has either been built or has planning approval in principle except for a remaining area of land to the south of the A45 Weedon Road and to the north of the River Nene and its flood plain, known as Upton Park. This land is still partly in arable production and grazing land.
- 12.66 The large area of the South West District is divided into several development parcels. The Upton Park area of development lies to the west of Upton. The design award winning Upton development is already partly built. Land to the north of the A45 Weedon Road opposite Upton Park is sub divided into a number of parcels of land including Upton Lodge, Princes Marina and St Crispin's. In the South West Strategic Planning Review (2004) Upton Park was intended to be commenced in the later phases of the development of the South West District, commencing around 2013.

- 12.67 The Northampton Upton Park SUE development has an important role to play in linking the emerging communities to the north of the A45 Weedon Road and the new communities at Upton. Connectivity through the site particularly by sustainable means must be thoroughly considered in the master planning of the site. In addition links within the SUE through adjoining developments to employment areas and areas of services and facilities must also be fully addressed.
- 12.68 The Northampton Upton Park SUE adjoins the Nene Valley Country Park to the south and sympathetic treatment of development at the Country Park edge will be required to be demonstrated in any development brief accompanying proposals. To the north east of the SUE is an additional area of Country Park. This area of Country Park is bounded by Upton development to the east, the Upton Park SUE to the south and west and the Weedon Road and areas of further development to the north. The Country Park area includes listed buildings, a Scheduled Ancient Monument and a County Wildlife Site. Development at Upton Park must take account of these important heritage and ecological designations and their setting and this must be demonstrated through a development brief. Green links through the Upton Park SUE connecting the Country Park area to the wider Nene Valley Country Park to the north will be required as part of the development.
- 12.69 The proximity of Northampton Upton Park SUE to flood plain areas must be fully considered within any development proposals. Flood mitigation has been addressed strategically through the South West District master planning, however there is still a need to ensure that development parcels such as Northampton Upton Park SUE appropriately respond to the requirement to ensure that surface water management, flood attenuation and flood mitigation from all sources is fully accounted for within the development proposal.
- 12.70 It is anticipated that the Northampton Upton Park SUE can commence delivery in the 2016 to 2021 period. Policy N9 below details the required elements of development. A masterplan will be required to be submitted alongside any proposal to demonstrate how the land use elements positively respond to context, design issues, connectivity and sustainable planning requirements.

POLICY N9 – NORTHAMPTON UPTON PARK SUE

THE BOUNDARY OF NORTHAMPTON UPTON SUE IS SHOWN ON THE PROPOSALS MAP (FIGURE 5). THE DEVELOPMENT WILL MAKE PROVISION FOR:

- **1,000 DWELLINGS;**
- **ONE 420 PLACE PRIMARY SCHOOL;**
- **A LOCAL CENTRE (APPROXIMATELY 1HA) TO INCLUDE LOCAL RETAIL FACILITIES (INCLUDING A CONVENIENCE STORE NOT EXCEEDING 500 SQM TRADING FLOORSPACE), HEALTH CARE, SERVICES AND COMMUNITY FACILITIES;**
- **LOCAL EMPLOYMENT OPPORTUNITIES;**

- **AN INTEGRATED TRANSPORT NETWORK FOCUSED ON SUSTAINABLE TRANSPORT MODES INCLUDING PUBLIC TRANSPORT, WALKING AND CYCLING WITH STRONG LINKS TO THE ADJOINING NEIGHBOURHOODS, EMPLOYMENT AREAS AND THE TOWN CENTRE;**
- **STRUCTURAL GREENSPACE AND WILDLIFE CORRIDORS AS SHOWN ON THE PROPOSALS MAP (FIGURE 5);**
- **OPEN SPACE AND RECREATION PROVISION INCLUDING AN EXTENSION OF THE NENE VALLEY COUNTRY PARK;**
- **ARCHAEOLOGICAL ASSESSMENT OF THE SITE AND REQUIRED MITIGATION;**
- **SURFACE WATER MANAGEMENT AND FLOOD ATTENUATION SCHEMES; AND**
- **FLOOD MITIGATION FROM ALL SOURCES.**

NECESSARY INFRASTRUCTURE IS REQUIRED TO BE PHASED ALONGSIDE THE DELIVERY OF THE DEVELOPMENT.

DEVELOPMENT PROPOSALS MUST BE ACCOMPANIED BY A MASTERPLAN

Employment

- 12.71 The West Northamptonshire Employment Land Study⁴ shows that there is a sufficient supply of employment land and development opportunities in Northampton to provide new jobs for the period to 2026, taking into account existing planning consents, land within existing employment areas and the refocusing of office development on the town centre and central area.
- 12.72 In accordance with Planning Policy Statement 4 'Planning for Sustainable Economic Growth' new office development will be focused within the town centre and central area. Key sites are identified for office development in the Northampton Central Area Action Plan. The provision of office development within Northampton will be monitored over the plan period to ensure there is a 5 year rolling supply. Any further allocations for office floorspace at out of town locations could undermine the Northampton town centre strategy and threaten market confidence in the Central Area.
- 12.73 The West Northamptonshire Employment Land Study advises that existing and allocated employment sites in Northampton are, for the vast majority, appropriate and fit for purpose and should continue to be protected for employment use across the range of B class employment sectors (see Policy E1 in the Economic Advantage section of this JCS). These employment sites will provide for the general 'churn' of employment land and will be renewed and redeveloped making better use of land.

⁴ West Northamptonshire Employment Land Study Roger Tym and Partners July 2010

12.74 The existing stock of employment land in Northampton, opportunities for employment within the office development sector and non B class jobs in retailing and leisure to be generated through the Central Area Action Plan proposals and site allocations present substantial opportunities for employment growth. Therefore no further strategic employment sites are allocated through the JCS other than the Northampton Technology Realm associated with the allocation of Northampton North SUE (see Policy E3 in the Economic Advantage section of the JCS). Local employment opportunities are included within SUE allocations.

Local Shopping Needs in Northampton

12.75 Whilst Northampton town centre must be the focus for comparison goods (non-food) retailing and main services and facilities there is also a need to ensure that local convenience (food) retail provision is addressed within the wider urban area.

12.76 Northampton has two district centres at Weston Favell and Kingsthorpe (see Policy S2 Hierarchy of Centres in the Spatial Strategy section of this JCS). Weston Favell is a purpose built district centre located on the eastern side of Northampton. The centre is anchored by a large superstore, includes a range of complementary shops and a full range of services and facilities including health and leisure centres. The centre presently draws from a catchment area far wider than is consistent with a District Centre function and its retailing provision impacts adversely on Northampton town centre. There is therefore no further opportunity for retail expansion at this centre. Kingsthorpe District Centre is a 'traditional' District Centre of a linear form fronting Harborough Road. It is anchored by two large food stores and has good range of smaller comparison and service goods retailers. Kingsthorpe is a vital and viable District Centre⁵.

12.77 Local centres contain small shops of a local nature which might include a small supermarket, newsagent, small post office, pharmacy, take away and laundrette. New local centres and convenience retail provisions is required within Northampton's SUEs and will provide local retailing and services associated with new housing growth.

12.78 The boundaries of District and Local Centres will be defined in the West Northamptonshire Site Allocations Development Plan Document.

⁵ West Northamptonshire Retail Study Update Roger Tym and Partners January 2011

POLICY N10 – SHOPPING NEEDS OUTSIDE NORTHAMPTON TOWN CENTRE

PROVISION WILL BE MADE FOR LOCAL CONVENIENCE SHOPPING NEEDS AT THE NEW LOCAL CENTRES WITHIN THE SUSTAINABLE URBAN EXTENSIONS AS SET OUT IN SUE POLICIES.

NO FURTHER COMPARISON GOODS FLOORSPEACE IS REQUIRED OUTSIDE NORTHAMPTON CENTRAL AREA OTHER THAN AT AN APPROPRIATE SCALE TO SUPPORT THE VITALITY AND VIABILITY OF LOCAL CENTRES.

Community Regeneration Areas

- 12.79 The areas proposed for neighbourhood renewal all fall within the top 5% most deprived areas in the country identified by the Indices of Multiple Deprivation 2007, depicting issues of income deprivation, low skills, poor health and crime.
- 12.80 Policy RC1 in Section 7 outlines the JCS' overarching approach to community regeneration. The key schemes, which will provide the main focus for community regeneration within the plan period for Northampton Borough, are outlined below.

Spring Boroughs

- 12.81 The neighbourhood is located immediately to the west of Northampton, occupying the area between the town centre and Northampton railway station. Much of the existing housing stock is of poor quality and action will also be required to ensure that the current public sector housing stock meets the Government's Decent Homes Standard.
- 12.82 Spring Boroughs lies within the area covered by the Northampton Central Area Action Plan (NCAAP). The Borough Council published an emerging strategy document for consultation in August 2009 to consider how the town centre and its adjoining commercial, residential and mixed-use areas would develop over the next 20 years. The policy direction within the JCS aims to support a comprehensive, community led approach for the area to address the levels of deprivation that currently exist. In particular the approach will focus on redevelopment of the housing stock, which fails to meet the Decent Homes Standard, meeting community deficiencies which exist in the area, improving connectivity and enhancing the local environment.

King's Heath and Spencer

- 12.83 King's Heath and Spencer form part of an emerging regeneration and sustainable communities strategy for Northampton North West. This strategy aims to bring about the regeneration of these areas alongside the development of a new community development of 3,500 homes proposed at Northampton Kings Heath SUE.
- 12.84 The character of the area is largely defined by inter and post war housing development. Whilst the King's Heath is neighbourhood in particular was comprehensively planned and provides some well designed housing and urban space, over time under investment, neglect and economic decline in the area as a whole have resulted in a general state of decline and deprivation. Significant levels of poor health, anti-social behaviour and low skill levels have compounded this situation. Additionally the area suffers from poor connectivity with the wider urban area including Northampton town centre.

Northampton East

- 12.85 Northampton East consists of a series of communities and estates largely built in the 1970s to early 1980s as part of the New Town expansion. The estates were designed and built to Radburn design principles, separating pedestrian and vehicle movements and ensuring residents have good access to local facilities. As the estates were built as separate units, each has its own identity.
- 12.86 Analysis of key data sets indicates broad socio-economic decline across a significant proportion of Northampton East. The area as a whole suffers from high crime and anti-social behaviour levels, low educational attainment and poor connectivity both to the town centre and between the estates.
- 12.87 Although Northampton East contains a higher than average provision of greenspace, compared to the rest of Northampton, it is the quality of these spaces that varies tremendously, with areas being both underused with few facilities and a poor physical environment. In addition there are areas where the public housing stock requires significant investment.
- 12.88 The intention is to provide a regeneration strategy aimed at bringing about safe, inclusive, sustainable communities. The strategy will set out high-level principles and actions designed to secure transformational change through partnership working. Subsequently, it is envisaged that supplementary planning documents or planning briefs will be produced to outline detailed requirements for communities in Northampton East to address issues such as layout, design and facilities required.
- 12.89 Following the announcement by Central Government of the withdrawal of Private Finance Investment Credits (PFI) Northampton Borough Council is currently exploring other opportunities for future funding.

POLICY N11 - SUPPORTING AREAS OF COMMUNITY REGENERATION

TO SUPPORT THE REGENERATION OF SPRING BOROUGHS, KING'S HEATH/ SPENCER, EASTFIELD AND NORTHAMPTON EAST, NORTHAMPTON BOROUGH COUNCIL WILL, WORKING IN PARTNERSHIP WITH OTHER SERVICE PROVIDERS, SET OUT A STRATEGY APPROACH DESIGNED TO ADDRESS THE KEY PRINCIPLES OF DELIVERING INCLUSIVE, SUSTAINABLE COMMUNITIES, TO INCLUDE THE FOLLOWING:

- **ACHIEVING BETTER INTEGRATION BOTH WITHIN THE IDENTIFIED COMMUNITIES AND WITH THE REST OF THE TOWN IN PARTICULAR IMPROVING PHYSICAL CONNECTIVITY WITH ADJOINING DEVELOPMENT, BOTH EXISTING AND PROPOSED, AS WELL AS IMPROVING PUBLIC TRANSPORT SERVICES TO THE TOWN CENTRE;**
- **IMPROVING THE PUBLIC REALM AND QUALITY OF DESIGN INCLUDING ADDRESSING AREAS OF POOR QUALITY PUBLIC SPACE;**
- **IMPROVING THE QUALITY OF THE PUBLIC SECTOR HOUSING STOCK;**
- **CREATING SAFE AND SUSTAINABLE ENVIRONMENTS BY DESIGNING OUT OPPORTUNITIES FOR CRIME AND ANTI-SOCIAL BEHAVIOUR;**
- **ADDRESSING THE EXISTING DEFICIENCIES IN THE LEVEL AND QUALITY OF LOCAL RECREATIONAL FACILITIES; AND**
- **CREATING LOCAL OPPORTUNITIES FOR EMPLOYMENT AND BUSINESS DEVELOPMENT.**

THE NORTHAMPTON CENTRAL AREA ACTION PLAN WILL SET OUT HOW THESE KEY PRINCIPLES WILL BE DELIVERED IN REGENERATING SPRING BOROUGHS.

PROPOSED REGENERATION SCHEMES FOR THE COMMUNITIES OF SPRING BOROUGHS, KING'S HEATH/SPENCER, EASTFIELD AND NORTHAMPTON EAST WILL BE SET OUT IN SUPPLEMENTARY PLANNING DOCUMENTS.

Northampton's Transport Network

12.90 There are a number of issues for Northampton related to transport including:

- Traffic congestion both around the historic core of the town and on parts of the outer ring road (A45/A43);
- Balancing the need to keep traffic moving and a desire to change the nature of the inner ring road to meet regeneration needs;
- A dispersed pattern of land-use, with large amounts of retail and employment located on the town's periphery;
- The desire to increase accessibility to areas in need of regeneration; and
- Encouraging walking and cycling for shorter trips.

12.91 Traffic congestion is a particular issue for Northampton and contributes to wider air quality problems as well as potentially affecting future economic growth. The existing road infrastructure is a combination of historic radial routes leading to the town centre and newer ring roads and dual carriageways constructed as part of the New Town Expansion. There are no simple solutions to solving Northampton's congestion problems and a package of different measures, including those set out within the Connections section, Section 6 of this JCS will all need to be implemented in addition to measures specific to the town itself.

12.92 The Northampton Central Area Action Plan sets out Northampton Borough Council's aspirations for dealing with traffic and movement within the central area including measures to:

- Increase pedestrian accessibility between residential areas and the town centre;
- Provide a new central interchange for buses;
- Create a Pedestrian and Cycling movement framework; and
- Restrict additional car parking within the town centre boundary and edge of centre locations.

12.93 There is a need to deal with many of the wider issues for the whole town, to ensure that aspirations can be realised.

12.94 Improvements to the current bus network within Northampton are required to both serve new developments and to improve the extent, frequency and quality of the service to existing areas. There are some specific parts of Northampton's existing urban area, including the southern residential areas, which have poor public transport services. Whilst many of these communities have the highest car ownership, those without access to a car find themselves unable to access healthcare and other essential facilities within a one hour trip by public transport.

12.95 Cycling and walking within Northampton are not presently seen as an attractive alternative to the car, even for short journeys and the proportion of trips by bicycle is below the average of similar towns. Across Northampton

there are sections of cycle routes that have not been completed. Cycle parking provision is either non-existent or very poor at a number of key destinations such as the rail and bus stations, employment locations and the town centre. It is anticipated that the measures set out within Policy C1, in Section 6 of this JCS, will address these issues.

12.96 The recent Parking Strategy for Northampton indicates that there are a significant number of spaces outside the central area, including 9,080 for retail and a further 24,064 on the major employment sites that are presently not controlled (i.e. through pricing). This creates issues for managing demand and promoting public transport, especially for trips to work, and could hinder the delivery of park and ride facilities.

12.97 None of these issues should be viewed in isolation, and strategies must seek to address the land use implications, as well as wider barriers to accessing public transport and other sustainable modes of transport.

POLICY N12 – NORTHAMPTON'S TRANSPORT NETWORK IMPROVEMENTS

THE FOLLOWING IMPROVEMENTS TO THE TRANSPORT NETWORK IN NORTHAMPTON WILL BE DELIVERED:

- **IMPROVED CONNECTIVITY BETWEEN EXISTING AREAS OF NORTHAMPTON TO ESSENTIAL SERVICES AND FACILITES SUCH AS RETAIL, EDUCATION AND HEALTHCARE;**
- **IMPROVED CONNECTIVITY TO THE TOWN CENTRE FROM ALL PARTS OF THE TOWN BY PUBLIC TRANSPORT, WALKING AND CYCLING;**
- **IMPROVEMENTS TO THE PRIORITY INTERCHANGES OF CENTRAL NORTHAMPTON BUS STATION THROUGH ITS REPROVISION AS PART OF THE GROSVENOR CENTRE DEVELOPMENT AND NORTHAMPTON CASTLE STATION;**
- **ENHANCED PUBLIC TRANSPORT SERVICES TO AND FROM PRIORITY INTERCHANGES;**
- **DEMAND MANAGEMENT MEASURES ON ROUTES IDENTIFIED AS THE PUBLIC TRANSPORT CORRIDORS TO IMPROVE PUBLIC TRANSPORT RELIABILITY; AND**
- **REVISED PARKING STANDARDS ACROSS THE WHOLE OF NORTHAMPTON.**

13.0 Daventry

Introduction

- 13.1 Daventry was a small market town until the 1960s when it was identified as a location for overspill development from Birmingham. As a consequence, the population of Daventry has grown over the years from about 4,000 in 1950 to around 25,000 today.
- 13.2 In the early 2000s, Daventry District Council supported the further growth of the town in order to support the town centre, which was in need of some revitalisation and regeneration. A Strategic Development Options Study¹ was published for Daventry in 2005 to consider options for creating a sustainable town of 40,000 population.
- 13.3 An interim draft Daventry masterplan was published in 2006² to assist in the development of planning policy and strategy. The masterplan included a number of proposals for the regeneration and revitalisation of Daventry to support the identified growth of the town.

Daventry Today

- 13.4 Abbey Retail Park (located off South Way) became the first phase of regeneration plans for the town centre. Completed in early 2009 it provides additional retail floorspace (bulky goods and DIY), car parking and a Working Men's Club.
- 13.5 In September 2009 construction of the 'iCon' building commenced at a gateway into the town centre. The building is an exemplar of energy efficient and sustainable construction and provides 60 business incubator units, a conference centre and a 300 seat theatre, exhibition space and meeting rooms.
- 13.6 The redevelopment of a site north of High Street will provide for a replacement library, shops, offices, hotel, bars, restaurants, health and fitness gym and residential. Phase 1 of this development is expected to commence in 2012.
- 13.7 Daventry's Waterspace proposals present an ambitious mixed use project including residential, office and leisure uses. High quality public spaces and buildings will be set around water basins which will be used for short and long term canal boat moorings and connected to the Grand Union Canal to the north.

¹ Atkins (2005) Daventry Strategic Development Options Study

² Daventry District Council (2006) Daventry Master Plan – Interim Draft December 2006

- 13.8 Daventry town retains its historic core, which benefits from conservation area designation and includes many listed buildings. There are also important historical and archaeological sites all around Daventry including historic out-lying villages. At the eastern edge of Daventry's urban area lie Borough Hill Scheduled Ancient Monument (a Bronze Age Hill fort), and Burnt Walls Scheduled Ancient Monument (a possible pre-historic defensive earthwork enclosure).
- 13.9 The urban area surrounding the town is largely of modern mid 20th century housing development. The residential estate of Southbrook immediately to the west of Borough Hill has been identified by Northamptonshire County Council for neighbourhood regeneration.
- 13.10 Daventry town's employment space is located in a small number of large industrial/ commercial estates located to the north-west and south-east of the town. These industrial estates are dominated by industrial and warehouse floorspace. Daventry District Council is actively seeking reinvestment and renewal in these areas and this is already taking place in industrial estates to the west. The Marches Industrial Estate to the east provides an opportunity for employment renewal. There is presently little office floorspace in the town although there are current proposal to increase office floorspace through the town centre regeneration schemes. Daventry International Rail Freight Terminal (DIRFT) located 6 miles to the north of Daventry also provides some employment opportunities for the residents of Daventry Town and the north of the District. The Economic Advantage section, Section 8 of this JCS, provides further information and a policy approach for DIRFT.
- 13.11 Daventry's educational offer, particularly for secondary and tertiary education, is not sufficient to meet the needs of the area and significant numbers of students are transported to education facilities elsewhere. Partners, including local authorities and all providers of secondary and tertiary education in the area are working on means to improve the educational offer at this level.
- 13.12 Daventry's planned expansion in the 1960s and 1970s has given rise to a relatively compact town. The existing transport infrastructure within the town provides a relatively high capacity road network that makes travelling by car the most convenient mode of travel for most trips. Public transport usage within Daventry is currently very low resulting in unsustainable travel habits. It is therefore important that any new development at Daventry addresses alternative and sustainable modes of transport other than the private car in order to support climate change objectives.

- 13.13 Topographically, the town is generally contained within a natural landscape 'bowl' with land rising to the south-east, south, west and north of the town. The Daventry Infrastructure Strategy³ notes the following environmental and visual features: The hills surrounding the town; the views over the town and the adjoining countryside to the west from Borough Hill; and the ironstone villages within the countryside surrounding the town.
- 13.14 The main strategic green spaces are Daventry County Park to the east of the urban area and the Northern Valley Park to the north, both of which play an important part in the quality of life for residents and for visitors of the town as a recreational, landscape and wildlife resource. Borough Hill Scheduled Monument also offers an additional area of accessible green space. It is owned and managed by Daventry District Council and is called a country park (although its usage is much lower than Daventry Country Park) and is a historic landmark feature which contributes positively to the towns identity.
- 13.15 Daventry District Council is now preparing a new masterplan for Daventry entitled Daventry 2040 to support its regeneration in the 21st Century. The District Council's intention is that the new masterplan will be approved by the Council for planning purposes. It will be subject to full public consultation and approved by Daventry District Council as guidance against which to determine future planning applications.

The Regeneration of Daventry Town

- 13.16 The growth of Daventry to achieve its vision of a sustainable community with a population of 40,000 is supported through the JCS. The expansion of Daventry offers an opportunity to create a more sustainable community, regenerate and expand the town centre, revitalise older employment areas and support the community regeneration at Southbrook residential area. The central area redevelopment proposals, as outlined in paragraphs 13.4 to 13.7 above, will bring forward mixed use schemes incorporating office, leisure and some 560 residential units within the JCS period to 2026. Planning consent has also been granted (2009) for a mixed use Sustainable Urban Extension for 1,000 dwellings and local employment provision at a site known as Monksmoor (located north of Daventry Reservoir).
- 13.17 A significant issue for Daventry and its growth aspirations is the capacity of the A45 to the east of the town to accommodate further traffic. Junction improvements at the A45/ A5 Weedon crossroads are to be provided as a consequence of the approval of 1,000 homes at Monksmoor. Whilst this junction improvement will provide some limited further highway capacity for growth at Daventry additional to the development of the Monksmoor scheme and proposed town centre regeneration, further major development can only be brought forward once the A45 capacity issues are satisfactorily resolved.

³ Daventry Infrastructure Strategy May 2008

- 13.18 The strategy for Daventry is to provide for further housing growth by the allocation of a Sustainable Urban Extension (SUE) at Daventry North East to comprise a mixed use development including 4,000 dwellings with 2,500 of these to be brought forward within the JCS period. This together with existing housing commitments for Daventry (including the remaining housing development at Middlemoor), the Monksmoor development and housing development within the existing urban area will achieve a level of housing growth for Daventry consistent with Daventry District Council's vision. New employment development will be focused on the central area and redevelopment and renewal of the existing employment areas with local employment opportunities being provided at Monksmoor and Daventry North East SUE. Services, facilities (such as health care, education, shopping etc) and leisure development to support the growing population will be focused on the town centre and in the Daventry North East SUE (Policy D2 below refers).
- 13.19 The growth at Daventry will be supported by improvements within the A45 Daventry to Northampton transport corridor. The extent of the highway access requirements for the Daventry North East SUE will result in substantial financial contribution towards these transport corridor improvements.

POLICY D1 – THE REGENERATION OF DAVENTRY TOWN

THE REGENERATION OF DAVENTRY TOWN OVER THE PLAN PERIOD AND BEYOND TO PROVIDE FOR A SUSTAINABLE TOWN OF 40,000 POPULATION IS SUPPORTED IN THIS JOINT CORE STRATEGY.

WITHIN THE JOINT CORE STRATEGY PLAN PERIOD PROGRESS TOWARDS THIS VISION WILL BE ACHIEVED THROUGH THE FOLLOWING MEASURES:

- **PROVIDING HOUSING DEVELOPMENT WITHIN THE EXISTING URBAN AREA, REMAINING DEVELOPMENT AT MIDDLEMOOR, MONKSMOOR AND THE SUSTAINABLE URBAN EXTENSION AT DAVENTRY NORTH EAST (AS SET OUT IN POLICY D3);**
- **RETAINING EXISTING EMPLOYMENT AREAS AND ENCOURAGING THEIR REGENERATION AND RENEWAL; NEW EMPLOYMENT PROVISION AT THE TOWN CENTRE VIA REDEVELOPMENT SCHEMES AND BY LOCAL EMPLOYMENT OPPORTUNITIES PROVIDED AT MONKSMOOR AND DAVENTRY NORTH EAST SUES;**
- **ADDITIONAL SERVICES AND FACILITIES PROVIDED THROUGH CENTRAL AREA REGENERATION SCHEMES AND AS APPROPRIATE AT HOUSING DEVELOPMENTS AND DAVENTRY NORTH EAST SUE;**
- **ADDRESSING ISSUES OF NEIGHBOURHOOD REGENERATION IN SOUTHBROOK (AS SET OUT IN POLICY D4);**
- **PROVISION OF ADDITIONAL RETAIL SPACE WITHIN THE TOWN CENTRE (AS SET OUT IN POLICY D2) AND LOCAL SHOPPING FACILITIES WITHIN THE SUE (AS SET OUT IN POLICY D3);**

- **IMPROVEMENTS TO PUBLIC TRANSPORT, CYCLING AND WALKING FACILITIES WITHIN THE TOWN (AS SET OUT IN POLICY D5);**
- **PROVISION OF A45 CORRIDOR IMPROVEMENTS FROM DAVENTRY TO NORTHAMPTON; AND**
- **PROVISION OF LEISURE AND TOURISM DEVELOPMENT WITHIN THE TOWN CENTRE VIA REDEVELOPMENT AND INCLUDING AN EXTENSION TO DAVENTRY COUNTRY PARK (AS SET OUT IN POLICY D3)**

Daventry Town Centre

- 13.20 Daventry has a vital and viable town centre. The town centre environment is good and partly pedestrianised and the town is well placed within the UK Retail Rankings, with diversity of uses in line with UK averages. There is representation from a wide range of convenience (food) and comparison (non-food) multiple retailers in Daventry although national restaurant operators are under-represented. The presence of two strongly-performing food stores within the town centre (Waitrose and Tesco) aids the viability and vitality of the centre as a whole. However, there is significant leakage of retail expenditure out to other town centres.
- 13.21 There is considerable potential to improve Daventry Town Centre's attractiveness as a leisure, retail and employment destination. Much has already been achieved and more is being brought forward through town centre regeneration projects and to reclaim the leakage of retail expenditure back from other centres.
- 13.22 Policy D2 below supports the continuation of focus on Daventry's central area for main town centre uses. Specific sites to accommodate retail and office floorspace and leisure development are being identified by Daventry District Council in the development of their Town Centre Vision proposals and master planning work, as briefly referred to in paragraphs 13.4 to 13.7 above.

POLICY D2 – DAVENTRY TOWN CENTRE

THE TOWN CENTRE BOUNDARY AND PRIMARY SHOPPING AREA FOR DAVENTRY WILL BE IDENTIFIED ON THE DAVENTRY TOWN DEVELOPMENT PLAN DOCUMENT PROPOSALS MAP.

MAJOR RETAIL, OFFICE AND LEISURE DEVELOPMENT WILL TAKE PLACE WITHIN AND ADJOINING THE TOWN CENTRE. PROVISION WILL BE MADE FOR A MINIMUM INCREASE IN SHOPPING PROVISION OF:

- **7,600 SQM NET COMPARISON (NON-FOOD) SHOPPING FLOORSPACE FOR THE PERIOD 2010 TO 2026; AND**
- **2,000 SQM NET CONVENIENCE (FOOD) SHOPPING FLOORSPACE FOR THE PERIOD 2010 TO 2026.**

DEVELOPMENT OF ADDITIONAL RETAIL FLOORSPACE WITHIN THE TOWN CENTRE IN EXCESS OF THE ABOVE FIGURES WILL BE ACCEPTABLE WHERE IT IS DEMONSTRATED THAT THERE WILL BE NO UNACCEPTABLE ADVERSE IMPACT ON THE VITALITY OR VIABILITY OF OTHER TOWN CENTRES.

Daventry North East Sustainable Urban Extension

- 13.23 The Daventry North East SUE will be phased over the plan period and beyond with the necessary infrastructure also phased as the development progresses. The Infrastructure Development Plan sets out the elements of infrastructure that will be required to be delivered at stages within the delivery of the development.
- 13.24 The Proposals Map (Figure 5 at the end of the JCS) shows structural green space areas to be provided as part of the development. These areas will allow the built form to be assimilated into the landscape, as well as providing for biodiversity and habitat corridors from the rural areas into the urban areas. A net increase in biodiversity from this presently intensively managed landscape can be achieved.
- 13.25 Structural green space along the western edge of the allocation will allow for a green buffer strip and the retention of planting along the eastern margins of the Daventry reservoir. This area includes the corridor for the proposed Daventry Canal Arm, which would link the town centre with the Grand Union Canal adding significant visitor and tourism interest in the town and supporting the town centre regeneration objectives. Greenspace alongside the reservoir includes areas of flood zone 2 and 3. By including these areas within the green space ensures that these flood areas remain free from development. To the north of the reservoir the structural open space provides for an extension to the country park and ensures the dam break area is kept free from any development.
- 13.26 The northern edge of the allocation runs along the Grand Union Canal. A wide buffer of open space is required to be retained along this northern edge which includes strong landscape features such as Thrupp Covert. This structural green space will serve to visually contain the built development in the wider landscape as well as protecting the setting of the Grand Union Canal Conservation Area. The eastern strategic landscape buffer will ensure development is kept to the west of the ridge and within the shallow bowl landscape feature.
- 13.27 The Daventry North East SUE can provide a development that is closely related to the existing urban area with the opportunity of establishing good connections through the existing highway network and via connections for walking, cycling and public transport provision to the town centre. This would include the 'tow path' of the Daventry Canal Arm, a cycle track/footpath on the same alignment as the proposed 'tow path'. With these links in place the site's close proximity to the town centre will allow the development to support

the regeneration proposals already taking place and those planned for the town centre by increasing the opportunity, and ease with which, residents can visit the town centre for employment, retail and leisure and so support the town centre economy.

- 13.28 The Daventry North East SUE also has the opportunity to support the communities at Southbrook. Connections for walking, cycling and public transport between the SUE allocation and the Southbrook area can be established across the B4036. These connections can support the Southbrook community to access local services and facilities provided within the new SUE. To maximise integration of existing and new communities consideration should be given to a local centre serving the SUE closely located to the B4036 and Admirals Way.
- 13.29 It is important to recognise that the approach for the expansion of Daventry is a holistic view and the Daventry North East SUE will deliver over time the growth of Daventry in concert with regeneration proposals and opportunities for further non strategic site allocations through the Site Allocations DPD.
- 13.30 Due to the demands the Daventry North East SUE will make on the surrounding highway network the development will be required to make a financial contribution to the A45 Daventry to Northampton transport corridor relative to its highway impact.
- 13.31 The Daventry North East SUE allocation is suitable, available and deliverable for up to 2,500 dwellings within the plan period and Policy D3 below sets out the land use requirements. The development should commence from the south-western edge and infrastructure provision phased accordingly.

POLICY D3 - DAVENTRY NORTH EAST SUSTAINABLE URBAN EXTENSION

THE BOUNDARY OF THE DAVENTRY NORTH EAST SUSTAINABLE URBAN EXTENSION IS SHOWN ON THE PROPOSALS MAP (FIGURE 5). THE DEVELOPMENT WILL MAKE PROVISION FOR:

- **4,000 DWELLINGS (2,500 OF WHICH WILL BE PROVIDED WITHIN THE PLAN PERIOD TO 2026);**
- **THREE 420 PLACE PRIMARY SCHOOLS;**
- **A 10HA SECONDARY SCHOOL SITE;**
- **THREE LOCAL CENTRES PROVIDING LOCAL SHOPPING FACILITIES WITH INDIVIDUAL STORES NOT EXCEEDING 500 SQM TRADING FLOORSPACE AND TO INCLUDE HEALTH CARE, SERVICES, COMMUNITY FACILITIES AND LOCAL EMPLOYMENT OPPORTUNITIES;**
- **AN INTEGRATED TRANSPORT NETWORK FOCUSED ON SUSTAINABLE TRANSPORT MODES, WALKING AND CYCLING WITH STRONG LINKS TO THE TOWN CENTRE, SOUTHBROOK RESIDENTIAL AREA AND LONG BUCKBY RAIL STATION;**

- **STRUCTURAL GREENSPACE AND WILDLIFE CORRIDORS (INCLUDING A CORRIDOR FOR THE DAVENTRY CANAL ARM) AS SHOWN ON THE PROPOSALS MAP (FIGURE 5);**
- **AN EXTENSION TO DAVENTRY COUNTRY PARK TO INCLUDE SUSTAINABLE ACCESS LINKS TO DEVELOPMENT TO THE WEST;**
- **A FINANCIAL CONTRIBUTION TO THE DAVENTRY TO NORTHAMPTON A45 CORRIDOR IMPROVEMENTS AND PROVISION OF REQUIRED HIGHWAY INFRASTRUCTURE TO SERVE THE DEVELOPMENT;**
- **ENHANCED SPORT AND LEISURE PROVISION;**
- **SURFACE WATER MANAGEMENT AND FLOOD ATTENUATION SCHEMES; AND**
- **FLOOD MITIGATION FROM ALL SOURCES.**

NECESSARY INFRASTRUCTURE WILL REQUIRE TO BE PHASED ALONGSIDE THE DELIVERY OF THE DEVELOPMENT.

DEVELOPMENT PROPOSALS MUST BE ACCOMPANIED BY A MASTERPLAN.

Community Regeneration Area

- 13.32 Daventry's growth since the 1960s has left behind a pattern of residential and commercial development of varying quality, areas of population with differing needs and variable access to services. In most areas these differences are not so acute as to require particular treatment as regeneration priorities. However, one significant exception is that of Hill Ward, lying immediately to the east of Daventry town centre, which is identified by the Indices of Deprivation (2007) as being within the top 20% most deprived nationally.
- 13.33 Within Hill Ward, Southbrook has been identified as an area which would benefit from community regeneration support. Southbrook is a 1970s residential estate constructed to a Radburn layout. The estate has, for example, limited local amenities, a poor public realm and suffers from poor physical linkages to the rest of the town, pedestrian and cycle access being principally through underpasses. The estate has a history of social problems, including lower educational attainment and higher levels of crime and anti-social behaviour. Work undertaken by Northamptonshire County Council in producing a Countywide Renewal Strategy (2005-8) resulted in Southbrook being identified as an area requiring additional support focusing on specific issues such as the local environment, community safety and the needs of young people.

**POLICY D4 – SUPPORTING AREAS OF COMMUNITY REGENERATION:
SOUTHBROOK**

TO SUPPORT THE REGENERATION OF SOUTHBROOK THE COUNCIL WILL, WORKING IN PARTNERSHIP WITH OTHER SERVICE PROVIDERS SET OUT AN APPROACH DESIGNED TO ADDRESS THE KEY PRINCIPLES OF DELIVERING INCLUSIVE SUSTAINABLE COMMUNITIES WHICH WILL INCLUDE THE FOLLOWING:

- **IMPROVING THE PHYSICAL AND SOCIAL INTEGRATION OF SOUTHBROOK WITH THE REST OF THE TOWN AND WITH THE NORTH EAST SUSTAINABLE URBAN EXTENSION;**
- **IMPROVING WALKING, CYCLING AND PUBLIC TRANSPORT CONNECTIONS TO SERVICE AND FACILITIES IN THE TOWN CENTRE AND ADJOINING NEIGHBOURHOODS;**
- **IMPROVING THE PUBLIC REALM AND QUALITY OF DESIGN; AND**
- **CREATING SAFE AND SUSTAINABLE ENVIRONMENTS BY DESIGNING OUT CRIME.**

THE DAVENTRY MASTERPLAN WILL SET OUT HOW THESE KEY PRINCIPLES WILL BE DELIVERED IN REGENERATING SOUTHBROOK.

Daventry's Transport Network

- 13.34 As set out in preceding paragraphs in order for Daventry to grow to a sustainable town of 40,000 population improvements along the A45 transport corridor to the east of the town will be required. These improvements will be delivered as a consequence of the Daventry North East SUE which will be required to provide a financial contribution to identified improvements.
- 13.35 Daventry is a fairly compact town with a large proportion of residents able to access the town centre in a walk time of less than 15 minutes, although the proportion of employment and central area facilities within a 15 minute walk time will decline as the town grows outward. The road infrastructure within Daventry is presently adequate, having being constructed for a far greater population than has been realised. Development of the scale proposed in this JCS will however place some parts of the network under strain.
- 13.36 Public transport currently plays a minor role in movement within the town and car use is dominant. This situation needs to be addressed in line with policy aspirations for sustainability and to prevent growth reinforcing unsustainable patterns of behaviour. As such transformative improvement to the public transport offer is required. Daventry District Council together with Northamptonshire County Council is looking at innovative solutions to improving public transport provision for Daventry including options for Personal Rapid Transit (PRT) and Group Rapid Transit (GRT) systems.

- 13.37 The town does not have its own railway station. The nearest station is located at Long Buckby, although many residents may also seek to use Rugby and Northampton stations as these have a more frequent service. Public transport connections to the nearest station at Long Buckby are presently poor and there are limited waiting facilities; these will need to be improved as part of the wider public transport policy.
- 13.38 Walking and cycling are important transport modes in their own right and also as links to public transport facilities. As such it is important that new development provides an attractive environment for these modes.
- 13.39 The strategic cycling network across Daventry is largely complete and as such only relatively minor improvements are required to complete this network and ensure that all new developments are fully connected. Some improvements are however required, especially to the employment areas to the north west of the town and ensuring that road crossings do not cause inconvenience or unnecessary delay to cycle journeys.

POLICY D5 – DAVENTRY’S TRANSPORT NETWORK IMPROVEMENTS

THE FOLLOWING IMPROVEMENTS TO THE TRANSPORT NETWORK IN DAVENTRY WILL BE DELIVERED:

- **ENHANCED CONNECTIVITY OF THE TOWN TO NORTHAMPTON VIA THE A45 CORRIDOR;**
- **IMPROVED PUBLIC TRANSPORT SYSTEMS;**
- **THE COMPLETION OF THE CYCLING NETWORK TO CONNECT RESIDENTIAL AREAS THE TOWN CENTRE, EMPLOYMENT AREAS AND LONG BUCKBY RAILWAY STATION; AND**
- **IMPROVEMENTS TO PUBLIC TRANSPORT CONNECTIONS TO LONG BUCKBY RAIL STATION AND IMPROVED FACILITIES AT THE STATION.**

14.0 Towcester

Introduction

- 14.1 Towcester is an historic market town with Roman origins. It has a population of around 10,000 people and acts as a service centre for a rural catchment of a further 10,000 people.
- 14.2 The town is situated between the A5 and A43, and has experienced significant housing growth over the last 20 years which has occurred to the west and south of the town centre.
- 14.3 The landscape setting of Towcester is considered to be of medium sensitivity due to the surrounding historic parks, gardens, ancient woodland and topography.¹ The areas around Easton Neston and Caldecote are particularly sensitive. These landscape constraints have limited development to the east of the A5, which has resulted in the town centre being close to the eastern edge of the town.
- 14.4 Towcester Racecourse lies within the registered Historic Parkland to the south east of Towcester and is an important site for recreation and tourism. There is significant potential to improve the facilities that it offers and boost the role it plays in supporting the visitor economy, as well as providing better facilities for local people.
- 14.5 A range of independent specialist shops, together with the larger retail foodstores, are supported by the town centre which retains its historic market town character. The town centre contains many attractive listed buildings and is almost entirely located within a conservation area.
- 14.6 The Spatial Strategy set out in Section 5 identifies Towcester as a Rural Service Centre. As such there is an expectation that the town will act as a focus for housing and employment growth to meet the requirements for South Northamptonshire as set out in Policies S3 and S7.

Towcester Masterplan

- 14.7 South Northamptonshire Council has produced a Masterplan² for Towcester which aims to secure Towcester's position as a market town for the 21st century by achieving the following key objectives:
- **A Vibrant Town Centre** - A thriving, historic and expanded town centre, a hub for employment, shopping, professional and public services with the market place at its heart;

¹ Quartet Design (2009) *Towcester Landscape and Green Infrastructure Study*

² South Northamptonshire Council (2009) *Towcester Masterplan Consultation Draft*

- **Excellent Connectivity** - Fast road connections to a range of other towns, cities, stations and airports, a bypass to take strategic traffic away from the town, a walkable town with up to the minute virtual connections;
- **Successful Local Businesses** - Ideal home-working environment, part of a high technology corridor, tourism and leisure based business opportunities and access to centres of research and learning;
- **A Family Environment** – Excellent quality, modern education facilities, top class sports teams and leisure facilities, safe streets and spaces and new residential neighbourhoods;
- **Respect for the Landscape** – Physical and visual connections to the landscape to retain the rural and urban character and a range of quality open spaces;
- **Determination to Succeed** – Proactive and coordinated local partners, an active Town Council and Towcester Partnership and engaged residents that take pride in their town.

The Spatial Strategy for Towcester

14.8 The Spatial Strategy promotes the role of Towcester as a Rural Service Centre by delivering sustainable growth to the south of the town which in turn supports the regeneration of the town centre. The Towcester South Sustainable Urban Extension (SUE) will deliver of an A5 bypass³, which will enable the re-routing of heavy goods vehicles (HGVs) and other through traffic away from the town centre, and provide the scope to improve the environmental quality of the town centre. It is expected that up to 1500 dwellings will be delivered during the plan period, with a further 1500 being provided post 2026. In addition to the proposed SUE, housing development will continue to occur within the existing urban area, which an estimated urban capacity of 200 dwellings. This development will be supported by additional services and facilities such education, healthcare and enhanced leisure provision.

POLICY T1 – SPATIAL STRATEGY FOR TOWCESTER

THE ROLE OF TOWCESTER AS A RURAL SERVICE CENTRE WILL BE SUPPORTED AND ENHANCED BY THE FOLLOWING DEVELOPMENT AND OTHER PROPOSALS:

- **HOUSING DEVELOPMENT WITHIN THE EXISTING URBAN AREA AND AS PART OF THE TOWCESTER SOUTH SUSTAINABLE URBAN EXTENSION; (see POLICY T3)**
- **EMPLOYMENT DEVELOPMENT AS PART OF THE REGENERATION OF THE TOWN CENTRE AND AS PART OF THE TOWCESTER SOUTH SUSTAINABLE URBAN EXTENSION;**

³ As set out in the West Northamptonshire Infrastructure Delivery Plan (December 2010)

- **THE REGENERATION OF TOWCESTER TOWN CENTRE, PRINCIPALLY THROUGH THE MIXED-USE DEVELOPMENT OF THE MOAT LANE AREA; (see POLICY T2)**
- **ADDITIONAL SERVICES AND FACILITIES PROVIDED THROUGH THE REGENERATION OF THE TOWN CENTRE AND THE TOWCESTER SOUTH SUSTAINABLE URBAN EXTENSION;**
- **DELIVERY OF AN A5 BYPASS AND COMPLEMENTARY SUSTAINABLE TRANSPORT MEASURES TO IMPROVE AIR QUALITY AND REDUCE CONGESTION IN THE TOWN CENTRE;**
- **THE PROVISION OF ADDITIONAL COMPARISON (NON FOOD) SHOPPING FLOORSFACE WITHIN THE TOWN CENTRE AND LOCAL SHOPPING FACILITIES WITHIN THE TOWCESTER SOUTH SUSTAINABLE URBAN EXTENSION; AND**
- **SUPPORTING THE PROTECTION AND IMPROVEMENT OF THE FACILITIES PROVIDED AT TOWCESTER RACECOURSE. (see POLICY T5)**

The Town Centre and Moat Lane Regeneration Area

- 14.9 Supporting the town centre is a key objective and whilst Towcester has a vital and viable town centre, it fails to meet its full potential in respect of non food (also known as comparison goods) shopping. This is, at least in part, due to the presence of HGVs dominating the High Street and limiting the quality and safety of the town centre environment. Regeneration proposals for the town centre and the construction of an A5 bypass will improve the environmental quality and provide scope for additional non-food retail floorspace to be provided. Recent consents for an extension of floorspace to the Tesco Store near the A5/A43 junction east side and a further out of town centre store for Aldi near the A5/ A43 junction south side will provide sufficient food shopping to serve the town and its future expansion.
- 14.10 The regeneration proposals for Towcester town centre include the Market Square and the Moat Lane area of the town and extend to Queens Road and Richmond Road to the west. The Moat Lane regeneration area (see Policy T2 below), aims to transform the area between the Market Square and Mill Stream, by extending and linking the town centre to the Easton Neston Water Meadows. The regeneration area will help to expand the existing town centre and provide space for new civic, retail, employment, housing and leisure development. At the centre of the regeneration area is Bury Mount, the remains of a 12th century motte and bailey castle. The first phase of the Moat Lane project restored the monument to provide a high quality new public open space and re-establish the site as the heart of the town.

14.11 The vision for the Moat Lane project is:

'To provide the historic market town of Towcester with the level of new economic, social and community infrastructure to meet the needs of the existing and future population through the comprehensive delivery of the highest quality of regeneration that reflects the town's significant cultural and built heritage.'

14.12 The regeneration of the Moat Lane Area is expected to deliver the following approximate amounts of development:

- 41 dwellings;
- 1300m² A1, A3, and A4 (Retail, food and drink, restaurants and drinking establishments);
- 2400m² B1 (Office);
- 300m² B1/B2 (Business Use);
- 2400m² C3 (Hotel);
- 2200 D1 (Non residential institutions);
- 4000m² Car parking spaces; and
- Associated infrastructure.

POLICY T2 – THE TOWN CENTRE AND MOAT LANE REGENERATION AREA

WITHIN THE BOUNDARY OF THE MOAT LANE REGENERATION AREA AND THE TOWN CENTRE (AS SHOWN ON THE PROPOSALS MAP, FIGURE 5) MIXED USE DEVELOPMENT INCORPORATING THE REGENERATION OF BROWNFIELD LAND DEVELOPMENT WILL PROVIDE:

- **CIVIC AND COMMUNITY FACILITIES, INCLUDING TOURIST, LEISURE AND CULTURAL FACILITIES;**
- **NEW RESIDENTIAL, EMPLOYMENT, RETAIL AND FOOD AND DRINK PREMISES TO ENHANCE THE VITALITY OF THE TOWN CENTRE; AND**
- **THE PRESERVATION AND ENHANCEMENT OF BURY MOUNT SCHEDULED ANCIENT MONUMENT.**

The Towcester South Sustainable Urban Extension

14.13 The Towcester South Sustainable Urban Extension (SUE) comprises an area of mainly agricultural land with an undulating topography. The northern part of the site borders the majority of the southern edge of Towcester and effectively encloses the hamlet of Wood Burcote and the woodland area around Besses Lane. Part of the western edge of the site runs along the A43 and part of the eastern side of the site runs along the A5.

- 14.14 As a sustainable mixed use urban extension to Towcester, the development will deliver a balanced mix of housing and employment with strong links to the town centre and surrounding areas. The development will include the full range of community infrastructure, as set out in Policy T3 below, to support the new residents and also to enhance the provision available to the existing community in Towcester.
- 14.15 The design and layout of the development should ensure that residential areas are not subject to unacceptable levels of traffic noise associated with the existing A43 and A5 and the proposed bypass.
- 14.16 The site falls principally within two landscape character areas – Wood Burcote and Swinneyford. Wood Burcote is a very attractive landscape and is an area of high landscape sensitivity⁴. The Proposals Map (Figure 5 at the end of the JCS) includes structural greenspace areas to be provided within the development. These areas will allow the built form to be assimilated into the landscape, as well as providing for biodiversity and habitat corridors from the rural areas into the urban areas. The new development will protect the setting of Wood Burcote and ensure that appropriate green infrastructure corridors and other links are provided.
- 14.17 There is an opportunity to create a strategic area of open space that would form the focus of the development. This park would be central to the development and would provide a strong link for both the new and existing areas of the town. The park will have the benefit of natural surveillance from adjoining dwellings and will link with various green corridors linking the surrounding neighbourhoods.
- 14.18 An appropriate level of enabling development, housing and transport access will be required to secure the delivery of the park. The provision of the town park must be planned as an integral part of the Towcester south expansion.
- 14.19 The development will be delivered across all three phases of the plan period. Phasing will be required to ensure that necessary infrastructure is delivered alongside the development, particularly the provision of the A5 bypass which is an essential prerequisite to the development.

POLICY T3 – TOWCESTER SOUTH SUSTAINABLE URBAN EXTENSION

THE BOUNDARY OF THE TOWCESTER SOUTH SUSTAINABLE URBAN EXTENSION IS SHOWN ON THE PROPOSALS MAP (FIGURE 5).

THE DEVELOPMENT WILL PROVIDE:

- **3,300 DWELLINGS (OF WHICH 1,500 SHOULD BE DELIVERED IN THE PLAN PERIOD UP TO 2026);**

⁴ Quartet Design (2009) *Towcester Landscape and Green Infrastructure Study*

- **3,000 JOBS (OF WHICH 1,500 SHOULD BE DELIVERED IN THE PLAN PERIOD UP TO 2026);**
- **THE CONSTRUCTION OF THE A5 BYPASS;**
- **ESSENTIAL IMPROVEMENTS TO THE A43 JUNCTIONS;**
- **2 PRIMARY SCHOOLS AND 1 SECONDARY SCHOOL;**
- **2 MIXED USE LOCAL CENTRES TO INCLUDE LOCAL RETAIL FACILITIES (UP TO 500 SQM NET FLOORSPACE), HEALTH CARE SERVICES AND COMMUNITY FACILITIES;**
- **STRUCTURAL GREENSPACE AND WILDLIFE CORRIDORS , INCLUDING THE PROVISION OF A NEW TOWN PARK, AS SHOWN ON THE PROPOSALS MAP (FIGURE 5);**
- **DEVELOPMENT THAT RESPECTS THE LANDSCAPE SETTING AND NEARBY CONSERVATION AREAS;**
- **AN INTEGRATED TRANSPORT NETWORK WITH SUSTAINABLE TRANSPORT MODES INCLUDING ACCESS TO TOWCESTER TOWN CENTRE;**
- **SURFACE WATER MANAGEMENT AND FLOOD ATTENUATION SCHEMES;**
- **ENHANCED SPORT AND LEISURE PROVISION;**
- **SAFEGUARDING AND ENHANCEMENT OF TOWCESTER'S GREEN INFRASTRUCTURE NETWORK;**
- **SAFE ROUTES FOR PEDESTRIANS AND CYCLISTS;**
- **FLOOD MITIGATION FROM ALL SOURCES; AND**
- **ENHANCED UTILITIES PROVISION INCLUDING A PRIMARY ELECTRICITY SUBSTATION AND REINFORCEMENT OF THE ELECTRICITY NETWORK.**

NECESSARY INFRASTRUCTURE IS REQUIRED TO BE PHASED ALONGSIDE THE DELIVERY OF THE DEVELOPMENT.

DEVELOPMENT PROPOSALS MUST BE ACCOMPANIED BY A MASTERPLAN.

Towcester Transport Improvements

14.20 The transport improvements for Towcester will support the regeneration of the town centre by removing congestion and improving air quality. Proposed improvements to the walking and cycling networks will enhance the connectivity between the town centre and the existing and proposed residential areas.

14.21 Many of Towcester's residents commute out to work at key destinations such as Milton Keynes, Northampton and Silverstone Circuit. Enhancements to the inter-urban bus services, particularly along the A43 and A5 corridors between Northampton and Milton Keynes, will provide improved public transport links for Towcester and more sustainable transport options for commuters.

POLICY T4 – TRANSPORT IMPROVEMENTS FOR TOWCESTER

TO SUPPORT ACCESSIBILITY AND SUSTAINABLE TRANSPORT WITHIN TOWCESTER THE LOCAL AUTHORITIES WILL:

- **SUPPORT IMPROVEMENTS TO THE CONNECTIVITY OF TOWCESTER WITH THE WIDER A43 NETWORK INCLUDING ENHANCED PUBLIC TRANSPORT CONNECTIONS WITH SILVERSTONE, NORTHAMPTON AND MILTON KEYNES;**
- **SUPPORT THE EXTENSION OF THE WALKING AND CYCLING NETWORK TO CONNECT THE NEW DEVELOPMENT TO THE TOWN CENTRE;**
- **SECURE THE CONSTRUCTION OF AN A5 BYPASS TO THE SOUTH OF TOWCESTER AND THE MANAGEMENT OF THROUGH TRAFFIC WITHIN THE TOWN CENTRE;**
- **SECURE JUNCTION IMPROVEMENTS TO THE A43;**
- **PROMOTE WALKING AND CYCLING WITHIN THE TOWN AS AN ALTERNATIVE TO CAR JOURNEYS;**
- **REVIEW PARKING PROVISION ACROSS THE TOWN; AND**
- **IMPROVE BUS FACILITIES.**

Towcester Racecourse

14.22 Whilst the racecourse is an important feature of the town it is generally accepted that it represents a much underused facility as it is only open on the few race days each year. There is therefore considerable potential for an intensification of the site for recreation or tourism-related development that will be of benefit both to the increasing population of the town itself and as a major tourism attraction for the wider area.

14.23 Leisure and recreation is becoming an increasingly important feature of modern life and Government policy promotes the development of sport and recreation to enable all people to participate in a choice of leisure activities. Encouraging leisure and recreation creates a variety of social benefits such as improved physical health and inner well being, enhanced social skills and sense of community. It has an important environmental role, particularly through maintaining and improving the quality of urban areas, and can also be valuable in economic terms through promoting inward investment and tourism.

- 14.24 The specific objectives for Towcester Racecourse are:
- To give long-term protection to existing leisure and recreational facilities at Towcester Racecourse in the interest of amenity for residents and visitors to the area;
 - To improve the range, quality and standard of provision of the leisure and tourism offer at the Racecourse to meet people's needs; and
 - To encourage greater participation by local residents in sport and recreation.
- 14.25 In addition to providing employment itself it also has beneficial spin-offs for the local economy and tourist trade. It is therefore recognised that the Racecourse's continued success should be encouraged, and supported not only for its leisure provision but also for its contribution to the local economy and tourism in general. The facilities have been improved over recent years, but there remains a key opportunity to further enhance facilities within the Racecourse.
- 14.26 To become more profitable and secure longer-term viability, the Racecourse needs to generate additional sources of revenue through the increased utilisation of their facilities. Development must be designed to respect the countryside which has open views in a particularly prominent location. In order to protect this important tourist attraction and employment generator any proposals for development, either singularly or cumulatively, should not prejudice the continued use of the site as a racecourse.
- 14.27 The *South Northamptonshire Economic Development Strategy (2010 – 2014)* commits South Northamptonshire Council to work with the Racecourse to better promote and implement development opportunities to increase all year round visitor numbers and expenditure.

POLICY T5 - TOWCESTER RACECOURSE

PROPOSALS FOR THE INTENSIFICATION OF USES AT TOWCESTER RACECOURSE INVOLVING THE DEVELOPMENT OF ADDITIONAL LEISURE, RECREATIONAL, TOURISM AND EXHIBITION FACILITIES WILL BE SUPPORTED, SUBJECT TO PROPOSALS MEETING ALL OF THE FOLLOWING CRITERIA:

- 1. VEHICULAR ACCESS TO THE SITE SHALL BE FROM THE A5 USING EITHER OF THE TWO EXISTING ACCESS POINTS. A TRANSPORT ASSESSMENT WILL BE REQUIRED TO ENSURE THAT ANY INCREASE IN TRAFFIC GENERATION CAN BE SATISFACTORILY ACCOMMODATED;**
- 2. ANY NEW BUILDINGS SHOULD BE BUILT IN CLOSE PROXIMITY TO EXISTING BUILDINGS AND IN A MANNER SYMPATHETIC TO THEIR EDGE OF TOWN LOCATION;**
- 3. EXISTING FOOTPATHS SHOULD BE RETAINED;**

- 4. APPROPRIATE LANDSCAPING SCHEMES WILL BE REQUIRED TO BE SUBMITTED AND APPROVED BY THE LOCAL AUTHORITY AS PART OF ANY DEVELOPMENT PROPOSAL;**
- 5. THE RACECOURSE LIES WITHIN THE HISTORIC PARKLAND OF EASTON NESTON AND ANY DEVELOPMENT PROPOSALS MUST BE SENSITIVELY DESIGNED;**
- 6. DEVELOPMENT MUST NOT ADVERSELY AFFECT SITES CONTAINING ARCHAEOLOGICAL REMAINS OR THE INTEGRITY OF THEIR SETTINGS;**
- 7. THE PROVISION OF AN INTEGRATED TRANSPORT NETWORK WITH SUSTAINABLE TRANSPORT MODES INCLUDING ACCESS TO TOWCESTER TOWN CENTRE;**
- 8. THE PROVISION OF SURFACE WATER MANAGEMENT AND FLOOD ATTENUATION SCHEMES; AND**
- 9. SAFEGUARDING AND ENHANCEMENT OF TOWCESTER'S GREEN INFRASTRUCTURE NETWORK.**

15.0 Brackley

Introduction

- 15.1 The historic market town of Brackley is located at the southern tip of Northamptonshire and has excellent road links to the urban centres of Northampton, Banbury, Bicester, Oxford and Milton Keynes. The Spatial Strategy in Section 5 identifies Brackley as a Rural Service Centre, which provides a focus for its own population of 14,500 as well as a wider rural catchment of a further 10,000. Whilst the town has experienced significant growth over the last twenty years it is still characterised by its market town heritage.
- 15.2 Brackley provides services and facilities for town residents and the surrounding villages, but it is evident that the town centre is failing to fulfil its role as a Rural Service Centre. The overall range and quality of retailing in the town centre is limited and there is a relatively high level of vacant shops. There is significant potential for Brackley to strengthen its role as a service centre and the JCS' proposals are central to achieving this.
- 15.3 Large areas of housing have been developed to the north and north-west of the town. Whilst these add to the range of housing choice, some neighbourhoods are disconnected from the town centre and have failed to reflect the character and quality of Brackley's built environment. Housing growth has not however not been matched by employment growth, which has reinforced Brackley as a commuter town with 70% out-commuting.
- 15.4 Notwithstanding this mismatch Brackley offers a range of employment facilities and is home to well known companies such as Bronnley and leading motorsport companies such as Mercedes GP Petronas. There is significant scope to enhance and create new employment opportunities, which the JCS will help to deliver.
- 15.5 The landscape setting of the town is important and includes the following areas of high landscape sensitivity; the Old Glebe to the north, the Great Ouse area to the east and the historic parkland landscapes at Evenley and Steane Park.

Brackley Masterplan

- 15.6 South Northamptonshire Council has produced a Masterplan¹ which sets out the following vision for Brackley:

'Brackley at the very heart of England, a distinctive town that serves the surrounding area and enhances the quality of life of residents; providing a vibrant town centre, quality housing, schooling and leisure opportunities, sustainable transport links and a dynamic economy. Brackley will be the destination of choice for people who know what they want in life.'

¹ South Northamptonshire Council; June 2010. *The Draft Brackley Masterplan (SPD) - Consultation Draft*. Towcester: South Northamptonshire Council.

15.7 In order to achieve this vision the following objectives have been identified:

- Deliver a range of new high quality, sustainable housing opportunities and economic development that creates a balanced and sustainable community in Brackley;
- Revitalise the town centre through hands on management, public realm and linkage improvements, new retail occupiers, social, leisure and community facilities and initiatives to improve car parking provision to make the town centre attractive and functional for residents and the surrounding rural communities;
- Improve accessibility through pedestrian and cycle links from the residential and employment areas to the town centre and improved public transport links to rural areas, Silverstone and adjacent towns;
- Enhance and expand sports, indoor and outdoor leisure, swimming, recreation and open space facilities;
- Revitalise markets and promote festivals to make Brackley a recognised regional 'event' centre with a range of hotel and conference facilities;
- Ensure development expands housing and economic growth opportunities through well designed, high quality and sustainable development that is special and relates to the context of Brackley;
- A strengthened 'Brackley Business District' that combines the Town Centre and adjoining industrial estate.

15.8 The Masterplan also identifies the following priorities for improvements to services and facilities, which new development will be expected to contribute towards:

- Improvements in the 'Brackley Business District', which brings together the existing Town Centre and Buckingham Road Industrial Estate to strengthen the economy of the town as the town expands;
- Affordable Housing to meet local needs;
- The redevelopment and expansion of Brackley Leisure Centre;
- Improved health provision including a new primary healthcare centre and 60 bed unit for elderly care as a replacement cottage hospital;
- Extension and improvement of sewage treatment works serving Brackley;
- Extension or creation of a waste disposal and recycling facility;
- Improved car and cycle parking provision in Brackley Town Centre;
- New open space and playing pitches to the north west;
- A new primary school within the Brackley North SUE and contributions towards secondary school provision;
- Improved pedestrian and cycle links between new development and the town centre;
- Provision of upgraded bus facilities within the town centre serving new development; and
- New road infrastructure to provide effective links between new developments and ensure development does not create additional capacity problems on the A43.

High Speed Rail 2

- 15.9 The potential impact of the proposed preferred route for the High Speed Rail Link (HS2) from London to Birmingham needs to be considered. The original route which was published by the government in March 2010 ran in a north, north-west direction close to Brackley and Turweston village.
- 15.10 In September 2010 a revised proposal by HS2 Ltd for the preferred route option around Brackley was published by the Department for Transport. The revised proposal moves the proposed route further to the west of the town and ensures that the proposed strategic urban extensions identified at Brackley North and Brackley East are no longer affected by the proposed route. The government confirmed in December 2010 that this is the preferred route that it will consult on in Spring 2011. A final route is not expected until passage of a proposed Hybrid Bill through Parliament in 2015.
- 15.11 If HS2 were to be implemented it would affect West Northamptonshire. Decisions on this will be taken at national level, but the local authorities would be statutory consultees. The timeframe for construction of HS2, were it to go ahead, would be within the plan period of this JCS. It is therefore appropriate for this JCS to consider the local issues and how these issues should be assessed without indicating any support or otherwise for the principle of the HS2 development. It is important that major infrastructure proposals are achieved in a manner that integrates economic, environmental and social objectives to deliver sustainable development. For this reason a specific policy, Policy C6 is included in the Connections section, Section 6, of this plan.

The Spatial Strategy for Brackley

- 15.12 The Spatial Strategy for Brackley will secure the delivery of new housing and employment in Strategic Urban Extensions to the north and east of town and includes complementary proposals for a Brackley Business District which will secure the revitalisation of existing employment areas and the regeneration of the town centre. The Brackley Business District is shown on the Proposals Map (Figure 5 at the end of the JCS) and comprises two areas; the 'Town Centre' which will be the focus for new town centre uses and the 'Employment Area' which will be the focus for new employment uses.
- 15.13 Revitalisation of Brackley Town Centre is a key element of the Spatial Strategy. Whilst the town centre fulfils the day to day needs of Brackley residents and its surrounding hinterland, it experiences a higher than average vacancy rate and a reduced presence of independent retailers. The key priority for the town centre is to encourage a greater diversity of uses, services and facilities, as well as creating additional retail floorspace. Greater diversity would assist the vitality of the town centre. More detailed policies and proposals for the town centre will be provided by the West Northamptonshire Site Allocations Development Plan Document (DPD), the West Northamptonshire Development Management Policies DPD and the final Brackley Masterplan Supplementary Planning Document.

- 15.14 The Brackley Masterplan complements the JCS and sets out a range of actions to improve town centre vitality, linkages and car parking and to promote the town centre for a variety of uses.

POLICY B1 – SPATIAL STRATEGY FOR BRACKLEY

THE ROLE OF BRACKLEY AS A RURAL SERVICE CENTRE WILL BE SUPPORTED AND ENHANCED BY THE FOLLOWING DEVELOPMENT AND OTHER PROPOSALS:

- **HOUSING DEVELOPMENT WITHIN THE EXISTING URBAN AREA AND AS PART OF THE BRACKLEY EAST AND BRACKLEY NORTH SUSTAINABLE URBAN EXTENSIONS.**
- **EMPLOYMENT DEVELOPMENT THROUGH REGENERATION AND RENEWAL WITHIN THE BRACKLEY BUSINESS DISTRICT: EMPLOYMENT AREA (see Proposals Map, Figure 5) AND AS PART OF THE BRACKLEY EAST SUSTAINABLE URBAN EXTENSION.**
- **ADDITIONAL SERVICES AND FACILITIES PROVIDED THROUGH THE REGENERATION OF THE BRACKLEY BUSINESS DISTRICT: TOWN CENTRE (see Proposals Map, Figure 5) AND THE DEVELOPMENT OF THE SUSTAINABLE URBAN EXTENSIONS.**
- **A COMPREHENSIVE PACKAGE OF MEASURES TO PROMOTE THE VITALITY OF THE TOWN CENTRE, ENHANCE LINKAGES AND IMPROVE TOWN CENTRE PARKING.**
- **IMPROVEMENTS TO PUBLIC TRANSPORT, CYCLING AND WALKING FACILITIES WITHIN THE TOWN (POLICY B4 REFERS).**
- **HEALTH PROVISION INCLUDING A NEW PRIMARY HEALTHCARE CENTRE AND A 60 BED UNIT FOR ELDERLY CARE.**
- **ENHANCED GREEN INFRASTRUCTURE NETWORKS AND PROTECTION OF THE VALUED NATURAL FEATURES OF THE TOWN.**

The Brackley East Sustainable Urban Extension

- 15.15 The Brackley East Sustainable Urban Extension (SUE) is located between the A43 and the existing urban edge. The site is divided into two distinct parts by Turweston Road.
- 15.16 The land to the north of Turweston Road is a greenfield site currently in agricultural use. It has the potential to be a key gateway site into Brackley from the north and the A43. South Northamptonshire Council has resolved to grant planning permission for a business park development on the site, subject to the completion of a legal agreement. It is expected that the development of this part of the site will therefore come forward in the first phase of the plan period.

- 15.17 Any subsequent changes to the design and layout of the existing proposal or any new proposal will need to consider the proximity of the A43 to the east which may require a landscape buffer to mitigate any noise impacts.
- 15.18 The land to the south of Turweston Road is predominantly greenfield with some previously developed land to the north of the site. Residential development is proposed on this part of the site and is expected to come forward in the third phase of the plan period i.e. 2021-26.
- 15.19 A designated County Wildlife Site is located to the south-west of the site and it is essential that an ecological assessment is undertaken prior to development on the site, to identify opportunities for ecological enhancement and mitigate any negative impacts. The site is located within the Great Ouse landscape character area which is considered to be of medium to high landscape sensitivity². It is important therefore that the layout and design of the development reflects the existing character, form and pattern of the landscape. The development should also contribute to the enhancement of local green infrastructure networks.

POLICY B2 – BRACKLEY EAST SUSTAINABLE URBAN EXTENSION

THE BOUNDARY OF THE BRACKLEY EAST SUSTAINABLE URBAN EXTENSION IS SHOWN ON THE PROPOSALS MAP (FIGURE 5). THE DEVELOPMENT WILL PROVIDE:

- **380 DWELLINGS;**
- **1000 JOBS;**
- **REALIGNMENT OF AND TRAFFIC CALMING TO TURWESTON ROAD;**
- **IMPROVED PUBLIC TRANSPORT PROVISION, INCLUDING TOWN AND INTRA-URBAN SERVICES;**
- **A MIX OF B1(A) OFFICE, B1(C) LIGHT INDUSTRIAL AND B8 STORAGE AND DISTRIBUTION. THE PROPORTION OF B8 FLOORSPACE SHALL NOT EXCEED 40% OF THE TOTAL FLOORSPACE;**
- **A LANDSCAPE BUFFER / NOISE MITIGATION TO THE A43;**
- **ECOLOGICAL ASSESSMENT OF THE SITE;**
- **HIGH QUALITY DESIGN AND LAYOUT WHICH RESPECTS THE CHARACTER OF THE GREAT OUSE LANDSCAPE CHARACTER AREA;**
- **THE ENHANCEMENT OF LOCAL GREEN INFRASTRUCTURE NETWORKS;**
- **AN INTEGRATED TRANSPORT NETWORK WITH SUSTAINABLE TRANSPORT MODES INCLUDING ACCESS TO BRACKLEY BUSINESS DISTRICT;**
- **SURFACE WATER MANAGEMENT AND FLOOD ATTENUATION SCHEMES;**
- **SAFE ROUTES FOR PEDESTRIANS AND CYCLISTS; AND**

² Quartet Design (2009) *Brackley Landscape Sensitivity and Green Infrastructure Study*.

- **FLOOD MITIGATION FROM ALL SOURCES.**

NECESSARY INFRASTRUCTURE IS REQUIRED TO BE PHASED ALONGSIDE THE DELIVERY OF THE DEVELOPMENT.

DEVELOPMENT PROPOSALS MUST BE ACCOMPANIED BY A MASTERPLAN.

The Brackley North Sustainable Urban Extension

- 15.20 The Brackley North SUE is bounded by the existing urban edge of Brackley to the south, by Halse Road to the west, and extends to the junction of Northampton Road and the A43 in the east. The site slopes down to the northern boundary which is defined by a stream corridor and an established hedgerow. Radstone Road and the route of the former Great Central Main Line run through the site in a north south direction.
- 15.21 The allocated site also includes the Brackley Sawmills site to the south. The inclusion of this site will enable a comprehensive approach to the development of this part of Brackley.
- 15.22 As a sustainable urban extension to Brackley the site will deliver a new neighbourhood of up to 1,380 dwellings, with strong links to the town centre and surrounding areas. The development will bring forward a new primary school, and new local centre, formal and informal open space and other infrastructure for the benefit of existing and future residents.
- 15.23 Development of the site is expected to take place across all three phases of the plan period.
- 15.24 Part of the Brackley North SUE is located in the Old Glebe landscape character area which is considered to be of high landscape sensitivity³. It is important therefore that the layout and design of the development reflects the existing character, form and pattern of the landscape. The development should also contribute to the enhancement of local green infrastructure networks.
- 15.25 The area known as Brackley North comprises a number of adjoining interrelated development sites, which will be considered in a comprehensive, integrated and planned way. A new access route to Northampton Road to connect the sites into a single area of development will be necessary.
- 15.26 To the north of the allocated site, the former railway corridor is designated as a Site of Special Scientific Interest (SSSI). The corridor extends south through the site and the design and layout of development will therefore need to maintain the integrity of this important green infrastructure corridor.

³ Quartet Design (2009) *Brackley Landscape Sensitivity and Green Infrastructure Study*

POLICY B3 – BRACKLEY NORTH SUSTAINABLE URBAN EXTENSION

THE BOUNDARY OF THE BRACKLEY NORTH SUSTAINABLE URBAN EXTENSION IS SHOWN ON THE PROPOSALS MAP (FIGURE 5). THE DEVELOPMENT WILL PROVIDE:

- **1380 DWELLINGS;**
- **NEW PRIMARY SCHOOL;**
- **HIGH QUALITY DESIGN AND LAYOUT WHICH RESPECTS THE CHARACTER OF THE OLD GLEBE LANDSCAPE CHARACTER AREA;**
- **THE ENHANCEMENT OF LOCAL GREEN INFRASTRUCTURE NETWORKS;**
- **DIRECT ROAD ACCESS BETWEEN NORTHAMPTON ROAD AND HALSE ROAD;**
- **A LOCAL CENTRE , COMPRISING RETAIL (UP TO 1000 SQM NET FLOORSPACE) AND COMMUNITY FACILITIES (UP TO 500 SQM NET FLOORSPACE);**
- **STRUCTURAL GREENSPACE AND WILDLIFE CORRIDORS AS SHOWN ON THE PROPOSALS MAP (FIGURE 5);**
- **AN INTEGRATED TRANSPORT NETWORK WITH SUSTAINABLE TRANSPORT MODES INCLUDING ACCESS TO BRACKLEY BUSINESS DISTRICT;**
- **SURFACE WATER MANAGEMENT AND FLOOD ATTENUATION SCHEMES;**
- **ENHANCED SPORT AND LEISURE PROVISION;**
- **SAFE ROUTES FOR PEDESTRIANS AND CYCLISTS; AND**
- **FLOOD MITIGATION FROM ALL SOURCES.**

NECESSARY INFRASTRUCTURE IS REQUIRED TO BE PHASED ALONGSIDE THE DELIVERY OF THE DEVELOPMENT.

DEVELOPMENT PROPOSALS MUST BE ACCOMPANIED BY A MASTERPLAN.

Brackley Transport Improvements

- 15.27 The transport improvements for Brackley will support the regeneration of the town centre, by improving the pedestrian and cycle links between the centre, the existing and proposed residential areas and further afield. Improvements will also be made to parking provision in the town centre, together with upgraded bus facilities and environmental improvements for pedestrians and cyclists.
- 15.28 Despite substantial development in recent years to the north and west of the town there has been a lack of investment in cycling infrastructure and the retail offer in the town centre has declined. The strategy will combat this lack of investment and improve the accessibility and attractiveness of the town

centre for local residents. Whilst accessibility to the town centre is a key priority it is acknowledged that many residents will still chose to work outside of the town. This will need to be carefully managed to avoid placing too much pressure on the A43, particularly where it joins the M40 in Oxfordshire. Proposed improvements to inter-urban bus services will provide a viable alternative to the private car for these journeys.

POLICY B4 – TRANSPORT IMPROVEMENTS FOR BRACKLEY

TO SUPPORT ACCESSIBILITY AND SUSTAINABLE TRANSPORT WITHIN BRACKLEY THE LOCAL AUTHORITIES WILL:

- **SUPPORT IMPROVEMENTS TO THE CONNECTIVITY OF BRACKLEY TO THE WIDER A43 NETWORK INCLUDING ENHANCED PUBLIC TRANSPORT CONNECTIONS WITH SILVERSTONE CIRCUIT;**
- **SECURE JUNCTION IMPROVEMENTS TO THE A43;**
- **SUPPORT IMPROVEMENTS TO THE CYCLING NETWORK WITHIN AND AROUND THE TOWN;**
- **PROMOTE WALKING AND CYCLING WITHIN THE TOWN AS AN ALTERNATIVE TO CAR JOURNEYS;**
- **ENSURE PARKING PROVISION MEETS THE NEEDS OF THE TOWN; AND**
- **IMPROVE BUS FACILITIES.**

16.0 Rural Areas

Introduction

- 16.1 Much of West Northamptonshire is rural in nature with a dispersed network of almost 190 villages and hamlets. The rural communities account for approximately one-third of West Northamptonshire's population. In Daventry and South Northamptonshire districts the percentage of people living in rural communities is as high as 75%. It is evident that the local communities value the quality of life offered by the rural areas, in particular the quality of the built and natural environments. For the purposes of this Section of the JCS the rural areas are defined as those areas outside the urban areas of Northampton, Daventry, Brackley and Towcester.
- 16.2 Whilst much of the JCS focuses, necessarily, on the challenges facing the growth and regeneration of urban areas, it also recognises that there are key issues in the rural areas which need to be addressed. This section of the JCS sets out the policies that apply specifically to the rural areas in West Northamptonshire.

Key Challenges Facing Rural Areas

- 16.3 The challenges facing rural areas have been well documented at national level¹. Key issues include the high levels of migration into rural areas, the higher costs of housing and lower than average wages and problems associated with the delivery of affordable housing.
- 16.4 The government has indicated that LDFs should enable housing development in rural areas and support sustainable economic growth in rural communities. A particular emphasis is placed on increasing housing supply especially affordable housing. There are early indications that the government is determined to ensure that neither people nor enterprise is priced out of the countryside. There is a clear commitment to ensure that local communities have more power to determine the type of development that is suitable for rural areas.
- 16.5 Many of the challenges identified at national level apply to the rural areas of West Northamptonshire. Both Daventry District and South Northamptonshire Councils have produced Sustainable Communities Strategies² for their administrative areas which identify the following key challenges facing rural areas:

¹ For example, Communities and Local Government (2008) *Living Working Countryside: The Taylor Review of Rural Economy and Affordable Housing*

² Daventry District Local Strategic Partnership; 2010. *Sustainable Communities Strategy for Daventry District 2010-2026*.

South Northamptonshire Local Strategic Partnership; 2010. *South Northamptonshire Sustainable Communities Strategy 2010-2015*.

- Access to services and facilities for the young, old and economically disadvantaged;
- The loss of basic services and employment opportunities in villages leading to the concern that they are becoming 'commuter dormitories';
- High property prices and the lack of affordable housing to meet local needs, which means that young people and families cannot afford to live in rural communities;
- The challenge of distance and isolation from key services such as health provision;
- The perception of anti-social behaviour and fear of crime;
- The need to improve the biodiversity and climate resilience of the landscape;
- Protecting the character of attractive villages, historic sites and unspoilt countryside; and
- Isolated pockets of deprivation compounded by issues such as the lack of public transport.

16.6 As part of the evidence base for this JCS a survey of the Needs and Aspirations of Rural Communities³ was undertaken, the findings of which have been used to inform the policy approach. The top three priorities for the rural areas were identified as being to meet communities' needs locally, to protect and enhance the environmental heritage and to protect and enhance the built environment. There was also some acknowledgment of the need to provide affordable housing and to support the rural economy. A constant theme is the need to ensure that the scale and nature of development in rural areas is consistent with local needs.

16.7 If one issue stands out above all others in rural areas it is accessibility to services and facilities. In the Needs and Aspirations Survey the lack of services and the loss of services in rural areas was the greatest concern identified by communities when asked about their perception of the area. Not surprisingly in terms of attitudes to development there is considerable support where this would help to sustain and improve local services.

Settlement Hierarchy Framework

16.8 This JCS recognises that there is a need for development in the rural area, but aims to ensure that the scale of this development is consistent with the objective of meeting local needs and supporting local services. To this end the overall housing provision set out in the Spatial Strategy in Section 5 of this plan includes an allowance for development in the rural areas. This section provides for a rural settlement hierarchy which will enable the provision of new homes, jobs and services needed in rural areas, whilst ensuring that new development is focussed in sustainable settlements and protecting the overall rural character of the area.

³ West Northamptonshire Joint Planning Unit (2008) – *Village Services Questionnaire*

- 16.9 The allocation of settlements within the hierarchy (“the detailed hierarchy”) will be undertaken through Development Plan Documents (DPDs) which will be prepared for the rural areas within Daventry and South Northamptonshire districts. This approach provides some flexibility for the hierarchy within each area to be tailored to reflect specific local circumstances. These DPDs will consider the need for specific site allocations and also determine whether boundaries showing the village confines should be defined. In those cases where boundaries are defined they will be shown on the Proposals Map.
- 16.10 The hierarchy will be based on a robust analysis of village services and facilities. This will include an assessment of the following services and facilities:
- a) **Most Important Services and Facilities:** Secondary School, Primary School, GP Surgery, General Food Store, Post Office, Village Hall/ Community Centre, and Public Transport (quality of service).
 - b) **Important Facilities and Services:** Other Shops/ Takeaways, Local Employment Provision, Libraries/ Outreach Centres and Pre-school Provision.
 - c) **Other Facilities:** Play Area, Sports Ground and Allotments.
- 16.11 As part of the evidence base for this JCS an analysis of all the villages in the Plan area has been carried out. The full results of this analysis and the methodology used are set out in the technical paper⁴.
- 16.12 This analysis will be kept up to date as part of annual monitoring and will inform the detailed hierarchy to be prepared for the rural areas, together with any particular local constraints and opportunities.
- 16.13 The rural hierarchy will have the following three categories:
- a) **Primary Service Villages** – Have the highest level of services and facilities within the rural area to meet the day to day needs of residents including those from surrounding settlements. These settlements are the most appropriate for accommodating local housing and employment needs and would be the focus for service provision in the rural areas;
 - b) **Secondary Service Villages** – These settlements have a more limited range of services, but still provide scope to meet some local needs for housing, employment and service provision;
 - c) **Other villages** – These villages have an even more limited range of services and are more reliant on the services of larger centres for day to day needs. The scope for development within these villages is likely to be limited to windfall infill development, although some housing to provide for local needs may be suitable.

⁴ West Northamptonshire Joint Planning Unit (2010) *Village Services and Facilities – Technical Paper*

- 16.14 Beyond villages specified in the above categories there will be settlements which are very small and with few or no services and facilities. Development in these villages will be strictly controlled to affordable housing schemes that are required to meet identified local needs.
- 16.15 The scale of development which will be appropriate in each village will vary having regard to the position in the hierarchy. Policy R1 sets out the scale of development that will be acceptable in each category of settlement. This level of development will be measured as the percentage increase from the existing dwelling stock as at the base date of 2006. This will ensure that the scale of development is proportionate to the scale of each village within the hierarchy. Once a particular settlement has reached the upper limit of the scale then further developments will be resisted unless exceptional circumstances can be demonstrated as specified in Policy R1 below.
- 16.16 Particular emphasis is given to the role of local communities in identifying and meeting their own needs for development. Documents such as Parish Plans provide an appropriate mechanism whereby local communities can identify the vision for the future of their village and what is needed to deliver it. Provided that they follow the requirements for Supplementary Planning Documents, the planning elements of Parish Plans can be adopted and used as material considerations in planning decisions. The local authorities will encourage and support the preparation of Parish Plans (or their equivalents) by local communities. It is particularly important that these documents fairly reflect the views of the whole community and are also based on robust evidence of need.

POLICY R1 – SPATIAL STRATEGY FOR THE RURAL AREAS

DEVELOPMENT WITHIN THE RURAL AREAS WILL BE GUIDED BY A RURAL SETTLEMENT HIERARCHY THAT WILL COMPRISE THE FOLLOWING CATEGORIES:

- **PRIMARY SERVICE VILLAGES;**
- **SECONDARY SERVICE VILLAGES; AND**
- **OTHER VILLAGES**

THE RURAL HIERARCHY WILL:

- **ENABLE SMALL SCALE HOUSING AND EMPLOYMENT WHERE THIS MEETS LOCAL NEEDS AND/ OR SUPPORTS LOCAL SERVICES;**
- **SUPPORT THE RETENTION AND PROVISION OF LOCAL SERVICES AND FACILITIES IN RURAL COMMUNITIES;**
- **SUSTAIN THE RURAL ECONOMY BY RETAINING EXISTING EMPLOYMENT SITES WHERE POSSIBLE, BY ENABLING SMALL SCALE ECONOMIC DEVELOPMENT, INCLUDING TOURISM, THROUGH RURAL DIVERSIFICATION AND BY SUPPORTING APPROPRIATE AGRICULTURAL AND FORESTRY DEVELOPMENT;**

- **PROTECT AND ENHANCE THE CHARACTER AND QUALITY OF THE RURAL AREA'S HISTORIC BUILDINGS AND AREAS OF HISTORIC OR ENVIRONMENTAL IMPORTANCE; AND**
- **ENABLE LOCAL COMMUNITIES TO IDENTIFY AND MEET THEIR OWN LOCAL NEEDS.**

IN REFINING AND DETERMINING THE DETAILED HIERARCHY EACH DISTRICT COUNCIL WILL TAKE THE FOLLOWING FACTORS INTO ACCOUNT:

- a) THE PRESENCE OF SERVICES AND FACILITIES TO MEET THE DAY TO DAY NEEDS OF RESIDENTS, INCLUDING THOSE FROM SURROUNDING SETTLEMENTS;**
- b) OPPORTUNITIES TO IMPROVE SERVICE PROVISION AND ENHANCE THE SUSTAINABILITY OF SETTLEMENTS;**
- c) ACCESSIBILITY, PARTICULARLY BY PUBLIC TRANSPORT, TO THE MAIN TOWNS;**
- d) EVIDENCE OF LOCAL NEEDS FOR HOUSING, EMPLOYMENT AND SERVICES; AND**
- e) THE SUITABILITY OF SETTLEMENTS TO ACCOMMODATE DEVELOPMENT IN TERMS OF ENVIRONMENTAL, INFRASTRUCTURE AND OTHER CONSTRAINTS.**

WITHIN EACH CATEGORY OF VILLAGE THE FOLLOWING OVERALL SCALE OF RESIDENTIAL DEVELOPMENT OVER THE BASE DATE POSITION WILL BE APPROPRIATE:

- **PRIMARY SERVICE VILLAGES = MODERATE SCALE – 10% - 12% OF THE EXISTING DWELLING STOCK**
- **SECONDARY SERVICE VILLAGES = SMALL SCALE – 5-7% OF EXISTING DWELLING STOCK**
- **OTHER VILLAGES – SMALL SCALE INFILL – UP TO 5 DWELLINGS**

ONCE A PARTICULAR SETTLEMENT HAS REACHED THE UPPER LIMIT OF THE SCALE SPECIFIED ABOVE FURTHER HOUSING DEVELOPMENT WILL ONLY BE PERMITTED WHERE IT CAN BE DEMONSTRATED THAT IT:

- **WOULD RESULT IN ENVIRONMENTAL IMPROVEMENTS ON A SITE INCLUDING FOR EXAMPLE THE RE-USE OF PREVIOUSLY DEVELOPED LAND AND BEST PRACTICE IN DESIGN ; OR**
- **IS REQUIRED TO SUPPORT THE RETENTION OF OR IMPROVEMENT TO ESSENTIAL LOCAL SERVICES THAT MAY BE UNDER THREAT (IN PARTICULAR THE LOCAL PRIMARY SCHOOL OR PRIMARY HEALTH SERVICES) ; AND**

- **HAS BEEN INFORMED BY A COMMUNITY INVOLVEMENT EXERCISE⁵ PRIOR TO THE SUBMISSION OF A PLANNING APPLICATION.**

UNTIL THE NAMED RURAL SETTLEMENT HIERARCHY HAS BEEN DEFINED WITHIN FUTURE DEVELOPMENT PLAN DOCUMENTS PREPARED BY INDIVIDUAL LOCAL PLANNING AUTHORITIES IN CONSULTATION WITH LOCAL COMMUNITIES THE EXISTING SAVED LOCAL PLAN POLICIES FOR DAVENTRY DISTRICT AND SOUTH NORTHAMPTONSHIRE WILL APPLY.

Supporting the Rural Economy

- 16.17 Whilst the majority of economic activity will be focussed in sustainable urban areas and at strategic sites such as the Daventry International Rail Freight Terminal (DIRFT), rural areas play an important role in the economy of West Northamptonshire. Evidence indicates that rural areas are attractive to new employers and business start-up rates are often higher than in urban areas. Providing new employment opportunities in the rural areas can help combat the decline of traditional rural employment and address the issue of increased out-commuting. Strategies adopted by both Daventry District Council and South Northamptonshire Council seek to strengthen the rural economy and support the vitality of villages.⁶ The challenge which Policy R2 below addresses is to ensure the economic sustainability of rural communities, whilst addressing any potential environmental consequences.
- 16.18 Agriculture, horticulture and forestry have an important and varied role in supporting the rural economy, including the maintenance and management of the countryside and most valued landscapes. If the price of agricultural commodities continues at the present level then the decline of new investment in agriculture may well be reversed. The agricultural sector is an essential part of the local economy and it is important that farming and farmers are encouraged to be more competitive and more sustainable in order to adapt to changing markets and to comply with new legislation and guidance. It is also important to encourage diversification into new agricultural and commercial ventures in order to ensure a farm's viability and to maximise opportunities to strengthen the rural economy, while maintaining the character of the rural landscape.

⁵ Further guidance on community involvement exercises can be found in the adopted Statements of Community Involvement for Daventry District and South Northamptonshire.

⁶ Daventry District Local Strategic Partnership; 2010. *Sustainable Communities Strategy for Daventry District 2010-2026*.

South Northamptonshire Council; 2010. *South Northamptonshire Economic Development Strategy 2010-2014*.

POLICY R2 – RURAL ECONOMY

PROPOSALS WHICH SUSTAIN THE RURAL ECONOMY BY CREATING OR SAFEGUARDING JOBS AND BUSINESSES WILL BE SUPPORTED WHERE THEY ARE OF AN APPROPRIATE SCALE FOR THEIR LOCATION, RESPECT THE ENVIRONMENTAL QUALITY AND CHARACTER OF THE RURAL AREA AND PROTECT THE BEST AND MOST VERSATILE AGRICULTURAL LAND. THE FOLLOWING TYPES OF DEVELOPMENT ARE CONSIDERED TO BE ACCEPTABLE:

- 1. THE RE-USE OF RURAL BUILDINGS;**
- 2. SCHEMES FOR FARM DIVERSIFICATION INVOLVING SMALL-SCALE BUSINESS AND COMMERCIAL DEVELOPMENT THAT CONTRIBUTE TO THE OPERATION AND VIABILITY OF THE FARM HOLDING;**
- 3. SMALL-SCALE TOURISM PROPOSALS, INCLUDING VISITOR ACCOMMODATION;**
- 4. PROPOSALS THAT RECOGNISE THE ECONOMIC BENEFITS OF THE NATURAL AND HISTORIC ENVIRONMENT AS AN ASSET TO BE VALUED, CONSERVED AND ENHANCED;**
- 5. THE EXPANSION OF BUSINESSES IN THEIR EXISTING LOCATIONS, DEPENDENT UPON THE NATURE OF THE ACTIVITIES INVOLVED, THE CHARACTER OF THE SITE AND ITS ACCESSIBILITY; AND**
- 6. SMALL SCALE EMPLOYMENT DEVELOPMENT TO MEET LOCAL NEEDS.**
- 7. THE USE OF LAND FOR AGRICULTURE, FORESTRY AND EQUESTRIAN ACTIVITY.**

Improving Accessibility in Rural Areas

- 16.19 Accessibility to jobs and services is a key issue facing the rural areas of West Northamptonshire. Transport is essential for most rural residents to access the services and facilities they need. Policy R3 promotes a transport strategy for the rural areas which seeks to improve the connectivity of villages with local service centres.
- 16.20 Increased congestion on inter-urban routes can have knock-on impacts for villages and the rural areas. Some of the highest traffic growth in recent years has been on routes in rural areas; this can have a detrimental impact for villages where traffic uses unsuitable routes. Traditional management, such as signing and bollards, may detract from the over-all character of the village and therefore different approaches for restricting traffic will be required.

- 16.21 Residents without access to a car in the rural areas are likely to be more isolated than those within urban areas, where there are more services. Measures will need to be implemented to ensure that residents can access services such as health, food shopping and education. Lack of access to private car has also been cited as a reason for the limited opportunities for young people to find employment in rural areas.
- 16.22 Whilst public transport is important, for many in rural areas the private car remains the only realistic transport choice for residents. Notwithstanding this car dependency there are still opportunities to improve rural transport services, for example through “demand” operated services that are available to all.
- 16.23 Rural transport issues will be reviewed as part of the preparation of Northamptonshire’s Third Local Transport Plan and in any subsequent reviews of that document.

POLICY R3 – A TRANSPORT STRATEGY FOR THE RURAL AREAS

IMPROVED ACCESSIBILITY AND SUSTAINABLE TRANSPORT WITHIN RURAL AREAS AND THE AVOIDANCE OF CONGESTION AND ‘RAT RUNNING’ WILL BE SECURED BY:

- **SUPPORTING IMPROVED PUBLIC TRANSPORT CONNECTIONS BETWEEN VILLAGES AND HAMLETS AND THEIR NEAREST SERVICES;**
- **SUPPORTING IMPROVEMENTS TO THE CYCLING NETWORK BETWEEN VILLAGES AND THEIR NEAREST SERVICE CENTRE; AND**
- **REVIEWING WALKING CONNECTIONS WITHIN VILLAGES TO IDENTIFY SPECIFIC IMPROVEMENTS REQUIRED ENSURING THE SAFETY OF PEDESTRIANS.**

17.0 Monitoring and Implementation Framework

Introduction to Monitoring and Implementation

- 17.1 There will be many different organisations responsible for implementing and monitoring the success of the policies contained within the JCS, both from the public sector, for example the Borough and District Councils, Northamptonshire County Council, the West Northamptonshire Development Corporation or the departments and agencies of Central Government, for example the Highways Agency, in addition to the private sector, such as developers or businesses. It is only by working together in a co-ordinated way that the vision for the area can be met.
- 17.2 This section deals with how the strategy will be delivered, including the delivery of infrastructure, how our policies will be monitored and finally the expected delivery rates of new homes, jobs and infrastructure referred to as trajectories. It is one of the most important aspects of the whole plan as it sets out how the overall strategy outlined in the first section of the plan and the Places sections will be delivered, by who and when.

Infrastructure

- 17.3 The co-ordination and delivery of necessary infrastructure alongside (and sometimes in advance of) development is crucial to achieving attractive and sustainable places where people want to live. In the recent past, West Northamptonshire has suffered as some aspects of infrastructure have not kept pace with the rate of development that we have experienced.
- 17.4 Section 11 of this Plan deals with the delivery of infrastructure including how this will be funded and when delivery is required. The key mechanism for monitoring and reviewing the infrastructure needs of the JCS is the Infrastructure Delivery Plan (IDP).
- 17.5 The IDP will be monitored as part of the JCS. The improvements programmed in the IDP, and their required phasing to support development, are essential to ensure the objectives of the JCS are achieved. It is important that projects highlighted are committed and delivered as planned to sustainably bring forward residential and commercial sites. This will ensure key social, economic and environmental requirements are met through development. Output indicators have been included in the monitoring framework of the JCS to highlight progress in funding and delivering essential projects i.e. road improvement schemes and open space provision.

Funding and Delivery

- 17.6 Public funding in the near future is likely to be limited. This Plan has been produced to ensure that we can meet the needs of present communities without placing an unacceptable burden on our existing infrastructure. However, this does not mean that we can simply do nothing. We must work together with the delivery agencies, as identified in the delivery plan, to find innovative ways of

funding our necessary infrastructure or changing the way we use existing infrastructure to ensure that it continues to meet our needs. An example of this is the approach to transport as outlined within the Spatial Strategy.

- 17.7 In addition to public funds, developers contributions will be sought to deliver the essential infrastructure required to support new development. Section 11 of this JCS sets out the approach to developer contributions including the proposed Community Infrastructure Levy and Planning Obligations.

Monitoring the Plan

- 17.8 Monitoring will measure the effectiveness of the JCS in achieving the spatial vision and objectives. In line with government guidance, “a systematic and dynamic monitoring system will help authorities understand the wider social, environmental and economic issues affecting their areas and the key drivers of spatial change.” This is essential to ensure we pick up and record key outputs such as the amount of new houses being built, as these were shown to be highly sensitive in the recent downturn. These events can necessitate the future review of policies in the JCS.
- 17.9 A Monitoring Framework has been developed that can record and assess the implementation of JCS policies. This uses a series of indicators to show the outputs and wider outcomes of development and how the area is changing over the plan period. It is important to check that the JCS is not only delivering the amount of development and infrastructure set out in the plan, but also that all the plan objectives are being achieved in tandem to support the overall Vision of the Strategy. Different types and sources of indicators will be needed to cover the full monitoring framework. These include:
- a. **National Core Output Indicators** – A statutory set of indicators required nationally from all Authorities reporting key outputs in residential, commercial and environmental development. This includes monitoring the housing trajectory.
 - b. **Local Output Indicators** – These have been developed locally to record against specific targets set in Joint Core Strategy Policies. These cover matters like creating more open space or meeting design standards.
 - c. **Contextual Indicators** – These are often from secondary data sources like the Office for National Statistics. They show key features in West Northamptonshire like population and income, and how these change over time.
 - d. **Significant Effects Indicators** – These come from the objectives in the Sustainability Appraisal. They check the effects of policies designed to meet these objectives, and whether the effects on the area are as intended (bringing a positive change). Some of these are already developed by the other indicator types recorded. Those

indicators that measure significant effects will be identified and monitored in the Annual Monitoring Report.

- 17.10 Many of the indicators needed to monitor JCS Policies are important characteristics already picked up by our Partners and key organisations. For example, the Local Transport Plan has a monitoring framework which deals with access to public transport from new development. Where indicators are shared, this has been highlighted. Comprehensive data sharing arrangements will support the delivery of the monitoring framework and prevent duplication of data collection, following the COUNT (Count Once Use Numerous Times) approach approved in government guidance.
- 17.11 The policies contained in the JCS aim to deliver the objectives and overall vision of the plan. It is important that each policy can follow clear and consistent targets about what it should deliver. The Monitoring Framework sets out the “SMART” targets developed for each policy. These aim to show that the impact of the policy is:
- Specific
 - Measureable
 - Achievable
 - Realistic
 - Time bound
- 17.12 In addition to reporting the indicators outlined above the Annual Monitoring Report will also help provide updates to the evidence-base that the JCS is based upon. Planning application information will be updated against lists of potential development sites in documents such as the Strategic Housing Land Availability Assessment (SHLAA) or the West Northamptonshire Employment Land Study (WNELS). These updates will help to establish how the supply of deliverable sites is evolving and whether certain locations are still sustainable. This evidence will remain crucial in recording the implementation of JCS policies and also highlighting where review is necessary.
- 17.13 The monitoring of the plan and monitoring framework will be reported annually in the Joint Annual Monitoring Report (AMR). This report will cover all the indicators required in the monitoring framework as well as additional contextual indicators to provide a full portrait of West Northamptonshire. In addition, the AMR will allow the Joint Planning Unit and Partner Authorities to provide an update on the development and review of documents in the LDF. The Partner Authorities of Daventry, Northampton Borough and South Northamptonshire Councils will also be able to add their own local information, including indicators for their own Development Plan Documents or updates on Sustainable Communities Strategies or Masterplans.
- 17.14 As well as reporting the Monitoring Framework, the AMR will identify where policies need to be amended or replaced, allowing the LDF to undergo review and alteration as necessary. This may be necessary if policies are having unintended consequences or if aspects of the plan need to be reviewed in light of changing circumstances or national guidance - for example under financial constraints or perhaps the development of High Speed Rail 2.

- 17.15 The tables set out in Appendix 6 provide the following information in respect of each of the objectives in the JCS:
- The indicator - what we are measuring;
 - Who is responsible for delivery;
 - The target - what is to be achieved and by when; and
 - The source - i.e. if it is local or national.

Housing Trajectory

- 17.16 The delivery of housing proposed in the joint Core Strategy will be monitored against the housing trajectory set out in Appendix 3. Further information regarding the trajectory is set out in Section 5, the Spatial Strategy, of this plan.

18.0 Appendices

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Appendix 1: Plans and Other Strategies Taken into Account in the Preparation of the Joint Core Strategy

International

- Directive 92/43/EEC - Habitats Directive
- Directive 2000/60/ EEC - Water Framework Directive

National

- Anglian Water Draft Water Resource Management Plan (2008)
- Anglian Water Final Business Plan (2009)
- Association of Chief Police Officers Strategic Growth Toolkit (2010)
- Codes for Sustainable Homes- Setting the New Standard for New Homes- DCLG (2008)
- Face to Face Side by Side, A Framework for Partnership in Our Multi Faith Society- CLG (2008)
- Good Practice Guide on Planning for Tourism (May 2006)
- Indices of Multiple Deprivation - DCLG (2007)
- Lifetime Homes Standard - Joseph Rowntree Foundation (2006)
- Matthew Taylor Review on Rural Economy & Affordable Housing (2008)
- National Grid 10 Year Statement (2008)
- Planning Policy Statement 1: Delivering Sustainable Development (February 2005)
- Planning Policy Statement 1 Supplement: Planning and Climate Change (December 2007)
- Planning Policy Statement 3: Housing (June 2010)
- Planning Policy Statement 4: Planning For Sustainable Economic Growth (December 2009)
- Planning Policy Statement 5; Planning For the Historic Environment (March 2010)
- Planning Policy Statement 7: Sustainable Development in Rural Areas (August 2004)
- Planning Policy Guidance Note 8: Telecommunications (August 2001)
- Planning Policy Statement 9: Biodiversity and Geological Conservation (2005)
- Planning Policy Statement 10: Planning for Sustainable Waste Management (July 2005)
- Planning Policy Statement 12: Local Spatial Planning (June 2008)
- Planning Policy Guidance Note 13: Transport (March 2001) and update (January 2011))
- Planning Policy Guidance Note 17: Planning for Open Space, Sport and Recreation (July 2002)
- Planning Policy Statement 22: Renewable Energy (August 2004)

- Planning Policy Statement 23: Planning and Pollution Control (November 2004)
- Planning Policy Guidance Note 24: Planning and Noise (October 1994)
- Planning Policy Statement 25: Development and Flood Risk (March 2010)
- Planning Tomorrow's Countryside – Natural England (2000)
- Rural Strategy- DEFRA (2004)
- Safer Places - ODPM (April 2004)
- Secured by Design - Association of Chief Police Officers (2008)
- Securing the Future: UK Sustainable Development Strategy (2005)
- Sustainable Communities Plan – DCLG (2003)
- The State of the Natural Environment – Natural England (2008)
- UK Biodiversity Action Plan (1994)
- UK Renewable Energy Strategy - DECC (2009)
- Youth Matters - Department for Skills and Education (2005)

Regional

- A Flourishing Region: Regional Economic Strategy for the East Midlands 2006-2020 (2006)
- East Midlands Cultural Strategy - Culture East Midlands (2001)
- East Midlands Integrated Regional Strategy (2005)
- East Midlands Regional Employment Land Priorities Study - EMDA (2003)
- East Midlands Regional Environment Strategy (2003)
- East Midlands Regional Freight Study (2005)
- East Midlands Regional Housing Strategy (2005)
- East Midlands Regional Plan (March 2009)
- East Midlands Regional Town Centres Study (March 2003)
- East Midlands Regional Transport Strategy (2005)
- East Midlands Rural Action Plan (2007-2013)
- East Midlands Tourism Strategy (2003-2010)
- East Midlands Urban Action Plan (2005-2011)
- Information and Communications Technology (ICT) Toolkit, produced by Analysys Mason Group - EMDA (2006)
- Milton Keynes and South Midlands Sub-Regional Strategy (March 2005)
- Quality of Employment Land Study (2002)

Local

- Daventry District Local Plan (June 1997) and Saved Policies (Sept 2007)
- Daventry District Sustainable Community Strategy (2010-2026)
- NHS Northamptonshire CIAMS (2010-2015)
- Northampton Borough Local Plan (June 1997) and Saved Policies (Sept 2007)

- Northampton General Hospital Integrated Business Plan - Northampton General Hospital NHS Trust (2008)
- Northampton Sustainable Community Strategy (2008-2011)
- Northamptonshire Arc – Northamptonshire County Council (2010)
- Northamptonshire Biodiversity Action Plan (2008)
- Northamptonshire Joint Strategic Needs Assessment - Northamptonshire County Council & Northamptonshire PCT (2008)
- Northamptonshire Local Transport Plan (2006-2011)
- Northamptonshire Transport Strategy for Growth (2006)
- Northamptonshire Minerals and Waste Local Development Framework
- Northamptonshire School Organisation: Consultation on Key Principles, Area Analyses and Pupil Projections - Northamptonshire County Council
- Planning out Crime in Northamptonshire Supplementary Planning Guidance - Northamptonshire County Council et al (2004)
- South Northamptonshire Local Plan (Oct 1997) and Saved Policies (Sept 2007)
- South Northamptonshire Sustainable Community Strategy (2010-2015)
- Sustainable Communities Strategy for Northamptonshire (2008)
- The Strategic Plan, 2009 -2014 Five Year Strategy- NHS Northamptonshire (2008)

Appendix 2 West Northamptonshire Pre-Submission Joint Core Strategy Evidence Base

Evidence		
Document	Status	Date
General		
West Northamptonshire Joint Core Strategy Sustainability Appraisal Scoping Report	Complete	2006
Northampton Longer Term Growth Options Study	Complete	2007
West Northamptonshire Joint Core Strategy Issues and Options Sustainability Appraisal Report	Complete	2007
WNDC Planning Obligations Strategy and Technical Report	Complete	2008
West Northamptonshire Joint Core Strategy Draft Sustainability Appraisal Report	Complete	2009
West Northamptonshire Joint Core Strategy Draft Appropriate Assessment Report	Complete	2009
A Cultural Investment Plan for West Northamptonshire	Complete	2009
West Northamptonshire Annual Monitoring Report 2009/10	Submitted	2010
West Northamptonshire Pre-Submission Joint Core Strategy Sustainability Appraisal	Complete	2011
West Northamptonshire Pre Submission Joint Core Strategy Appropriate Assessment	Complete	2011
Transport Related		
Northamptonshire Guidance on Creating Lasting Modal Shift (Appendix to Transport Strategy for Growth)	Complete	2006
Northamptonshire Walking Development Plan	Complete	2010
Highways Agency A45/ M1 Corridor Study	In Progress	2011
Employment Related		
A Technology Realm for Northamptonshire	Complete	2006
West Northamptonshire Employment Land Study (WNELS)	Complete	2010
Housing Related		
West Northamptonshire Strategic Housing Market Assessment Review (SHMA)	Complete	2010
West Northamptonshire Strategic Housing Land Availability Assessment (SHLAA)	In Progress	Due 2011
Northamptonshire Gypsy and Travellers' Accommodation and Needs Assessment (GTAA)	Complete	2008
Built and Natural Environment Related		
Northamptonshire Environmental Character and Green Infrastructure Suite (version 2.2)	Complete	2006
Towcester and Brackley Green Infrastructure and Environmental Sensitivity Study	Complete	2009
Northampton Landscape Sensitivity and Green Infrastructure Study	Complete	2009
West Northamptonshire Emergent Joint Core Strategy (Consultation Draft) Sustainability Appraisal	Complete	2009
West Northamptonshire Emergent Joint Core Strategy (Consultation Draft) Appropriate Assessment	Complete	2009
West Northamptonshire Strategic Flood Risk Assessment Level 1	Complete	2009
West Northamptonshire (Daventry and South Northamptonshire) Strategic Flood Risk Assessment Level 2	Complete	2009

West Northamptonshire Water Cycle Strategy (Phase 1 - Outline Study)	Complete	2009
Northampton Strategic Flood Risk Assessment Level 2-Living Document	Complete	2010
West Northamptonshire Water Cycle Strategy (Phase 2 - Detailed Study)	In Progress	Due 2011
Infrastructure Related		
WNDC Daventry Infrastructure Studies	Complete	2009
West Northamptonshire Infrastructure Delivery Plan	In Progress	Due 2011
Leisure and Retail Related		
Sports Facilities Strategy for West Northamptonshire	Complete	2009
West Northamptonshire Retail Study	Complete	2009
West Northamptonshire Retail Study Update	In Progress	Due Feb 2011
Daventry District Council		
General		
Daventry Town Centre Vision to 2021	Complete	2004
Daventry Urban Capacity Study	Complete	2005
Daventry Strategic Development Options Study	Complete	2005
Daventry Masterplan Interim Draft	Complete	2006
Daventry District Council Annual Monitoring Report 2004/05	Complete	2005
Daventry District Council Annual Monitoring Report 2005/06	Complete	2006
Daventry District Council Annual Monitoring Report 2006/07	Complete	2007
Daventry District Council Annual Monitoring Report 2007/08	Complete	2008
Daventry Town Design Statement	Complete	2008
Norton Village Design Statement	Complete	2008
Daventry Infrastructure Studies	Complete	2009
Transport Related		
Daventry to Northampton A45 Corridor Study	In Progress	Due March 2011
Daventry Cycling Development Plan	Complete	2010
Daventry Bus Development Plan	Complete	2010
Employment Related		
Daventry International Rail Freight Terminal (DIRFT) Expansion Design Guide SPG	Complete	2005
Housing Related		
Daventry Design Codes	Complete	2005
Daventry Housing Needs Survey	Complete	2006
Built and Natural Environment Related		
Daventry Open Space, Sport and Recreation Facilities Strategy	Complete	2009
Daventry Reservoir Conservation Area Management Plan and Appraisal	Complete	2009
Northampton Borough Council		
General		
Northampton Urban Capacity Study	Complete	2003
South West District, Northampton, Strategic Planning Review	Complete	2004
Northampton Annual Monitoring Report 2004/05	Complete	2005
Northampton Annual Monitoring Report 2005/06	Complete	2006
Northampton Annual Monitoring Report 2006/07	Complete	2007
Northampton Annual Monitoring Report 2007/08	Complete	2008
Transport Related		
Northampton Multi Modal Study	Complete	2003
Northampton Central Area Design, Development and Movement Framework	Complete	2006

Northampton Cycling Development Plan	Complete	2010
Northampton Bus Development Plan	Complete	2010
Northampton Multi Modal Study Update (Pre-Submission Joint Core Strategy)	In Progress	Due February 2011
Employment Related		
Northampton Employment Land Study	Complete	2006
Housing Related		
Northampton Retail Strategy	Complete	2008
Northampton Housing Strategy 2006 – 2011	Complete	2006
Northampton Housing Needs Survey	Complete	2006
Northampton Housing Needs Survey Update	Complete	2008
Northampton Five Year Housing Land Supply Assessment	Complete	2009
Leisure Related		
Northampton Playing Pitch Strategy	Complete	2005
Northampton Open Space, Sport and Recreation Assessment and Needs Audit	Complete	2006
Northampton Allotments Strategy	Complete	2007
Northampton Borough Council (Interim) Cultural Strategy 2008 – 2013	Complete	2008
South Northamptonshire Council		
General		
Towcester and Brackley Urban Capacity Study	Complete	2005
South Northamptonshire Annual Monitoring Report 2004/05	Complete	2005
South Northamptonshire Annual Monitoring Report 2005/06	Complete	2006
South Northamptonshire Annual Monitoring Report 2006/07	Complete	2007
South Northamptonshire Annual Monitoring Report 2007/08	Complete	2008
Parish Plans	Complete	Various
Towcester Masterplan	Complete	2010
Brackley Masterplan	Complete	2010
Roads Masterplan	Complete	2010
Transport Related		
South Northamptonshire Transport Strategy & Associated Action Plan	Complete	2010
Towcester Bus Development Plan	Complete	2010
Towcester Cycling Development Plan	Complete	2010
Brackley Cycling Development Plan	Complete	2010
Towcester Transport Study	In Progress	Due March 2011
Employment Related		
Approved Development Brief - Silverstone Circuit Masterplan	Complete	2009
Housing Related		
Five Year Housing Land Supply Assessment	Complete	2008
Housing Growth Report 2008	Complete	2008
Interim Rural Housing Policy	Complete	2010
Leisure Related		
Open Space Strategy (2007– 2021)	Complete	2007
Playing Pitch Strategy	Complete	2007
South Northamptonshire Leisure Study	Complete	2010

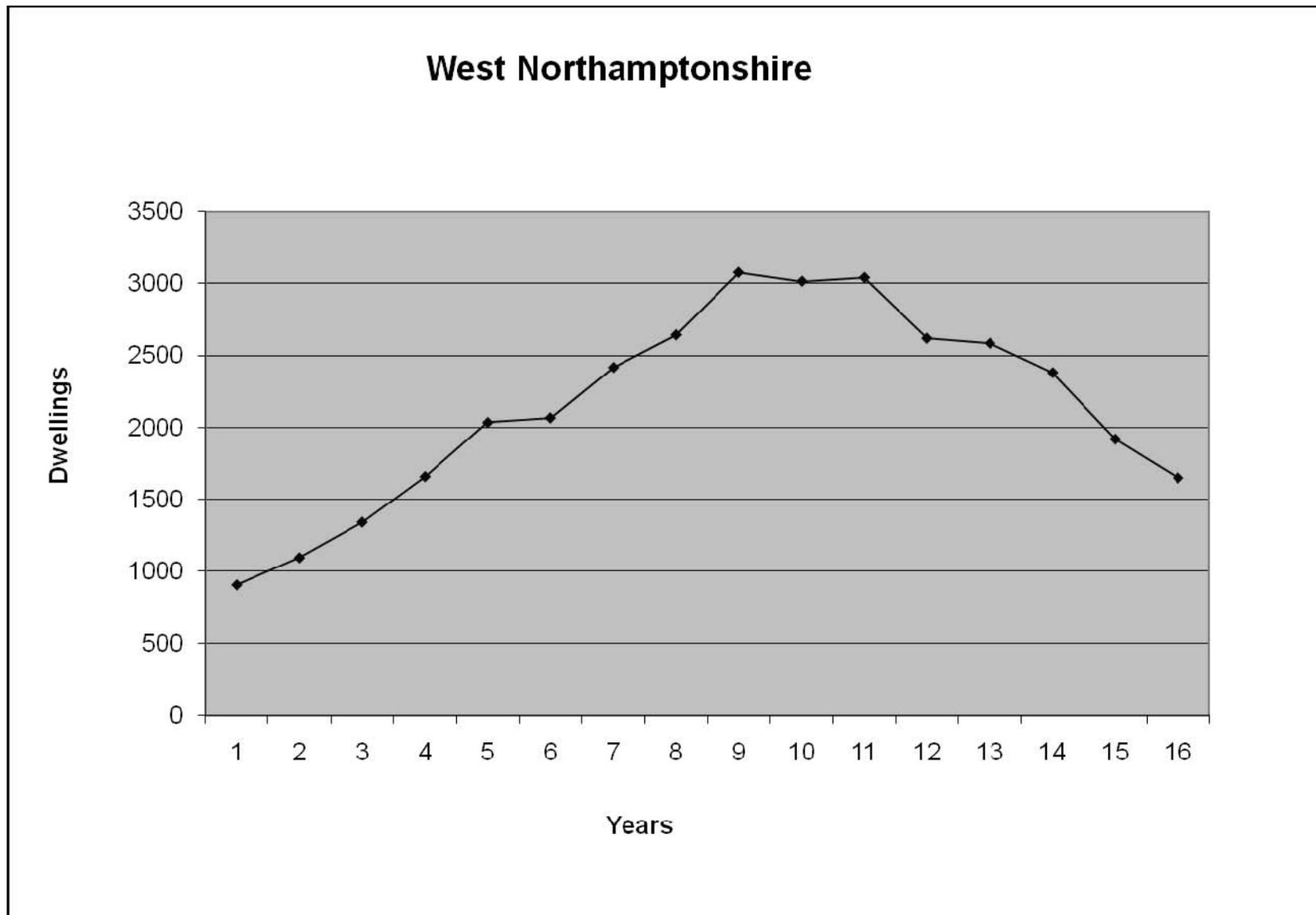
Appendix 3 – West Northamptonshire Housing Trajectory**Actual Completions 2001/02 - 2009/10**

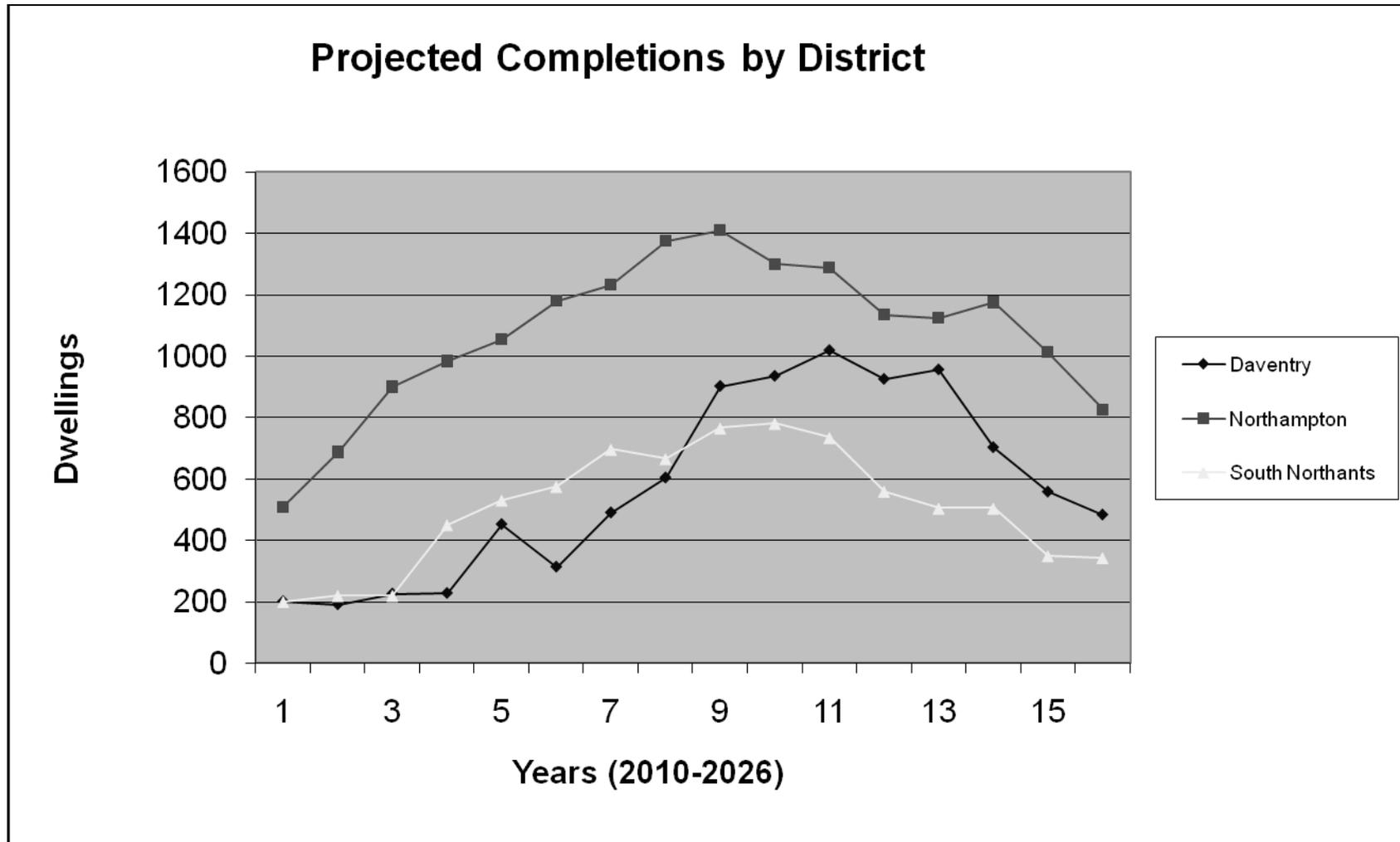
	2001/ 2002	2002/ 2003	2003/ 2004	2004/ 2005	2005/ 2006	2006/ 2007	2007/ 2008	2008/ 2009	2009/ 2010	Total Completions
DDC	417	435	266	247	360	295	319	183	174	2696
NBC	935	581	753	1353	1554	1802	983	707	360	9028
SNC	647	993	432	595	310	257	248	219	258	3959
WN Total	1999	2009	1451	2195	2224	2354	1550	1109	792	15683

Projected Completions Trajectory

	Completions																
	2010/ 2011	2011/ 2012	2012/ 2013	2013/ 2014	2014/ 2015	2015/ 2016	2016/ 2017	2017/ 2018	2018/ 2019	2019/ 2020	2020/ 2021	2021/ 2022	2022/ 2023	2023/ 2024	2024/ 2025	2025/ 2026	Totals
DDC	200	190	225	227	452	313	490	604	903	936	1020	926	957	703	558	483	9187
NBC	508	687	899	983	1054	1180	1232	1375	1410	1300	1288	1135	1125	1175	1013	825	17189
SNC	200	220	220	450	530	575	696	665	765	780	734	559	504	504	349	343	8094
Total	908	1097	1344	1660	2036	2068	2418	2644	3078	3016	3042	2620	2586	2382	1920	1651	34470

The source and underlying assumptions behind this trajectory are set out in the Housing and Population Technical Paper, published as part of the Joint Core Strategy evidence base.





Appendix 4 – West Northamptonshire Infrastructure Delivery Plan Schedule

Introduction to the Schedule

The following Infrastructure Schedule outlines the projects and services required to deliver the proposed growth identified in the Joint Core Strategy up to 2026. It comprises of the proposed housing and employment allocations (SUEs) and provides information in respect of the major housing commitments within the plan area which will contribute to the overall housing provision required up to 2026.

It identifies the importance of new and upgraded items of infrastructure in delivering the level of growth identified, along with costs, responsibility for delivery, possible and established funding sources as well as the phasing that will be required to deliver a sustainable and robust housing trajectory.

This Schedule has been produced as part of the IDP Report produced by Halcrow and EC Harris and has been informed by extensive and ongoing consultation with service providers and partnering authorities.

Infrastructure provision will change as new funding programmes are developed and priorities rescheduled. To this end the attached Schedule provides a snapshot in time, which will be updated on a regular basis to reflect any changes to the delivery and funding of infrastructure.

Appendix 4 - West Northamptonshire Infrastructure Schedule

Reference	Development	Infrastructure Project	Description	Infrastructure Status	Infrastructure Type	Infrastructure Category	Responsibility for Provision	Source of Funding	Start Date	Duration	Cost
Northampton Town Centre			Any infrastructure requirements in Northampton Town Centre								
A	Grosvenor Centre		400,000 sq feet of retail, plus a hotel, residential and new bus interchange.								
A1	Grosvenor Centre	New bus station interchange	Demolition of bus station and replacement with 20 bay facility	Secondary	Physical	public transport	Developer	Developer / bus company (TIF or RGF)	2012	2 years	£14m
A2	Grosvenor Centre	Highway works	Associated with redevelopment of the centre	Primary	Physical	road works	Developer	Developer/LTP	NK	NK	NK
B	Castle Station Area		New station and multi storey car park								
B1	Castle Station Area	New station and transport interchange	New station and multi storey car park including associated modifications to highway junctions and public realm	Primary	Physical	public transport	Network Rail	GAF / other	2012	3 years	£44m
C	Northampton Waterside		The regeneration of currently under-utilised and derelict land								
C1	Northampton Waterside	Waterside programme phase 1b: St Peters Way	Demolition of gasholders and remediation of site.	Primary	Physical	public realm	National Grid	Provider / developer	post 2014	2 years	£11.54m
C2	Northampton Waterside	Greenways and cycle routes	Greenways and cycle routes to be provided north of Nene	Tertiary	Social	footway / cycleway	NCC	NCC	NK	NK	NK
C3	Northampton Waterside	Becketts Park	General park improvements to include café / restaurant	Tertiary	Green	open space	NBC	NBC	2011	2 years	NK
D	St John's Area		Mixed-use development south of town centre, including public square and changes to transport system.								
D1	St John's Area	Telecoms	Improvements to broadband telecoms network for creative industries	Secondary	Physical	utilities	Open Reach	Provider	2011	NK	NK
D2	St John's Area	Plough Junction Improvements	To improve circulation around existing gyratory	Primary	Physical	road works	WNDC	NCC	before 2016	4years	£5.00m
E	Other / General		Other infrastructure								
E1	Other	Castle Primary School	0.5 form of entry extension to Castle Primary School	Secondary	Social	education	NCC	NCC	Summer 2011	1 year	£2.125m
E2	Other	Public Realm	Infrastructure related to town centre redevelopment sites	Tertiary	Social	public art	Developer	Developer	Complete by 2017	7 years	NK
E3	Other	St James Library	Opportunity for refurbishment / relocation	Tertiary	Social	community facilities	NCC	NCC / Developer	NK	NK	£0.355m
E4	Other	Police 'One Stop Shop'	A shared, public sector, front desk service serving Northampton town centre.	Secondary	Social	emergency services	NCC/Police Authority	Police	-	-	NK
E5	Town Centre General	Wastewater and surface water infrastructure	Requirement for a strategic surface water and wastewater solution	Primary	Physical	Utilities	Developer / Anglian Water / EA	Developer / Anglian Water / EA	Not before 2016	NK	£8.77m
E6	Town Centre General	Sustainable drainage infrastructure	SUDS to be provided for town centre developments	Primary	Physical	Utilities	Developer	Developer	Linked to development	Pre occupation	£1.07m

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Reference	Development	Infrastructure Project	Description	Infrastructure Status	Infrastructure Type	Infrastructure Category	Responsibility for Provision	Source of Funding	Start Date	Duration	Cost
E7	Town Centre General	Highway, walking and cycling improvements	Improvements to networks to facilitate accessibility/meet development aspirations	Primary	Physical	road works	NCC	Developer	Linked to developments	NK	NK
F	Avon, Nunn Mills & Ransome Road		The reclamation and redevelopment of land to provide circa 200,000sq ft of office accommodation, 1750 residential units (950 for Avon / Nunn Mills, 800 for Ransome Road), a primary school, hotel and associated retail provision				Avon / Persimmon / HCA				
F1	Avon / Nunn Mills	New primary school	1 form of entry Primary School	Secondary	Social	education	NCC	Developer/NCC	Linked to development	1 year	£6.45m
F2	Avon / Nunn Mills	Nunn Mills Substation	Upgrade needed to primary substation to enable Nunn Mills development	Primary	Physical	utilities	Central Networks	Provider	before 2016	NK	£1.62m
F3	Avon / Nunn Mills	Footpath enhancements	Provision of paths through Carlsberg / Avon	Tertiary	Social	footway / cycleway	NBC	NCC/Sustrans	before 2016	4years	£0.39m
F4	Ransome Road	Nunn Mills / Ransome Road spine road	New access road between Nunn Mills and Ransome Road sites. To include new rail and river bridges, resurfacing of Ransome Rd and new junction with Bedford Rd	Primary	Physical	road works	WNDC	WNDC / developer	phase 1 - early 2012, phase 2 - early 2014	each phase 1 year	£17.64m
F5	Ransome Road	London Road / Ransome Road junction improvements	Improvements needed to accommodate flows generated by Ransome Road development	Primary	Physical	road works	NCC	WNDC / GAF	January 2011	1 year	£2.3m
F6	Ransome Road	Community Centres	2 x new community centres to include space for emergency services and healthcare	Tertiary	Social	community facilities	NBC	Developer	To follow development	Contribution only	£0.768m
F7	Ransome Road	Equipped and non equipped Play Area	Contribution towards playspace	Secondary	Social	community facilities	Developer	Developer	Linked to development	Contribution only	£2.179m
F8	Ransome Road	Employment Training	Contribution towards training places for local people	Tertiary	Social	community facilities	Developer	Developer	Linked to development	Contribution only	£0.170m
F9	Ransome Road	Public Realm	Contribution towards high quality public realm	Tertiary	Social	public realm	Developer	Developer	Linked to development	Contribution only	£0.840m
F10	Ransome Road	Sports pitches	Contribution towards sports pitches	Tertiary	Green	open space	Developer	Developer	Linked to school development	Contribution only	£1.325m
F11	Avon / Nunn Mills	Leisure provision	Contribution towards sports hall and swimming pool	Tertiary	Social	community facilities	NBC	Developer	To follow development	Contribution only	£1.286m
F12	Avon / Nunn Mills	Health Centre	Contribution towards health centre (based upon 4GPs and dental practice)	Secondary	Social	healthcare	PCT	NHS/S106	Linked to development	Contribution only	£1.824m
F13	Avon / Nunn Mills & Ransome Road	Electrical supply	Connections to 11kV grid and secondary substations only	Primary	Physical	utilities	Central Networks	Developer	Linked to development	In line with dev't	£2.24m
F14	Avon / Nunn Mills & Ransome Road	Gas supply	Connections to low pressure regulator	Primary	Physical	utilities	National Grid	Developer	Linked to development	In line with dev't	£1.78m
Southern Northampton			Infrastructure requirements to facilitate growth in Southern Northampton								
G	Northampton South		SUE to include 1,000 houses								
G1	Northampton South	Bus routes	New bus routes	Secondary	Social	public transport	NCC	S106/bus operator	To follow development	up to 9 years	£1.4m

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Reference	Development	Infrastructure Project	Description	Infrastructure Status	Infrastructure Type	Infrastructure Category	Responsibility for Provision	Source of Funding	Start Date	Duration	Cost
G2	Northampton South	Primary education	1x 2 form of entry Primary School	Secondary	Social	education	NCC	S106	Linked to development	NK	£6.45m
G3	Northampton South	Health and community services	Community centre and surgery to be provided in a new local centre.	Tertiary	Social	healthcare	NCC / PCT / Developer	S106	To follow development	1 year	£1.481m
G4	Northampton South	Park and Ride Facility	Park and Ride facility to be provided near M1 j15	Secondary	Physical	public transport	NCC	Developer/NCC	To follow development	NK	TBC
G5	Northampton South	Employment Training	Contribution towards training places for local people	Tertiary	Social	community facilities	Developer	Developer	Linked to development	Contribution only	£0.09m
G6	Northampton South	Sports pitches	Contribution towards sports pitches	Tertiary	Green	open space	Developer	Developer	Linked to development	Contribution only	£0.757m
G7	Northampton South	Green Infrastructure	Contribution towards green infrastructure	Secondary	Green	open space	Developer	Developer	Linked to development	Contribution only	£0.250m
G8	Northampton South	Equipped and non equipped Play Area	Contribution towards playspace	Secondary	Social	community facilities	Developer	Developer	Linked to development	Contribution only	£1.245m
G9	Northampton South	Leisure provision	Contribution towards sports hall and swimming pool	Tertiary	Social	community facilities	NBC	Developer	To follow development	Contribution only	£0.735m
G10	Northampton South	Public realm	Contribution towards high quality public realm	Tertiary	Green	open space	Developer	Developer	Linked to development	Contribution only	£0.480m
G11	Northampton South	Electrical supply	Development is likely to draw circa 2 MW and require between 4 to 6 distribution substations.	Primary	Physical	utilities	Central Networks	Developer	Linked to development	In line with dev't	£1.09m
G12	Northampton South	Electrical Network Reinforcement	New primary substation and reinforcement of 11kV grid	Primary	Physical	utilities	Central Networks	Developer	Linked to development	18 months	£1.49m
G13	Northampton South	Gas supply	Annual gas consumption of 19,000 MWh with a peak instantaneous demand of circa 1,395 m ³ h.	Primary	Physical	utilities	National Grid	Developer	Linked to development	In line with dev't	£0.74m
G14	Northampton South	Gas Network Reinforcement	New medium or intermediate pressure gas main via a gas regulator.	Primary	Physical	utilities	National Grid	Developer	Linked to development	TBC	£1.00m
G15	Northampton South	Highway, walking and cycling improvements	Improvements to networks to facilitate accessibility	Primary	Physical	road works	NCC	Developer	Linked to development	NK	NK
H	South of Brackmills		SUE to include 1000 houses								
H1	South of Brackmills	Bus routes	New bus routes	Secondary	Social	public transport	NCC	S106/bus operator	To follow development	Ongoing	NK
H2	South of Brackmills	Wootton Library	Opportunity for refurbishment / relocation	Tertiary	Social	community facilities	NCC	NCC / Developer	NK	NK	£0.237m
H3	South of Brackmills	Primary education	1x 2 form of entry Primary School	Secondary	Social	education	NCC	S106	Linked to development	TBC	£6.45m
H4	South of Brackmills	Health and community services	Community centre and surgery to be provided in a new local centre.	Tertiary	Social	healthcare	NCC / PCT / Developer	S106	To follow development	1 year	£1.481m
H5	South of Brackmills	Employment Training	Contribution towards training places for local people	Tertiary	Social	community facilities	Developer	Developer	Linked to development	Contribution only	£0.097m
H6	South of Brackmills	Sports pitches	Contribution towards sports pitches	Tertiary	Green	open space	Developer	Developer	Linked to development	Contribution only	£0.757m
H7	South of Brackmills	Green Infrastructure	Contribution towards green infrastructure	Secondary	Green	open space	Developer	Developer	Linked to development	Contribution only	£0.250m
H8	South of Brackmills	Equipped and non equipped Play Area	Contribution towards playspace	Secondary	Social	community facilities	Developer	Developer	Linked to development	Contribution only	£1.245m

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Reference	Development	Infrastructure Project	Description	Infrastructure Status	Infrastructure Type	Infrastructure Category	Responsibility for Provision	Source of Funding	Start Date	Duration	Cost
H9	South of Brackmills	Leisure provision	Contribution towards sports hall and swimming pool	Tertiary	Social	community facilities	NBC	Developer	To follow development	Contribution only	£0.735m
H10	South of Brackmills	Public realm	Contribution towards high quality public realm	Tertiary	Green	open space	Developer	Developer	Linked to development	Contribution only	£0.480m
H11	South of Brackmills	Electrical supply	Likely to draw circa 2 MW and requiring 4 to 6 distribution substations.	Primary	Physical	utilities	Central Networks	Developer	Linked to development	TBC	£1.09m
H12	South of Brackmills	Electrical Network Reinforcement	New primary substation and reinforcement only needed if not provided at Collingtree	Primary	Physical	utilities	Central Networks	Developer	Substation provided at Collingtree	18 months	£1.49m
H13	South of Brackmills	Gas supply	Annual gas consumption of 19,000 MWh with a peak instantaneous demand of circa 1,395 m ³ /h.	Primary	Physical	utilities	National Grid	Developer	Linked to development	TBC	£0.74m
H14	South of Brackmills	Gas Network Reinforcement	New medium or intermediate pressure gas main via a gas regulator.	Primary	Physical	utilities	National Grid	Developer	Linked to development	TBC	£1.00m
GH	Northampton South General		Water infrastructure required to deliver both Collingtree and land South of Brackmills								
GH1	Northampton South General	Wastewater network	New sewer needed, linked to Pineham and Grange Park.	Primary	Physical	Utilities	Anglian Water / developer	Developer	Linked to development	18 months	£5.93m
GH2	Northampton South General	Flood attenuation measures	Insufficient floodplain for effective flood storage	Primary	Physical	flood attenuation	Developer	Developer	Linked to development	1 year	£2.26m
GH3	Northampton South General	Water supply infrastructure	Approximately 2.23km of 280mm OD main from the 450mm DI main in Newport Pagnell Road to the north east boundary of the site boundary, via Wooldale Road.	Primary	Physical	Utilities	Anglian Water / developer	Developer	Linked to development	2 years	£0.71m
Northampton North			Infrastructure requirements to facilitate growth in Northampton North								
I	Northampton North SUE		SUE comprising 2000 homes and 7 hectares of employment land								
11	Northampton North SUE	Round Spinney Interchange	Improvements to roundabout to optimise traffic flow	Primary	Physical	road works	NCC	S106	before 2016	NK	£10m
12	Northampton North SUE	Primary schools	2x 2 form of entry primary schools	Secondary	Social	education	NCC	Developer/NCC	Linked to development		£13m
13	Northampton North SUE	Secondary School	Contribution to secondary school	Secondary	Social	education	NCC	S106	Linked to development		£11m
14	Northampton North SUE	On- & off-site public transport improvements	New and improved links to Northampton town centre, Weston Favell and other major employment and service locations, bus priority measures and a new park and ride site.	Secondary	Social	public transport	NCC / Developer	NCC / S106	To follow development		NK
15	Northampton North SUE	Leisure and community services	To be provided in two local centres, includes new library	Secondary	Social	community facilities	NCC / Developer	S106	Linked to development		£1.59m
16	Northampton North SUE	Landscape mitigation for Moulton and Overstone	Landscape buffering to maintain visual barrier between settlements.	Secondary	Green	Landscape	Developer	Developer	Linked to development		
17	Northampton North SUE	Health centre / dental practice	3 GP Health Centre	Secondary	Social	healthcare	PCT	Developer	To follow development	Contribution only	£2.325m
18	Northampton North SUE	A43 Moulton bypass	Bypass of Moulton plus development of spine road to serve housing development	Secondary	Physical	road works	NCC	Developer	Linked to development		£5.38m

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Reference	Development	Infrastructure Project	Description	Infrastructure Status	Infrastructure Type	Infrastructure Category	Responsibility for Provision	Source of Funding	Start Date	Duration	Cost
I9	Northampton North SUE	Employment Training	Contribution towards training places for local people	Tertiary	Social	community facilities	Developer	Developer	Linked to development	Contribution only	£0.242m
I10	Northampton North SUE	Wastewater infrastructure	New sewer connecting SUE to network	Primary	Physical	Utilities	Anglian Water / developer	Developer	Linked to development	18 months	£1.48m
I11	Northampton North SUE	Flood storage/attenuation	Potential improvements to Overstone Park	Primary	Physical	flood attenuation	Developer	Developer	Linked to development	1 year	£2.26m
I12	Northampton North SUE	Water Supply infrastructure	5km of 450mm ID main will need to be laid from Hannington WR to the development, alongside the A43.	Primary	Physical	Utilities	AWS/developer	Developer	Linked to development	18 months	£1.82m
I13	Northampton North SUE	Sports pitches	Contribution towards sports pitches	Tertiary	Green	open space	Developer	Developer	Linked to development	Contribution only	£1.892m
I14	Northampton North SUE	Green Infrastructure	Contribution towards green infrastructure	Secondary	Green	open space	Developer	Developer	Linked to development	Contribution only	£0.625m
I15	Northampton North SUE	Equipped and non equipped Play Area	Contribution towards playspace	Secondary	Social	community facilities	Developer	Developer	Linked to development	Contribution only	£3.113m
I16	Northampton North SUE	Public realm	Contribution towards high quality public realm	Tertiary	Green	open space	Developer	Developer	Linked to development	Contribution only	£1.200m
I17	Northampton North SUE	Electrical supply	Likely to draw circa 5 MW and require between 12 to 16 distribution substations.	Primary	Physical	utilities	Central Networks	Developer	Linked to development	In line with dev't	£2.73m
I18	Northampton North SUE	Electrical Network Reinforcement	Reinforcement of the local 11 kV network plus one 33/11 kV Grid Substation.	Primary	Physical	utilities	Central Networks	Developer	Linked to development	18 months	£5.75m
I19	Northampton North SUE	Gas supply	Annual gas consumption of 47,500 MWh with a peak instantaneous demand of circa 3,488 m ³ /h.	Primary	Physical	utilities	National Grid	Developer	Linked to development	In line with dev't	£0.21m
I20	Northampton North SUE	Gas Network Reinforcement	One medium pressure or intermediate pressure gas main via a gas regulator.	Primary	Physical	utilities	National Grid	Developer	Linked to development	TBC	£1.00m
Dallington Grange Area			Infrastructure requirements to support development of Dallington Grange								
J	Northampton King's Heath		SUE northwest of town providing 3500 houses and 10 hectares of employment land				Persimmon / David Wilson Homes				
J1	Northampton King's Heath	Northern Relief Road Phase One	New road link running from A 428 to A5199	Primary	Physical	road works	NCC	S106 and other sources	0 - 3 yrs of first completions		£17.5m
J2	Northampton King's Heath	Harlestone Road Junction improvements	Improvements to Harlestone Road / Mill Lane junction	Primary	Physical	road works	NCC	S106	NK	NK	£3.75m
J3	Northampton King's Heath	Community Centre	within multi use building	Tertiary	Social	community facilities	NBC	S106	Linked to development	Contribution only	£1.59m
J4	Northampton King's Heath	Sports Hall	shared facility with the school	Tertiary	Social	community facilities	NCC	S106	NK	Contribution only	£2.765m
J5	Northampton King's Heath	Library	Library within the multi use building	Tertiary	Social	community facilities	NCC	NCC	Linked to development		£0.768m
J6	Northampton King's Heath	Healthcare and emergency services	Facility to be provided within multi-use building	Secondary	Social	healthcare	Developer	S106	To follow development		NK
J7	Northampton King's Heath	Equipped and non equipped Play Area	Contribution towards playspace	Secondary	Social	community facilities	Developer	S106	Linked to development	Contribution only	£4.36m
J8	Northampton King's Heath	Playing pitches	Contribution towards sports pitches	Secondary	Green	open space	Developer	S106	Linked to development	Contribution only	£2.65m

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Reference	Development	Infrastructure Project	Description	Infrastructure Status	Infrastructure Type	Infrastructure Category	Responsibility for Provision	Source of Funding	Start Date	Duration	Cost
J9	Northampton King's Heath	District Park	located within Dallington Grange but will also serve a wider area of north Northampton	Secondary	Green	open space	Developer	S106	Linked to development		£1.1m
J10	Northampton King's Heath	Employment Training	Contribution towards training places for local people	Tertiary	Social	community services	NBC	S106	-	Contribution only	£0.34m
J11	Northampton King's Heath	Green Infrastructure	Contribution towards green infrastructure to serve the development	Secondary	Green	open space	Developer	S106	Linked to development	Contribution only	£0.875m
J12	Northampton King's Heath	Public Realm	Waterside public space / river corridor enhancements	Tertiary	Social	public realm	Developer	S106	Linked to development	Contribution only	£1.68m
J13	Northampton King's Heath	Community Gardens/Allotments	To be provided in accordance with NBC policy	Tertiary	Social	community facilities	Developer	S106	To follow development		NK
J14	Northampton King's Heath	Dallington to Kings Heath road improvements	Provision of vehicular link through to Kings Heath	Primary	Physical	road works	NBC/NCC	TBC	2015	NK	£3.57m
J15	Northampton King's Heath	Primary schools	2 x 2 form of entry Primary Schools	Secondary	Social	education	NCC	Developer/NCC	Linked to development		£13m
J16	Northampton King's Heath	Secondary School	1 x 8 form of entry secondary school	Secondary	Social	education	NCC	Developers/NCC	Linked to development		£35 m
J17	Northampton King's Heath	Kingsthorpe Library	Opportunity for refurbishment / relocation if funds available	Tertiary	Social	community facilities	NCC	NCC	NK	NK	£0.281m
J18	Northampton King's Heath	Police - Safer Community Team Facility	To meet the start up capital costs for the Safer communities Team	Tertiary	Social	emergency services	Developer	Police	In line with development	In line with dev't	Maximum of £500,000
J19	Northampton King's Heath	Wastewater network capacity	New wastewater infrastructure required. Anglian Water have agreed a local short term solution to providing capacity for this development with the developer.	Primary	Physical	Utilities	AWS/developer	Developer	Linked to development	18 months	£0.35m
J20	Northampton King's Heath	Electrical supply	The housing development is likely to draw circa 7 MW and require circa 20 distribution substations.	Primary	Physical	utilities	Central Networks	Developer	Linked to development	In line with dev't	£3.82m
J21	Northampton King's Heath	Electrical Network Reinforcement	One new 33/11 kV Primary Substation plus reinforcement in the local 11kV grid. Substation will also cover Buckton Fields	Primary	Physical	utilities	Central Networks	Developer	Linked to development	18 months	£1.49m
J22	Northampton King's Heath	Gas supply	Annual gas consumption of 66,500 MWh with a peak instantaneous demand of circa 4,883 m ³ /h.	Primary	Physical	utilities	National Grid	Developer	Linked to development	In line with dev't	£2.61m
J23	Northampton King's Heath	Gas Network Reinforcement	One new a medium pressure or intermediate pressure gas main via a gas regulator, to supply both Dallington Grange and Buckton Fields.	Primary	Physical	utilities	National Grid	Developer	Linked to development	TBC	£1.00m
K	Northampton North of Whitehills		SUE comprising 1000 houses								
K1	Northampton North of Whitehills	On- & off-site public transport	Links to Northampton town centre and other major employment and service locations	Secondary	Social	public transport	NCC	NCC / Developer	Linked to development	TBC	NK
K2	Northampton North of Whitehills	Primary school	1 x 1 form of entry Primary school once development reaches 500 homes	Secondary	Physical	education	NCC	Developer / NCC	Linked to development		£4.05m
K3	Northampton North of Whitehills	Community facilities	Community building to be provided in new local centre	Tertiary	Social	community facilities	DDC	Developer	To follow development	Contribution only	£0.439m
K4	Northampton North of Whitehills	Park and Ride Facility	Park and Ride facility to be provided on A508	Secondary	Physical	public transport	NCC	Developer/NCC	TBC	TBC	£5.5m (est.)

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Reference	Development	Infrastructure Project	Description	Infrastructure Status	Infrastructure Type	Infrastructure Category	Responsibility for Provision	Source of Funding	Start Date	Duration	Cost
K5	Northampton North of Whitehills	Employment Training	Contribution towards training places for local people	Tertiary	Social	community facilities	Developer	Developer	Linked to development	Contribution only	£0.097m
K6	Northampton North of Whitehills	Sports pitches	Contribution towards sports pitches	Tertiary	Green	open space	Developer	Developer	Linked to development	Contribution only	£0.757m
K7	Northampton North of Whitehills	Green Infrastructure	Contribution towards green infrastructure	Secondary	Green	open space	Developer	Developer	Linked to development	Contribution only	£0.250m
K8	Northampton North of Whitehills	Equipped and non equipped Play Area	Contribution towards playspace	Secondary	Social	community facilities	Developer	Developer	Linked to development	Contribution only	£1.245m
K9	Northampton North of Whitehills	Leisure provision	Contribution towards sports hall and swimming pool	Tertiary	Social	community facilities	DDC	Developer	To follow development	Contribution only	£0.735m
K10	Northampton North of Whitehills	Public realm	Contribution towards high quality public realm	Tertiary	Green	open space	Developer	Developer	Linked to development	Contribution only	£0.480m
K11	Northampton North of Whitehills	Health Centre	Contribution towards health centre (based upon 4GPs and dental practice)	Secondary	Social	healthcare	Developer	NHS	Linked to development	Contribution only	£1.042m
K12	Northampton North of Whitehills	Electrical supply	The housing development is likely to draw circa 2 MW and require between 4 to 6 distribution substations.	Primary	Physical	utilities	Central Networks	Developer	Linked to development	In line with dev't	£3.82m
K13	Northampton North of Whitehills	Electrical Network Reinforcement	Some local reinforcement may be needed. Substation to be provided at Dallington Grange	Primary	Physical	utilities	Central Networks	Developer	Linked to development	18 months	£1.49m
K14	Northampton North of Whitehills	Gas supply	Annual gas consumption of 19,000 MWh with a peak instantaneous demand of circa 1,395 m ³ /h.	Primary	Physical	utilities	National Grid	Developer	Linked to development	In line with dev't	£2.61m
K15	Northampton North of Whitehills	Gas Network Reinforcement	Some local reinforcement may be needed. Gas regulator to be provided at Dallington Grange.	Primary	Physical	utilities	National Grid	Developer	Linked to development	TBC	£1.00m
Northampton West			General infrastructure required to facilitate 6,463 dwellings in the South West District								
L	Northampton West General		General infrastructure for the Northampton West Area not included within specific development sites.								
L1	Northampton West General	Electrical supply	Reinforcement to Countess Rd Bulk Supply Sub station	Primary	Physical	utilities	Central Networks	Provider	before 2016	NK	£1.40m
L2	Northampton West General	Health Centre	Facility to be provided at Sixfields, to serve whole of South West District	Secondary	Social	healthcare	PCT	NHS/S106	before 2016	4-5years	£12.65m
L3	Northampton West General	St Crispin - Green spaces	Land transfer and remedial improvements works	Secondary	Green	open space	NBC/Taylor Young	S106 and Developer	before 2012	1 year	NK
L4	Northampton West General	Northampton West 132/11kV reinforcement	Replace transformers with higher rated units or install 132/11kV substation	Primary	Physical	utilities	Central Networks	Provider	beyond 2016	18 months	£31.2m
L5	Northampton West General	Wastewater network	New wastewater drainage to serve Northampton West SUE and Upton lodge.	Primary	Physical	Utilities	Anglian Water / developer	Developer	Linked to development	18 months	£59.63
L6	Northampton West general	Water Supply infrastructure	Harpole WT pumps to be upgraded and 1.5km of 350mm ID reinforcement main to be laid from Harpole WT to the development.	Primary	Physical	Utilities	Anglian Water / developer	Developer	Linked to development	18 months	£0.70m
M	Northampton West SUE		SUE comprising 1500 houses								
M1	Northampton West SUE	Community facilities	Community building to be provided in new local centre	Tertiary	Social	community facilities	DDC	Developer	To follow development	Contribution only	£0.658m
M2	Northampton West SUE	Sports pitches	Contribution towards sports pitches	Tertiary	Green	open space	Developer	Developer	Linked to development	Contribution only	£1.136m

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Reference	Development	Infrastructure Project	Description	Infrastructure Status	Infrastructure Type	Infrastructure Category	Responsibility for Provision	Source of Funding	Start Date	Duration	Cost
M3	Northampton West SUE	Green Infrastructure	Contribution towards green infrastructure	Secondary	Green	open space	Developer	Developer	Linked to development	Contribution only	£0.375m
M4	Northampton West SUE	Employment Training	Contribution towards training places for local people	Tertiary	Social	community facilities	Developer	Developer	Linked to development	Contribution only	£0.145m
M5	Northampton West SUE	Equipped and non equipped Play Area	Contribution towards playspace	Secondary	Social	community facilities	Developer	Developer	Linked to development	Contribution only	£1.868m
M6	Northampton West SUE	Leisure provision	Contribution towards sports hall and swimming pool	Tertiary	Social	community facilities	DDC	Developer	To follow development	Contribution only	£1.102m
M7	Northampton West SUE	Public realm	Contribution towards high quality public realm	Tertiary	Green	open space	Developer	Developer	Linked to development	Contribution only	£0.720m
M8	Northampton West SUE	Health Centre	Contribution towards health centre to serve development (based upon 4GPs and dental practice)	Secondary	Social	healthcare	PCT	Developer	Linked to development	Contribution only	£1.563m
M9	Northampton West SUE	Primary schools	New 2fe primary school	Secondary	Social	education	NCC	NCC / Developer	Linked to development	-	£6.45m
M10	Northampton West SUE	Electrical supply	The housing development is likely to draw circa 3 MW and require between 4 to 6 distribution substations.	Primary	Physical	utilities	Central Networks	Developer	Linked to development	In line with dev't	£1.63m
M11	Northampton West SUE	Electrical Network Reinforcement	One new 33/11kV substation to be provided. Major reinforcement of grid covered by provision of new 132kV substation under Northampton West General	Primary	Physical	utilities	Central Networks	Developer	Linked to development	18 months	£5.75m
M12	Northampton West SUE	Gas supply	Annual gas consumption of 28,500 MWh with a peak instantaneous demand of circa 2,093 m ³ /h.	Primary	Physical	utilities	National Grid	Developer	Linked to development	In line with dev't	£1.12m
M13	Northampton West SUE	Gas Network Reinforcement	New low pressure gas supply likely to be required, taken off a medium pressure gas main via a gas regulator.	Primary	Physical	utilities	National Grid	Developer	Linked to development	TBC	£1.00m
N	Upton Park		Development to comprise 1000 homes and associated facilities				HCA		2012	10 years	
N1	Upton Park	Sports pitches	Pitches and sports facilities to south of Upton Phase One	Secondary	Social	community facilities	Developer	Developer	To follow development	Contribution only	£0.74m
N2	Upton Park	library	As part of local centre next to school	Secondary	Social	community facilities	NCC	S106	Linked to development	TBC	£0.796m
N3	Upton Park	Open space	River Nene Country Park	Secondary	Green	open space	Land Restoration Trust	Developer	before 2016	2years	£1.68m
N4	Upton Park	Primary schools	1x 2 form of entry Primary School	Secondary	Social	education	NCC	Developer/NCC	Linked to development	NK	£6.45m
N5	Upton Park	Electrical supply	The development is likely to draw circa 1.7 MW and require circa 4 distribution substations.	Primary	Physical	utilities	Central Networks	Developer	Linked to development	In line with dev't	£0.93m
N6	Upton Park	Electrical Network Reinforcement	One new 33/11kV substation to be provided. Major reinforcement of grid covered by provision of new 132kV substation under Northampton West General	Primary	Physical	utilities	Central Networks	Developer	Linked to development	18 months	1.49m
N7	Upton Park	Gas supply	Annual gas consumption of 16,226 MWh with a peak instantaneous demand of circa 1,192 m ³ /h.	Primary	Physical	utilities	National Grid	Developer	Linked to development	In line with dev't	£0.63m
N8	Upton Park	Gas Network Reinforcement	New low pressure gas supplies to the development likely to be taken off one or more medium pressure or intermediate pressure gas mains via a gas regulator. The new gas main(s) will need to serve the entire Northampton West area	Primary	Physical	utilities	National Grid	Developer	Linked to development	TBC	£1.00m

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Reference	Development	Infrastructure Project	Description	Infrastructure Status	Infrastructure Type	Infrastructure Category	Responsibility for Provision	Source of Funding	Start Date	Duration	Cost
N9	Upton Park	Employment Training	Contribution towards training places for local people	Tertiary	Social	community services	Developer	S106	-	-	£0.082m
O	Upton Lodge / Norwood Farm		Up to 2,368 dwellings, to include employment land, community and education facilities, park & ride site and country park to east of Harpole				HCA / Redrow		2012	7 years	
O1	Norwood Farm	Harpole Country Park	New 37 hectare country park to serve residents of Upton Lodge and to form a buffer between the new community and Harpole	Tertiary	Green	open space	Developer	Developer	2012	2 years	NK
O2	Norwood Farm	Sandy Lane Relief Road	New single carriageway road alongside Norwood Farm development - southern section already built by HCA.	Primary	Physical	road works	Developer	Developer	2012	1 year	£5.42m
O3	Upton Lodge	Community Centre	Provided in local centre and will also serve Norwood Farm	Tertiary	Social	community facilities	Developer	Developer	Linked to development	Contribution only	£1.59m
O4	Upton Lodge	Primary schools	1x 2 form of entry Primary School	Secondary	Social	education	NCC	Developer/NCC	Linked to development		£6.45m
O5	Upton Lodge	Sports Hall	Will most likely be provided as part of school	Tertiary	Social	community facilities	NCC	Developer/NCC	Linked to development	Contribution only	£0.77
O6	Upton Lodge	Equipped and non equipped Play Area	To be provided throughout Upton Lodge / Norwood Farm development	Secondary	Social	community facilities	Developer	S106	Linked to development	Contribution only	£2.765m
O7	Upton Lodge	Playing pitches	At southern end of Harpole country park	Secondary	Green	open space	Developer	Developer/S106	2012	Contribution only	£1.2m
O8	Upton Lodge	Green Infrastructure	Retention of footpaths, hedgerows and bridleways throughout Upton Lodge and Norwood Farm developments	Secondary	Green	open space	Developer	Developer	Linked to development		
O9	Upton Lodge	Health Centre/Dentist	Surgery could be provided as part of local centre	Secondary	Social	healthcare	PCT	S106	Linked to development	Contribution only	£1.65m
O10	Upton Lodge	Park and Ride	On site provision of park and ride facility	Secondary	Physical	public transport	Developer	NCC/Developer	2012	1 year	£5.5m
O11	Upton Lodge	Public transport	Weedon Road bus lane - to use existing carriageway with some widening	Secondary	Physical	public transport	NCC	S106	TBC	NK	NK
O12	Upton Lodge / Norwood Farm	Electrical supply	The housing development is likely to draw circa 3.2 MW and require between 4 to 6 distribution substations.	Primary	Physical	utilities	Central Networks	Developer	Linked to development	In line with dev't	£2.58m
O13	Upton Lodge / Norwood Farm	Electrical Network Reinforcement	One new 33/11kV substation to be provided. Major reinforcement of grid covered by provision of new 132kV substation under Northampton West General	Primary	Physical	utilities	Central Networks	Developer	Linked to development	18 months	£1.49m
O14	Upton Lodge / Norwood Farm	Gas supply	Annual gas consumption of 30,172 MWh with a peak instantaneous demand of circa 2,216 m ³ /h.	Primary	Physical	utilities	National Grid	Developer	Linked to development	In line with dev't	£1.76m
O15	Upton Lodge / Norwood Farm	Gas Network Reinforcement	New low pressure gas supplies to the development likely to be taken off one or more medium pressure or intermediate pressure gas mains via a gas regulator. The new gas main(s) will need to serve the entire Northampton West area	Primary	Physical	utilities	National Grid	Developer	Linked to development	TBC	£1.00m
O16	Upton Lodge / Norwood Farm	Employment Training	Contribution towards training places for local people	Tertiary	Social	community services	Developer	S106	-	Contribution only	£0.256m

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Reference	Development	Infrastructure Project	Description	Infrastructure Status	Infrastructure Type	Infrastructure Category	Responsibility for Provision	Source of Funding	Start Date	Duration	Cost
P	Pineham		Employment land, designed to integrate with Swan Valley. Also includes Pineham village: a 646-unit residential development plus small local centre				Pro Logis		2012	9 years	
P1	Pineham	Leisure provision	Contribution towards sports hall and swimming pool	Tertiary	Social	community facilities	NBC	Developer	To follow development	Contribution only	£0.475m
P2	Pineham	Equipped and non equipped Play Area	provision of playspace to serve the development	Secondary	Social	community facilities	Developer	Developer	Linked to development	Contribution only	£0.804m
P3	Pineham	Primary schools	1x 2 form of entry Primary School	Secondary	Social	education	NCC	Developer/NCC	Linked to development		£6.45m
P4	Pineham	Community Resource Centre	provision of a community building or other community facilities	Tertiary	Social	community facilities	NBC	Developer	To follow development	Contribution only	£0.284m
P5	Pineham	Sports pitches	provision of sports pitches	Tertiary	Green	open space	Developer	Developer	Linked to development	Contribution only	£0.489m
P6	Pineham	Canal Bridge	Contribution towards new canal bridge in River Nene Country Park	Tertiary	Social	footway / cycleway	TBC	Developer	Dependant on delivery of RNCP	NK	NK
P7	Pineham	Bridleway Upgrade	Contribution towards upgrades of bridleways in and around River Nene Country Park	Tertiary	Social	footway / cycleway	TBC	Developer	Dependant on delivery of RNCP	NK	NK
P8	Pineham	Green Infrastructure	Contribution towards green infrastructure	Secondary	Green	open space	Developer	Developer	Linked to development	Contribution only	0.162m
P9	Pineham	Public realm	Contribution towards high quality public realm	Tertiary	Green	open space	Developer	Developer	Linked to development	Contribution only	£0.310m
P10	Pineham	Electrical supply	Likely to draw circa 1.3 MW and require circa 3 distribution substations.	Primary	Physical	utilities	Central Networks	Developer	Linked to development	In line with dev't	£0.70m
P11	Pineham	Electrical Network Reinforcement	One new 33/11kV substation to be provided. Major reinforcement of grid covered by provision of new 132kV substation under Northampton West General	Primary	Physical	utilities	Central Networks	Developer	Linked to development	18 months	£1.49m
P12	Pineham	Gas supply	Development requires annual gas consumption of 12,274 MWh with a peak instantaneous demand of circa 902 m ³ /h.	Primary	Physical	utilities	National Grid	Developer	Linked to development	In line with dev't	£0.48m
P13	Pineham	Gas Network Reinforcement	New low pressure gas supplies to the development will be taken off one or more medium pressure or intermediate pressure gas mains via a gas regulator. The new gas main(s) will need to serve the entire Northampton West area	Primary	Physical	utilities	National Grid	Developer	Linked to development	TBC	£1.00m
P14	Pineham	Employment Training	Contribution towards training places for local people	Tertiary	Social	community services	Developer	S106	-	Contribution only	£0.063m
Wootton Fields & Grange Park			Infrastructure requirements to facilitate growth in Wootton Fields & Grange Park for 750 dwellings								
Q	Wootton Fields and Grange Park		Development of up to 750 homes (300 for Wootton Fields and 450 for Grange Park (Saxon Ave))						2011	5/6 years	
Q1	Wootton Fields and Grange Park	Primary school	Contribution required towards primary school south of Brackmills (H3)	Secondary	Social	education	NCC	Developer/NCC	Linked to development	TBC	See H3
Q2	Wootton Fields and Grange Park	Health Centre	Contribution towards health centre to serve development (based upon 4GPs and dental practice)	Secondary	Social	healthcare	PCT	NHS	Linked to development	Contribution only	£0.782m

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Q3	Wootton Fields and Grange Park	Community facilities	Contribution towards a community building or other community facilities	Tertiary	Social	community facilities	NBC/SNC	Developer	To follow development	Contribution only	£0.329m
Q4	Wootton Fields and Grange Park	A45 Brackmills interchange	Single carriageway spine road required to link into junction to serve new development at Brackmills and Wootton.	Primary	Physical	road works	NCC	NCC / Developer	0 - 2 yrs of start of development		£3.83m
Q5	Wootton Fields and Grange Park	Employment Training	Contribution towards training places for local people	Tertiary	Social	community facilities	Developer	Developer	Linked to development	Contribution only	£0.073m
Q6	Wootton Fields and Grange Park	Wastewater and surface water infrastructure	Requirement for new sewer to connect Northampton South East SUE direct to Sewage Treatment Works	Primary	Physical	utilities	Anglian Water / developer	Developer	Linked to development	18 months	£0.97m
Q7	Wootton Fields and Grange Park	Sports pitches	Contribution towards sports pitches	Tertiary	Green	open space	Developer	Developer	Linked to development	Contribution only	£0.568m
Q8	Wootton Fields and Grange Park	Green Infrastructure	Contribution towards green infrastructure to serve the development	Secondary	Green	open space	Developer	Developer	Linked to development	Contribution only	£0.188m
Q9	Wootton Fields and Grange Park	Equipped and non equipped Play Area	Contribution towards playspace to serve the development	Secondary	Social	community facilities	Developer	Developer	Linked to development	Contribution only	£0.934m
Q10	Wootton Fields and Grange Park	Leisure provision	Contribution towards sports hall and swimming pool	Tertiary	Social	community facilities	NBC	Developer	To follow development	Contribution only	£0.551m
Q11	Wootton Fields and Grange Park	Public realm	Contribution towards high quality public realm	Tertiary	Green	open space	Developer	Developer	Linked to development	Contribution only	£0.360m
Q12	Wootton Fields and Grange Park	Electrical supply	The housing development is likely to draw circa 0.6 MW and require 1 or 2 distribution substations.	Primary	Physical	utilities	Central Networks	Developer	Linked to development	In line with dev't	£0.81m
Q13	Wootton Fields and Grange Park	Gas supply	The local electrical network may require minor local reinforcement to cater for the new load.	Primary	Physical	utilities	Central Networks	Developer	Linked to development	TBC	£0.48m
Q14	Wootton Fields and Grange Park	Electrical supply	The housing development is likely to draw circa 0.9 MW and require 1 or 2 distribution substations.	Primary	Physical	utilities	National Grid	Developer	Linked to development	In line with dev't	£0.56m
Q15	Wootton Fields and Grange Park	Gas supply	The local gas network may require minor local reinforcement to cater for the new load.	Primary	Physical	utilities	National Grid	Developer	Linked to development	TBC	£0.42m
Northampton General			Any infrastructure outside the growth areas identified in A to P above, or applicable to more than growth area, which is required to deliver the growth outlined in the JCS								
R	Northampton General		Includes the development of up to 4254 dwellings within Northampton, which are outside areas A to P above						2010 - 2022		
R1	Northampton General	A45 / M1 Access Management Strategy	Traffic Management Scheme to improve flow of traffic along the M1 and A45	Primary	Physical	road works	HA	S106	Work ongoing		c£14m
R2	Northampton General	Queen Eleanor Roundabout Widening	Widening of carriageway to ease congestion at junction.	Primary	Physical	road works	NCC	NCC	NK	NK	£0.51
R3	Northampton General	Harborough Road	Bus Priority improvements	Secondary	Physical	public transport	NCC	NK	before 2016	3years	£7m
R4	Northampton General	Bus services	Bus service route improvements, service operating time improvements, information, accessibility, journey time - corridor improvements	Secondary	Physical	public transport	NCC	NCC/operator	2011	5 years	£1.03m
R5	Northampton General	Inter Urban services	Improve services, connections ticketing and information	Secondary	Physical	public transport	NCC	NCC / Operator	2010 - 2015	5 years	£0.22

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R6	Northampton General	Inter Urban services	Improve information, services and shelters	Secondary	Physical	public transport	NCC	NCC / Operator	2015 - 2021	6 years	£0.93
R7	Northampton General	Cycling routes and crossings	On- and off- new and existing carriageway cycling provision, crossings and traffic calming	Secondary	Physical	public transport	NCC	Developer / Sustrans / LTP	2012	20 years	£13.89m
R8	Northampton General	Central Library	Opportunity for refurbishment / relocation	Tertiary	Social	community facilities	NCC	NCC / Developer	NK	NK	NK
R9	Northampton General	Hunsbury Library	Opportunity for refurbishment / relocation	Tertiary	Social	community facilities	NCC	NCC / Developer	NK	NK	£0.237m
R10	Northampton General	Weston Favell Library	Opportunity for refurbishment / relocation	Tertiary	Social	community facilities	NCC	NCC / Developer	NK	NK	£0.222m
R11	Northampton General	Education service	2 x special needs units	Secondary	Social	education	NCC	NCC	NK	NK	£2m
R12	Northampton General	HOV priority on A45 and Bus Rapid Transit to Wellingborough	HOV priority on A45 and Bus Rapid Transit to Wellingborough	Primary	Physical	road works	HA/NCC	CIF	NK		£5.3m
R13	Northampton General	High voltage electrical reinforcement	Reinforcement of electrical infrastructure is likely to be needed when all developments across Northampton are taken into account. This will include reinforcement to the Nene Valley Way bulk supply sub station, plus a possible new 132kV substation to serve areas outside the South West District.	Primary	Physical	utilities	Central Networks	Central Networks	beyond 2016	4 - 5 years	£6.60m
R14	Northampton General	Weston Favell Occupational Health Centre	Potential to club together assets to provide a 'total place' style building on site	Secondary	Social	healthcare	PCT	NHS	beyond 2012		NK
R15	Northampton General	Waste Water Network	Longer term infrastructure improvements and demand management to serve all SUEs	Primary	Physical	utilities	Anglian Water	Provider	2015	TBC	4.72m
R16	Northampton General	Water Supply infrastructure	Longer term infrastructure requisition for all Northampton growth, with the exception of Northampton South East.	Primary	Physical	utilities	Anglian Water	Provider	2015	TBC	£0.88m
R17	Northampton General	Wastewater Treatment Works	Demand management measures or additional infrastructure required to service development beyond the five year housing supply. Covers all SUEs and growth within the town.	Primary	Physical	Utilities	AWS	AWS	2015	18 months	£18.00m
R18	Urban Capacity Sites	Electrical supply	The overall load is likely to be circa 3 MW spread over a number of different Urban sites.	Primary	Physical	utilities	Central Networks	Developer	Linked to development	In line with dev't	£1.63m
R19	Urban Capacity Sites	Gas supply	Annual gas consumption will be circa 28,500 MWh with a peak instantaneous demand of circa 2,093 m³/h.	Primary	Physical	utilities	National Grid	Developer	Linked to development	In line with dev't	£1.12m
R20	Medium/Small Commitments	Electrical supply	The overall electrical load is likely to be circa 5.5 MW spread over a number of different sites.	Primary	Physical	utilities	Central Networks	Developer	Linked to development	In line with dev't	£3.00m
R21	Medium/Small Commitments	Gas supply	Annual gas consumption will be circa 52,326 MWh with a peak instantaneous demand of circa 3,842 m³/h.	Primary	Physical	utilities	National Grid	Developer	Linked to development	In line with dev't	£2.05m
R22	Northampton General	132 kV High voltage electricity cable	new 132KV cable from Grendon to Nunn Mills	Primary	Physical	utilities	Central Networks	Provider	before 2016	NK	£31.19m

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R23	Northampton General	Northern Relief Road Phase Two	New road or online improvements running from A 5199 Welford Road to A43 Kettering Road.	Primary	Physical	road works	NCC	NCC	Not yet identified	NK	£16.5m Cost TBC in NMMS
R24	Northampton General	A45 Wootton Fields GSJ	Improvements to raise the capacity of the junction to complement the HA's Access Management Strategy.	Primary	Physical	road works	NCC	NCC / developer	Not yet identified	TBC	£7.5m
S	Towcester Town Centre & General		Works to enhance Towcester town centre in light of the Towcester Urban Extension and Moat Lane proposals								
S1	Towcester Town Centre	Police - Towcester 'One Stop Shop'	A shared public sector front desk providing partnership to the community.	Secondary	Social	emergency services	SNC/Police Authority	Police	To be confirmed	To be confirmed	Nil
S2	Towcester Town Centre	Library	New library to be provided as part of Moat Lane development	Tertiary	Social	community facilities	NCC	WNDC/SNC/NCC/Developers	2013		NK
S3	Towcester General	Cycling routes, crossings, strategy and parking	Links - on- and off- new and existing carriageway cycling provision - improvement of existing cycle routes, parking, signing, planning	Secondary	Physical	public transport	NCC / Developer	Developer / NCC / LTP/ Sustrans	2010 - 2030	20 years	£2.12m
S4	Towcester General	Civic and community facilities	New facilities to be provided in town centre extension to north east of A5. To include civic offices, tourist facilities, leisure services and cultural facilities.	Tertiary	Social	community facilities	SNC / Developer	Developer	2013	5 years	
T	Towcester South		SUE comprising 1500 homes and 1500 jobs				Persimmon, Bloor		2013	13 years	
T1	Towcester Urban Extension	Health centre	between 800sqm and 5000sqm	Secondary	Social	healthcare	PCT	NHS / Developer	before 2016	4 years	£6.5m
T2	Towcester Urban Extension	Community facilities	Provision of a community building or other community facilities	Tertiary	Social	community facilities	SNC	Developer	To follow development	Contribution only	£0.658m
T3	Towcester Urban Extension	Primary school	1 x 2 form of entry school, 1 x 1.5 form entry school	Secondary	Social	education	NCC	Developer/NCC	2017	2 years	£6.5m
T4	Towcester Urban Extension	A5 bypass	Bypass proposed from the A43 to the Whittlebury turn east of the town.	Primary	Physical	road works	HA / NCC	HA / NCC	2015 (est.)	2 years (est.)	£29.60m
T5	Towcester Urban Extension	Secondary school	Secondary school of 7.7ha secured for 6 form entry with additional 3.4 reserved for 10 form entry	Secondary	Social	education	NCC	Developer/NCC	2017	2 years (est.)	£40m
T6	Towcester Urban Extension	Improvements to A5 / A43 junction	Linked to bypass project. Improvements would cover both the Tove and Abthorpe Roundabouts.	Primary	Physical	road works	HA	HA	After 2015 (est.)	1 year (est.)	£13.85m
T7	Towcester Urban Extension	Town park	New town park provided as part of structural greenspace	Tertiary	Green	open space	Developer	Developer	before 2016		
T8	Towcester Urban Extension	Enhanced sport and leisure	To include new playing fields within the development	Secondary	Social	open space	SNC	Developer	before 2016	1 year	£1.136m
T9	Towcester Urban Extension	Police - Safer Community Team Facility	To provide a place for the Safer Community Team as part of a shared facility	Secondary	Social	emergency services	Police	Police	2012	In line with dev't	Maximum of £500,000
T10	Towcester Urban Extension	Wastewater Treatment Works	Extension required to Towcester wastewater treatment works.	Primary	Physical	Utilities	AWS	AWS	2015	5 years	£5.14m
T11	Towcester Urban Extension	Waste Water Network	Infrastructure to deal with wastewater beyond the initial five-year housing supply	Primary	Physical	utilities	Anglian Water	Developer	Linked to development	12-18months	£4.04m
T12	Towcester Urban Extension	Water Supply infrastructure	Additional water supply infrastructure required	Primary	Physical	utilities	Anglian Water	Developer	Linked to development	1 - 2 years	£1.82m
T13	Towcester Urban Extension	Employment Training	Contribution towards training places for local people	Tertiary	Social	community facilities	Developer	Developer	Linked to development	Contribution only	£0.145m

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T14	Towcester Urban Extension	Equipped and non equipped Play Area	Contribution towards playspace	Secondary	Social	community facilities	Developer	Developer	Linked to development	Contribution only	£1.868m
T15	Towcester Urban Extension	Leisure provision	Contribution towards sports hall and swimming pool	Tertiary	Social	community facilities	SNC	Developer	To follow development	Contribution only	£1.102m
T16	Towcester Urban Extension	Public realm	Contribution towards high quality public realm	Tertiary	Green	open space	Developer	Developer	Linked to development	Contribution only	£0.720m
T17	Towcester Urban Extension	Electrical supply	Likely to draw circa 3 MW and require circa 6 to 8 distribution substations.	Primary	Physical	utilities	Central Networks	Developer	Linked to development	In line with dev't	£1.63m
T18	Towcester Urban Extension	Gas supply	Annual gas consumption of 28,500 MWh with a peak instantaneous demand of circa 2,093 m ³ /h.	Primary	Physical	utilities	National Grid	Developer	Linked to development	In line with dev't	£1.12m
T19	Towcester Urban Extension	Gas Network Reinforcement	Low pressure gas supply to be taken off a medium pressure gas main via a gas regulator.	Primary	P	utilities	National Grid	Developer	Linked to development	TBC	£1.00m
U	Silverstone Circuit		Improvements to racing circuit, plus 6 million square feet of high tech employment								
U1	Silverstone Circuit	Public transport	Improved public transport links needed to Towcester, Brackley and farther afield, both for events and new office development	Secondary	Social	public transport	NCC	Silverstone	Linked to development	NK	NK
U2	Silverstone Circuit	Highway improvements	Considerable highway works required with potential improvements needed to the A43, A5 and at M1 and M40 junctions.	Primary	Physical	road works	HA / NCC	Unknown	TBC	TBC	£10m
U3	Silverstone Circuit	Electrical supply	A new primary substation and potentially major reinforcement of the existing grid	Primary	Physical	utilities	Central Networks	Developer / Provider	TBC	4 - 5 years	£1.36m
V	Brackley Town Centre & General		Masterplan being produced to invest in new employment, retail, leisure, community and enhance the key town gateways								
V1	Brackley Town Centre	New Primary Care Centre	To include: two relocated GP surgeries, pharmacy, NHS dental facility and 60-bed care home, intermediate care bed facility	Secondary	Social	healthcare	NHS	NHS	2011	18 months	Not available
V2	Brackley General	Cycling routes, crossings, strategy and parking	Links - on- and off- new and existing carriageway cycling provision - improvement of existing cycle routes	Secondary	Physical	public transport	NCC / Developer	Developer / NCC / LTP/ Sustrans	2010 - 2030	20 years	£5.79m
V3	Brackley General	Employment Training	Represents S106 contribution to training places for local people	Tertiary	Social	community services	SNC	S106	TBC	Contribution only	£0.158m
V4	Brackley Town Centre	PLACE community destination	a new mixed use community destination in the marketplace comprising: Library, Community Resource Centre, café, performance space, community rooms and a 'Changing Place' as part of new multiuse development	Tertiary	Social	community services	SNC	TBC	TBC	TBC	NK
V5	Brackley General	Wastewater Treatment Works	Extension likely to be required to Brackley Wastewater Treatment Works.	Primary	Physical	utilities	Anglian Water	Provider	2016	5 years	£4.93m
V6	Brackley General	Wastewater network	New strategic sewerage solution may be required. Could include a new sewer from the east of the town to the WwTW.	Primary	Physical	utilities	Anglian Water	Developer	Linked to development	1-2 years	£3.87m
W	Brackley North		SUE comprising 1380 homes						6 years		
W1	Brackley North	Primary schools	1 x 2 form of entry primary school	Secondary	Social	education	NCC	Developer/NCC	Linked to development		£6.45m

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W2	Brackley North	Secondary school	Consolidation of secondary school	Secondary	Social	education	NCC	Developer/NCC	Linked to development		depends on option
W3	Brackley North	Sports provision	Contributions towards enhanced sport and leisure provision, to include the redevelopment and expansion of the Brackley Leisure Centre	Tertiary	Social	sport and leisure	SNC	Developer/SNC	Not supplied		NK
W4	Brackley North	Community facilities	Contribution towards a community building	Tertiary	Social	community facilities	SNC	Developer	To follow development	Contribution only	£0.549m
W5	Brackley North	Halse Road - Northampton Road link	Provision of new through road to improve local access	Primary	Physical	road works	NCC	NCC	TBC		£5.25m
W6	Brackley North	Water Supply infrastructure	Approximately 3.3km of 250mm OD main to be laid, and the strategic Deanshanger to Greatworth main to be completed.	Primary	Physical	utilities	Anglian Water	Developer	Linked to development	1 - 2 years	£4.57m
W7	Brackley North	Green Infrastructure	Contribution towards green infrastructure	Secondary	Green	open space	Developer	Developer	Linked to development	Contribution only	£0.312m
W8	Brackley North	Employment Training	Contribution towards training places for local people	Tertiary	Social	community facilities	Developer	Developer	Linked to development	Contribution only	£0.121m
W9	Brackley North	Equipped and non equipped Play Area	Contribution towards playspace	Secondary	Social	community facilities	Developer	Developer	Linked to development	Contribution only	£1.556m
W10	Brackley North	Public realm	Contribution towards high quality public realm	Tertiary	Green	open space	Developer	Developer	Linked to development	Contribution only	£0.600m
W11	Brackley North	Health Centre	Contribution towards health centre (based upon 4GPs and dental practice)	Secondary	Social	healthcare	PCT	NHS	Linked to development	Contribution only	£1.302m
W12	Brackley North	Electrical supply	Likely to draw circa 2.5 MW and require circa 4 to 6 distribution substations.	Primary	Physical	utilities	Central Networks	Developer	Linked to development	In line with dev't	£1.36m
W13	Brackley North	Electrical Network Reinforcement	Local reinforcement in the event that the 11 kV network is over capacity	Primary	Physical	utilities	Central Networks	Developer	Linked to development	six months	£0.17m
W14	Brackley North	Gas supply	Development requires an annual gas consumption of 23,750 MWh with a peak instantaneous demand of circa 1,744m ³ /h.	Primary	Physical	utilities	National Grid	Developer	Linked to development	In line with dev't	£0.93m
W15	Brackley North	Gas Network Reinforcement	Low pressure gas supply to be taken off a medium pressure gas main via a gas regulator.	Primary	Physical	utilities	National Grid	Developer	Linked to development	TBC	£1.00m
X	Brackley East		SUE comprising 380 homes and 1000 jobs						2016	2 years	
X1	Brackley East	Primary and secondary schools	Consolidation of primary and secondary schools around Brackley, with increased capacity, where needed, to cater for Brackley East development.	Secondary	Social	education	NCC	Developer/NCC	Linked to development		See Brackley North
X2	Brackley East	Public transport	Improvements needed to both town and intra urban services.	Secondary	Physical	public transport	NCC	Developer/NCC	TBC		NK
X3	Brackley East	A43 Junction Infrastructure	Minor junction improvements	Primary	Physical	road works	HA	HA	Linked to development		£0.65m
X4	Brackley East	Traffic calming	Traffic calming and realignment required on Turweston Lane	Primary	Physical	road works	NCC	NCC	NK	NK	£0.13m
X5	Brackley East	Flood attenuation measures	Package of measures to include surface water management and flood mitigation	Primary	Physical	flood attenuation	NCC / EA	Developer	NK	NK	£2.26m
X6	Brackley East	Community facilities	Contribution towards a community building	Tertiary	Social	community facilities	SNC	Developer	To follow development	Contribution only	£0.167m

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X7	Brackley East	Sports pitches	Contribution towards sports pitches	Tertiary	Green	open space	Developer	Developer	Linked to development	Contribution only	£0.288m
X8	Brackley East	Green Infrastructure	Contribution towards green infrastructure	Secondary	Green	open space	Developer	Developer	Linked to development	Contribution only	£0.095m
X9	Brackley East	Employment Training	Contribution towards training places for local people	Tertiary	Social	community facilities	Developer	Developer	Linked to development	Contribution only	£0.037m
X10	Brackley East	Equipped and non equipped Play Area	Contribution towards playspace	Secondary	Social	community facilities	Developer	Developer	Linked to development	Contribution only	£0.473m
X11	Brackley East	Leisure provision	Contribution towards sports hall and swimming pool	Tertiary	Social	community facilities	SNC	Developer	To follow development	Contribution only	£0.279m
X12	Brackley East	Public realm	Contribution towards high quality public realm	Tertiary	Green	open space	Developer	Developer	Linked to development	Contribution only	£0.182m
X13	Brackley East	Health Centre	Contribution towards health centre (based upon 4GPs and dental practice)	Secondary	Social	healthcare	PCT	NHS	Linked to development	Contribution only	£0.396m
X14	Brackley East	Electrical supply	The housing development is likely to draw circa 0.9 MW and require 1 or 2 distribution substations.	Primary	Physical	utilities	Central Networks	Developer	Linked to development	in line with dev't	£0.41m
X15	Brackley East	Gas supply	Likely to have an annual gas consumption of 7,220 MWh with a peak instantaneous demand of circa 531 m ³ /h.	Primary	Physical	utilities	Central Networks	Developer	Linked to development	in line with dev't	£0.28m
Y	South Northamptonshire General		Any infrastructure requirements elsewhere in South Northamptonshire, some of which may be needed to enable development in the Towcester and Brackley								
Y1	SNC General	Walking and Cycling improvements	Districtwide walking and cycling improvements	Secondary	Green	footway / cycleway	NCC	Unknown	Ongoing and long term		£0.072m
Y2	SNC General	Electrical Network Reinforcement	One new substation plus circuit reinforcement needed.	Primary	Physical	utilities	Central Networks	Developer	Linked to development	18 months	£2.35m
Y3	SNC General	Education service	2 x special needs units	Secondary	Social	education	NCC	NCC	NK	NK	£2m
Z	Daventry Town Centre		Redevelopment of shopping facilities								
Z2	Daventry Town Centre	Learning Quarter	16+ (or 14+) educational provision.	Secondary	Social	education	Northampton college	Consortium	2011		NK
Z3	Daventry Town Centre	Town centre CCTV	Extended camera network and 'back office' infrastructure	Secondary	Physical	utilities	Developer / DDC	Developer	TBC		
Z4	Daventry Town Centre	Police - Daventry 'One Stop Shop'	A shared public sector front desk	Tertiary	Social	emergency services	DDC / Police	Police Authority	TBC	TBC	Nil
Z5	Daventry Town Centre	Canal link	Canal arm linking town centre to Grand Union Canal	Tertiary	Green	open space	DDC / Developer	Not known	NK	NK	c£12m
Z6	Daventry Town Centre	Re-locate and improved bus station	Improved bus station	Secondary	Physical	public transport	DDC	GIF/Developer	before 2016	3 years	£5m
Z8	Daventry Town Centre	Requirement for enhancements to telecommunications	Requirement for enhancements to existing cables	Primary	Physical	utilities	Provider/DDC	Provider	TBC		£1.11m
Z9	Daventry Town Centre	Library	New library to be provided on car park when old library site is redeveloped for retail. Larger facility to accommodate increased demand.	Secondary	Social	community facilities	WNDC / NCC / Developer	Developer	TBC		NK
Z10	Daventry Town Centre	Eastern Way Junctions	Improvements needed	Primary	Physical	road works	NCC	NK	NK	NK	£1m

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Z11	Daventry Town Centre	Stefan Way / Leamington Way Junction	Junction Improvements	Primary	Physical	road works	NCC	NK	NK	NK	£0.65m
Z12	Daventry Town Centre	Ashby Road / Henmans Road Bus Priority	Bus priority improvements	Primary	Physical	road works	NCC	NK	NK	NK	£0.65m
AA	Daventry North East		SUE comprising 2500 houses						2012	14 years	
AA1	Daventry North East	Primary school	1 x 2 form of entry Primary Schools	Secondary	Social	education	NCC	Developer/NCC	Linked to development		£6.5m
AA2	Daventry North East	Secondary school	1x8 form of entry secondary school	Secondary	Social	education	NCC	Developer/NCC	Linked to development		£35m
AA3	Daventry North East	Community facilities	Provision of a community building	Tertiary	Social	community facilities	DDC	Developer	To follow development	Contribution only	£0.878m
AA4	Daventry North East	Sports pitches	Provision of sports pitches	Tertiary	Green	open space	Developer	Developer	Linked to development	Contribution only	£1.514m
AA5	Daventry North East	Green Infrastructure	Provision of green infrastructure	Tertiary	Green	open space	Developer	Developer	Linked to development	Contribution only	£0.500m
AA6	Daventry North East	Health Centre	3 GP health centre in proposed local centre.	Secondary	Social	healthcare	NHS	Developer	2012+	Contribution only	£1.550m
AA7	Daventry North East	Employment Training	Contribution towards training places for local people	Tertiary	Social	community facilities	Developer	Developer	Linked to development	Contribution only	£0.194m
AA8	Daventry North East	Equipped and non equipped Play Area	Provision of playspace to serve the development	Secondary	Social	community facilities	Developer	Developer	Linked to development	Contribution only	£2.490m
AA9	Daventry North East	Norton Traffic Calming	Traffic calming measures	Primary	Physical	road works	NCC	NK	Linked to development		£0.9m
AA10	Daventry North East	B4036	Realignment	Secondary	Physical		NK	NK	Linked to development		£0.35m
AA11	Daventry North East	Link from Northern Way/ Welton Road to B4036	Sustainable transport link	Primary	Physical	road works	NCC	Developer	Linked to development		£3.38m
AA12	Daventry North East	Diversion of high voltage electricity supplies	Diversion / undergrounding of 132Kv overhead cables (from just north of GUC to Daventry BSP)	Primary	Physical	utilities	Central Networks	Developer	Linked to development		£17.31m
AA13	Daventry North East	Oil pipelines	Reinforcement / protection of BPA oil pipelines	Primary	Physical	utilities	Developer	Developer	Linked to development		£0.59m
AA14	Daventry North East	Public transport	Expansion of bus services	Secondary	Physical	public transport	Developer	Developer / LTP	2015		NK
AA15	Daventry North East	Daventry Country Park expansion	Enlargement to Daventry Country Park	Secondary	Green	open space	DDC	Developer	before 2016	7years	£3.45m
AA16	Daventry North East	Wastewater Treatment Works	Upgrading of the Whilton Sewage treatment works	Primary	Physical	utilities	Anglian Water	Anglian Water	2013	3 years	£4.93m
AA17	Daventry North East	Wastewater network	Upgrade required to main sewer from Daventry to Whilton	Primary	Physical	utilities	Anglian Water / developer	Provider / Developer	Linked to development	1 - 2 years	£6.98m
AA18	Daventry North East	Water Supply infrastructure	Various strategic upgrades required	Primary	Physical	Utilities	Anglian Water/developers	Provider/Developer	Linked to development	1 - 2 years	£2.48m
AA19	Daventry North East	Leisure provision	Contribution towards sports hall and swimming pool	Tertiary	Social	community facilities	DDC	Developer	To follow development	Contribution only	£1.470m

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AA20	Daventry North East	Public realm	Contribution towards high quality public realm	Tertiary	Social	open space	Developer	Developer	Linked to development	Contribution only	£0.960m
AA21	Daventry North East	Electrical supply	Likely to draw circa 4 MW and require circa 6 to 8 distribution substations.	Primary	Physical	utilities	Central Networks	Developer	Linked to development	In line with dev't	£2.18m
AA22	Daventry North East	Electrical Network Reinforcement	New primary substation to be provided.	Primary	Physical	utilities	Central Networks	Developer	Linked to development	18 months	£2.30m
AA23	Daventry North East	Gas supply	Annual gas consumption of 38,000 MWh with a peak instantaneous demand of circa 2,790 m ³ /h.	Primary	Physical	utilities	National Grid	Developer	Linked to development	In line with dev't	£1.49m
AA24	Daventry North East	Gas Network Reinforcement	Low pressure gas supply to be taken off a medium pressure gas main via a gas regulator.	Primary	Physical	utilities	National Grid	Developer	Linked to development	TBC	£1.00m
AB	Daventry North		Infrastructure requirements to facilitate 1000 houses in Daventry North (Monksmoor)								
AB1	Monksmoor	Primary school	1 x 2 form of entry primary school	Secondary	Social	education	NCC	Developer/NCC	Linked to development		£6.45m
AB2	Monksmoor	Buffering of development	Additional work to buffer the perimeter of the Country Park is identified in the WNIS / 130	secondary	Green	open space	DDC	Developer	before 2016	4years	£0.6m
AB3	Monksmoor	Welton Lane	pedestrian/cycle improvements needed	Tertiary	Social	footway / cycleway	NCC	S106	Linked to development		NK
AB4	Monksmoor	Police - Safer Community Team Facility	To provide a place for the Safer Community Team to use (either drop in or base) as part of a shared facility with other partners	Secondary	Social	emergency services	Developer	Developer	Not supplied	In line with development	Maximum of £500,000
AB5	Monksmoor	Public transport	Expansion of bus services to reflect development	Secondary	Physical	public transport	Developer	Developer / LTP	2015		NK
AB6	Monksmoor	Water Supply infrastructure	1.7km of 355mm OD main to be laid along Western Avenue and London Road.	Primary	Physical	Utilities	Anglian Water/developers	Provider/Developer	Linked to development	1 year	£29.75m
AB7	Monksmoor	Community facilities	Contribution towards a community building or other community facilities	Tertiary	Social	community facilities	DDC	Developer	To follow development	Contribution only	£0.439m
AB8	Monksmoor	Sports pitches	Contribution towards sports pitches	Tertiary	Green	open space	Developer	Developer	Linked to development	Contribution only	£0.757m
AB9	Monksmoor	Green Infrastructure	Contribution towards green infrastructure	Secondary	Green	open space	Developer	Developer	Linked to development	Contribution only	£0.250m
AB10	Monksmoor	Employment Training	Contribution towards training places for local people	Tertiary	Social	community facilities	Developer	Developer	Linked to development	Contribution only	£0.097m
AB11	Monksmoor	Equipped and non equipped Play Area	Contribution towards playspace	Secondary	Social	community facilities	Developer	Developer	Linked to development	Contribution only	£1.245m
AB12	Monksmoor	Leisure provision	Contribution towards sports hall and swimming pool	Tertiary	Social	community facilities	DDC	Developer	To follow development	Contribution only	£0.735m
AB13	Monksmoor	Public realm	Contribution towards high quality public realm within and around the development	Tertiary	Green	open space	Developer	Developer	Linked to development	Contribution only	£0.480m
AB14	Monksmoor	Health Centre	Contribution towards health centre (based upon 4GPs and dental practice)	Secondary	Social	healthcare	PCT	NHS	Linked to development	Contribution only	1.042m
AD	Daventry District General		Any infrastructure required elsewhere in the Daventry District to deliver growth.								
AD1	Daventry - other	Public transport	High quality bus based public transport solution for local trips (within area) and connections to off-site public transport.	Secondary	Physical	public transport	Developer	Developer / LTP	2010 - 2015	5 years	£0.43

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AD2	Daventry - other	A45 corridor measures, including A45 Northampton to Daventry Link Road	Major new road required to enable growth throughout Daventry. Includes public transport measures in corridor and traffic mitigation measures in Flore, Weedon and Upper Heyford	Primary	Physical	road works	NCC	Developer/NCC	2013	5years	£30m
AD3	Daventry - other	A5 / A45 crossroads	Improvements to signal-controlled junction (independent of whether A45 Northampton to Daventry Link road goes ahead)	Primary	Physical	road works	HA	Developer	TBC		£0.7m
AD4	Daventry - other	A361 Daventry-M40 traffic management	Downgrade to 'B' road and discourage through traffic (use A43-A5-A45)	Primary	Physical	road works	NCC	LTP/Developer	NK		£5m
AD5	Daventry - other	Borough Hill Country Park Extension/enhancement as formal CP	Upgrading of existing park	Secondary	Green	open space	DDC	S106	TBC		NK
AD6	Daventry - other	A361 Improvements	Improvements to A361 north of Daventry	Tertiary	Physical	road works	NCC	LTP/Developer	Linked to development		£8m
AD7	Daventry - other	New high pressure gas main	New gas main may be required to supplement the existing Daventry to Long Buckby gas main. Either to be overlaid on existing or construct additional new main between Daventry and Long Buckby	Primary	Physical	utilities	National Grid	National Grid	NK	NK	£1.78m
AD8	Daventry - other	Further enhancements to high pressure gas main beyond Long Buckby	Further enhancements beyond Long Buckby	Primary	Physical	utilities	National Grid	NK	NK	NK	£5.42m
AD9	Daventry - other	A5 / B5385 junction	Possible signalisation	Primary	Physical	road works	NCC	NK	TBC		£0.68m
AD10	Daventry - other	Cycling routes, crossings, strategy and parking	Links - on- and off- new and existing carriageway cycling provision - improvement of existing cycle routes, parking, signing, planning	Secondary	Physical	public transport	NCC / Developer	Developer / LTP	2010 - 2030	20 years	£2.35
AD11	Daventry - other	New Cemetery	New cemetery needed after 2020	Secondary	Social	community facilities	DDC	NK	2020		NK
AD12	Daventry - other	Employment Training	Represents S106 contribution to training places for local people	Tertiary	Social	community services	DDC	Developer	Linked to development	-	£0.291m
AD13	Daventry - other	Estate Management Company	Resident controlled estate management company for housing estates around Daventry town: not specific to any one SUE	Tertiary	Social	community services	NK	Developer	TBC		
AD14	Daventry - other	Education service	2 x special needs units	Secondary	Social	education	NCC	NCC	NK	NK	£2m
AD15	Long Buckby Station	Parking provision	multi-storey car park centre or park and ride at Long Buckby by station	secondary	Physical	public transport	NK	NK	TBC		NK
AD16	Long Buckby Station	Station facilities	Improvements to the station facilities plus enhanced interchange between modes	primary	Physical	public transport	Network Rail/NCC	Provider	TBC		£1.2m
AD17	Long Buckby Station	Long Buckby to Daventry bus route	Dedicated service but could be incorporated into another bus route provided a high standard of service could be guaranteed.	secondary	Physical	public transport	NCC	NK	TBC and dependant on development		£2m
AE	Daventry International Railfreight Terminal		Planning consent has been granted for DIRFT 2, comprising 1.945 million sq feet of commercial development along the A428, plus a new rail hub.								

Pre-Submission Joint Core Strategy, Committee Version, 31st January 2011

Reference	Development	Infrastructure Project	Description	Infrastructure Status	Infrastructure Type	Infrastructure Category	Responsibility for Provision	Source of Funding	Start Date	Duration	Cost
AE1	DIRFT expansion	Highways	M1 J18 minor works. A 5 works.	Primary	Physical	road works	HA	Developer	Linked to development		£0.65m
AE2	DIRFT expansion	Public transport	Improvements needed but not yet quantified.	Secondary	Physical	public transport	NK	Developer / LTP	Linked to development		NK
AE3	DIRFT expansion	Electricity	Switch DIRFT to Rugby connection or connection between Bugbrooke and Weedon	Primary	Physical	utilities	Central Networks	Developer	TBC		Depends on layout
AE4	DIRFT expansion	Sustainable Heat Network	Means of delivering primary infrastructure needs and meeting Code for Sustainable Buildings in a cost-effective way	Primary	Physical	utilities	NK	Developer	Linked to development		£1.27m
AE5	DIRFT expansion	Electricity supply	One new primary substation plus connections likely to be needed	Primary	Physical	utilities	Central Networks	Developer	Linked to development	18 months	Depends on layout
AF	Weedon Depot		Former Royal Ordnance Depot								
AF1	Weedon Depot	New access	New road access	Primary	Physical	road works	NCC	NK	TBC		£0.05m
AF2	Weedon Depot	Restoration	Early 19th Century Barracks in need of restoration to ensure long term survival	Secondary	Social	landscape	TBC	NK	TBC		NK

Appendix 5 – Saved Local Plan Policies to be Replaced by Joint Core Strategy Policies

The Planning and Compulsory Purchase Act 2004 provided for the saving of policies in adopted Local Plans which reflected the principles of the Local Development Framework and were consistent with national policy. In 2007 some Saved Adopted Local Plan policies ceased to be “saved”. Eventually all the remaining Saved Adopted Local Plan policies will be replaced by the Development Plan Documents that make up the Local Development Framework.

Below are three lists, one for each of the Borough and District Councils, showing those Saved Adopted Local Plan policies to be replaced by the adopted Joint Core Strategy.

Until the Joint Core Strategy is adopted all Saved Local Plan Policies will continue to apply.

The relevant Development Plans for Daventry District Council, Northampton Borough Council and South Northamptonshire Council, which form the basis of the Saved Policies, are:

- Daventry District Local Plan (adopted June 1997)
- Northampton Local Plan (adopted June 1997)
- South Northamptonshire Council Local Plan (adopted October 1997)

Daventry District			
Saved Policies in the adopted Daventry District Local Plan 1997		Replacement Policy Number and Title in the Joint Core Strategy	
GN3	General	INF1 INF2	Approach to Infrastructure Delivery Contributions to Infrastructure Requirements
HS2	Housing related to the growth of Northampton	S4 S5 S6 BN8	Northampton Related Development Area Sustainable Urban Extensions Phasing of Housing Development The River Nene Strategic River Corridor
HS10	New Settlements	S1 S5	The Distribution of Development Sustainable Urban Extensions
HS25	Affordable Housing	H2	Affordable Housing
HS26	Affordable Housing	H3	Rural Exception Sites
HS27	Affordable Housing	H2	Affordable Housing
CM7	Public Transport Provisions	C2 S10	New Developments Sustainable Development Principles
CM8	Cyclists and Pedestrians	S10	Sustainable Development Principles

Northampton Borough			
Saved Policies in the Adopted Northampton Local Plan 1997		Replacement Policy Number and Title in the Core Strategy	
E1	Landscape and open space	BN2 BN5	Biodiversity The Historic Environment
E2	Riverside landscape	BN8	The River Nene Strategic River Corridor
E4	Water environment	BN1 BN4 BN7 BN8	Green Infrastructure Connections Upper Nene Valley Gravel Pits Potential Special Protection Area Flood Risk The River Nene Strategic River Corridor
E6	Green space	BN1 BN5 BN8 RC2	Green Infrastructure Connections The Historic Environment The River Nene Strategic River Corridor Community Needs
E10	Hedges Trees and Woodland	BN3	Woodland Enhancement and Creation
E11	Hedges Trees and Woodland	BN3 BN5	Woodland Enhancement and Creation The Historic Environment
E12	Hedges Trees and Woodland	BN3	Woodland Enhancement and Creation
E14	Corridors of travel	BN1 C3	Green Infrastructure Connections Strategic Connections
E17	Nature conservation	BN2 BN3 BN5	Biodiversity Woodland Enhancement and Creation The Historic Environment
E18	Sites of acknowledged nature conservation value	BN2 BN4	Biodiversity Upper Nene Valley Gravel Pits Potential Special Protection Area
E19	Implementing development	INF1 INF2	Approach to Infrastructure Delivery Contributions to Infrastructure Requirements
E38	Historic landscapes: nationally important ancient monument/landscapes	BN5	The Historic Environment
E39	Renewable energy	S10 S11	Sustainable Development Principles Renewable Energy
E40	Crime and vandalism	S10	Sustainable Development Principles
H1	Sites for major new residential development	S1 S5 S10	The Distribution of Development Sustainable Urban Extensions Sustainable Development

		N7 N9	Principles Northampton King's Heath SUE Northampton Upton Park SUE
H4	Sites for major new residential development	S5 S10 N9	Sustainable Urban Extensions Sustainable Development Principles Northampton Upton Park SUE
H5	Sites for major new residential development	S1 S5 S10 N7	The Distribution of Development Sustainable Urban Extensions Sustainable Development Principles Northampton King's Heath SUE
H6	Other housing development: within primarily residential area	H1	Housing Density and Mix and Type of Dwellings
H7	Other housing development: outside primarily residential area	H1	Housing Density and Mix and Type of Dwellings
H8	Other housing development: list of sites	S1	The Distribution of Development
H32	Affordable housing	H2	Affordable Housing
H34	Gypsy caravan sites	H7	Gypsies, Travellers and Travelling Showpeople
B1	Land allocations for business and industry: proposed business areas	E1 E2 E3 N2	Existing Employment Areas New Office Floorspace Technology Realm, Northampton North Northampton Central Area
B2	Land allocations for business and industry: existing business areas	E1 E3 N2	Existing Employment Areas Technology Realm, Northampton North Northampton Central Area
B3	Land allocations for business and industry: business developments	E1 E2	Existing Employment Areas New Office Floorspace
B4	Land allocations for business and industry: sites less than 1 hectare	E1 E2	Existing Employment Areas New Office Floorspace
B13	Infrastructure related to business use	INF1 INF2	Approach to Infrastructure Delivery Contributions to Infrastructure Requirements
T4	impacts of major developments on highway infrastructure	C2 INF1 INF2	New Developments Approach to Infrastructure Delivery Contributions to Infrastructure Requirements
T5	Kings Heath development and requires on the local	INF1	Approach to Infrastructure Delivery

	road network	INF2 N7	Contributions to Infrastructure Requirements Northampton King's Heath SUE
T14	Public transport – rail corridors	C4	Connecting Urban Areas
L1	Existing recreational facilities	RC2	Community Needs
L3	Other existing local open space	RC2	Community Needs
L4	New local recreational land	RC2	Community Needs
L6	Maintenance of open space	RC2	Community Needs
L16	River Valley Policy Area	BN8	The River Nene Strategic River Corridor
L17	Use of river and canal	BN8	The River Nene Strategic River Corridor
L20	Managed countryside recreation: Upton Country Park	N9	Northampton Upton Park SUE
L29	River Valley Policy Area: provision of new facilities	E7	Tourism, Visitor and Cultural Facilities
D14	Pineham: business and housing	E1	Existing Employment Areas

South Northamptonshire District			
Saved Policies in Existing Local Plan		Replacement Policy Number and Title in the Core Strategy	
G2	General	S1	The Distribution of Development
H3	Brackley and Towcester	S1 S3	The Distribution of Development Scale of and Distribution of Development
H7	Affordable Housing	H2	Affordable Housing
H8	Affordable Housing	H3	Rural Exception Sites
RC5	Towcester Racecourse	T5	Towcester Racecourse
IMP1	Planning Obligations	INF1 INF2	Approach to Infrastructure Delivery Contributions to Infrastructure Requirements
TH2	Residential development within Towcester	T1	Spatial strategy for Towcester
TE2	North east of town centre, Towcester (office proposal)	T2	The Town Centre and Moat Lane Regeneration Area
TEV1	Bury mount Towcester (pedestrianised area)	T2	The Town Centre and Moat Lane Regeneration Area
TT1	North East of the Town Centre, Towcester (Transport Proposal)	T2	The Town Centre and Moat Lane Regeneration Area

TT2	West of Northampton Road, Towcester (Car Park Proposal)	T2	The Town Centre and Moat Lane Regeneration Area
TR2	North East of the Town Centre, Towcester (Retail Proposal)	T2	The Town Centre and Moat Lane Regeneration Area
TRC2	North East of the Town Centre, Towcester (Riverside Walk Proposal)	T2	The Town Centre and Moat Lane Regeneration Area
WFH1	Wootton Fields (Housing Proposal)	S1 S3	The Distribution of Development Scale and Distribution of Housing Development

Appendix 6 – West Northamptonshire Monitoring Framework

Objective 1 - Climate Change						
<p>Objective: <i>To minimise demand for resources and mitigate and adapt to climate change, by:</i></p> <ul style="list-style-type: none"> • <i>Promoting sustainable design and construction in all new development;</i> • <i>Ensuring strategic development allocations are located and designed so as to be resilient to future climate change and risk of flooding;</i> • <i>Encouraging renewable energy production in appropriate locations; and</i> • <i>Ensuring new development promotes use of sustainable travel modes.</i> 						
Policy Numbers:	S10, S11, H5, BN7, BN8, BN9					
Indicator (and type)	Target	Main Policy Delivered	Additional Policies Delivered?	SA Objective Delivered?	Main Agencies (for delivery)	Source (for monitoring data)
Minimum Code for Sustainable Homes Ratings for Residential Development (Unless clearly demonstrated to prevent development viability)	Based on JCS Policy S10: Detailed breakdown by settlement available in policy wording	S10	H5	SA Obj 12/13	Developers, WNDC, LPAs and RSLs	LPAs, Building Control, WNDC and WNJPU monitoring

Indicator (and type)	Target	Main Policy Delivered	Additional Policies Delivered?	SA Objective Delivered?	Main Agencies (for delivery)	Source (for monitoring data)
BREEAM Standards for Non-Residential Development	Non-Residential Development over 500m ² to achieve a rating of at least Very Good	S10		SA Obj 24	Developers, LPAs, Commercial Users, WNDC	LPAs, Building Control, WNDC and WNJPU Monitoring
Sustainable Energy Generation within new development through decentralised and renewable or low carbon sources	10% target for sustainable energy generation on new development in Policy S10,	S10	H5	SA Obj 15	Developers, WNDC, Environmental Services at Northamptonshire County Council and LPAs.	WNDC, Northamptonshire County Council , LPA Application Monitoring and WNJPU Monitoring
Planning Permissions Granted Contrary to EA Advice on Water Quality or Flood Risk Grounds (as in Core Output Indicator E1) after failing the sequential and / or exceptions test	Based on JCS Policy BN7, No Applications should be granted contrary to EA Advice	BN7	S10; BN4; BN8; BN9	SA Obj 25/26/28	Environment Agency, NCC (through Water Management Plan), LPAs, Developers, WNDC	Environment Agency Response / Objections to Applications, WNDC, WNJPU Monitoring

Indicator (and type)	Target	Main Policy Delivered	Additional Policies Delivered?	SA Objective Delivered?	Main Agencies (for delivery)	Source (for monitoring data)
NO2 Levels at existing designated AQMAs (LTP Indicator (LTP5))	No Specific Target in Policy BN9 - New development should address existing problems. Regular reporting of measurements	BN9		SA Obj 2/3	NCC Highways, LA Environmental Services, HA, LTA (Will report LTP Indicator 5)	LAs, DEFRA Reporting
Percentage of River Lengths Assessed as good biological / chemical quality	No Specific Target in Policy BN9 - New development should address existing problems. Regular reporting of measurements	BN9	S10; BN8	SA Obj 25/28	Environment Agency standards; WNDC; Water Companies	EA

Objective 2 - Infrastructure and development						
Objective: <i>To protect and enhance existing local services and to ensure social, physical and green infrastructure is adequately provided to meet the needs of people and business in a timely and sustainable manner in response to regeneration and new development in West Northamptonshire.</i>						
Policy Numbers:	INF1, INF2, S1, C1, C2, C3, C4; N3; N4; N5; N6; N7; N8; N9; N11; N12; D1; D3; D4; D5; T1; T2; T3; T4; B1; B2; B3; B4					
Indicator (and type)	Target	Main Policy Delivered	Additional Policies Delivered?	SA Objective Delivered?	Main Agencies (for delivery)	Source (for monitoring data)
Delivery of major Infrastructure priorities identified to facilitate development against IDP timescale (Local Indicator)	Table 1 in Infrastructure Chapter of the JCS. Measurement against details presented in West Northamptonshire Infrastructure Delivery Plan	INF1	INF2; C1, C2, C3, C4, S1, N3, N4, N5, N6, N7, N8, N9, N11, N12, D1, D3, D4, D5, T1, T2, T3, T4, B1, B2, B3, B4	SA Obj 1/2/10/11/19/24	LPAs, NCC, WNDC, HA, Developers, Service Providers	IDP Monitoring and Review Process, WNDC, Feedback from Service Providers, WNJPU Monitoring

Indicator (and type)	Target	Main Policy Delivered	Additional Policies Delivered?	SA Objective Delivered?	Main Agencies (for delivery)	Source (for monitoring data)
S106 / CIL funds allocated to IDP-identified projects in each monitoring year (including provision into pooled contributions where combined impact of development is identified)	Budgeting developed as part of the 'Schedule of required infrastructure' presented in West Northamptonshire Infrastructure Delivery Plan	INF2	INF1, C1, C3, S1; N3, N4, N5, N6, N7, N8, N9, N11, N12, D1,D3, D4, D5, T1, T2, T3, T4, B1, B2, B3, B4	SA Obj 10/19	LPAs, WNDC, RSLs, Developers, Service Providers	S106 / CIL / IDP Monitoring, WNDC, LPAs, WNJPU Monitoring

Objective 3 - Connections						
Objective: <i>To reduce the need to travel, shorten travel distances and make sustainable travel a priority across West Northamptonshire by maximising use alternative travel modes. In so doing, combat congestion in our main towns and town centres, reduce carbon emissions and address social exclusion for those in both rural and urban areas who do not have access to a private car.</i>						
Policy Numbers:	C1, C2, C3, C4, C5, INF1, R2,R3; N3, N4, N5, N6, N7, N8, N9, N11, N12, D1,D3, D4, D5, T1, T2, T3, T4, B1, B2, B3, B4					
Indicator (and type)	Target	Main Policy Delivered	Additional Policies Delivered?	SA Objective Delivered?	Main Agencies (for delivery)	Source (for monitoring data)
NI 167 - Congestion - Average Journey Time per mile during the morning peak (Local Transport Plan (LTP) Indicator)	See LTP Targets	C1	C2, C3, C4, C5, N3, N4, N5, N6, N7, N8, N9, N11, N12, D1,D3, D4, D5, T1, T2, T3, T4, B1, B2, B3, B4	SA Obj 1/2	LPAs, NCC Highways, HA, WNDC, Developers	DfT, HA, NCC Highways,
Delivery of relevant Transport Schemes to timescales set out in Local Transport Plan / Infrastructure Delivery Plan (as appropriate) (LTP Indicator)	Targets in LTP Delivery Programme and IDP	C3	INF1, N3, N4, N5, N6, N7, N8, N9, N11, N12, D1, D3, D4, D5, T1, T3, T4, B1, B2, B3, B4	SA Obj 1/2/11/21	Northamptonshire County Council Highways, HA	LTP Monitoring, LPAs, WNJPU Monitoring

Objective 4 - Protecting and Building Urban Communities						
Objective: <i>To ensure new development in urban areas effectively supports and links new and existing communities physically and socially, to achieve social cohesion and address the areas of deprivation identified in parts of Northampton and Daventry.</i>						
Policy Numbers:	S10, N1,N11, D1, D4, T2, B1, RC1, RC2					
Indicator (and type)	Target	Main Policy Delivered	Additional Policies Delivered?	SA Objective Delivered?	Main Agencies (for delivery)	Source (for monitoring data)
Number of Planning Permissions granted contrary to Northamptonshire Police Crime Prevention Design Advisor's advice (using Safer Places and Secured by Design Guidance)	No applications to be granted contrary to advice without full and reasoned justification	S10	N1, N11, D1, D4, T2, RC1, B1	SA Obj 9	Developers, LPAs, Northamptonshire Police	LPAs, Northamptonshire Police, WNJPU Monitoring

Indicator (and type)	Target	Main Policy Delivered	Additional Policies Delivered?	SA Objective Delivered?	Main Agencies (for delivery)	Source (for monitoring data)
% Planning Permissions for new residential and commercial development making adequate provision for community facilities and public open space	PPG17 Open Space Standards and those identified in West Northamptonshire Sports Facilities Strategy and Cultural Investment Plan as Referenced in Policy RC2 – Achievement of facilities specified in SUE policies	RC2	RC1, S10, N2, N3, N4, N5, N6, N7, N8, N9, N11, D3, T3, B2, B3	SA Obj 16/19/21/22	Developers, WNDC, LPAs	LPAs, WNJPU Monitoring

Objective 5 - Supporting Northampton Town Centre						
<i>To support the regeneration of Northampton's town centre by making it the focus of high quality retail, employment, leisure and cultural development at the heart of Northamptonshire and to support the delivery of the Northampton Central Area Action Plan.</i>						
Policy Numbers:		N1, N2, S2				
Indicator (and Type)	Target	Main Policy Delivered	Additional Policies	SA Objective Delivered?	Main Agencies (for delivery)	Source (for monitoring data)
Amount of new net retail convenience floorspace created in Northampton Town Centre	3,000m ² net convenience (Food) shopping floorspace for period 2010 - 2026	N2	S2, N1	SA Obj 1/2/17/22	Northampton Borough Council, WNDC, Developers	NBC, WNDC, WNJPU Monitoring
Amount of new net retail comparison floorspace created in Northampton Town Centre	45,000m ² net comparison shopping floorspace for period 2010 - 2026	N2	S2, N1	SA Obj 1/2/17/22	Northampton Borough Council, WNDC, Developers	NBC, WNDC, WNJPU Monitoring

Objective 6 - Supporting Daventry Town Centre						
<i>To support the regeneration of Daventry town centre through planned growth and infrastructure delivery.</i>						
Policy Numbers:		D1, D2, S2, S3				
Indicator (and Type)	Target	Main Policy Delivered	Additional Policies	SA Objective Delivered?	Main Agencies (for delivery)	Source (for monitoring data)
Amount of new net convenience floorspace created in Daventry Town Centre	2,000m ² net convenience (Food) floorspace for period 2010 - 2026	D2	D1, S2	SA Obj 1/2/17/22	Daventry District Council, WNDC, Developers	DDC, WNDC, WNJPU Monitoring
Amount of new net comparison floorspace created in Daventry Town Centre	7,600m ² net comparison shopping floorspace for period 2010 - 2026	D2	D1, S3	SA Obj 1/2/17/22	Daventry District Council, WNDC, Developers	DDC, WNDC, WNJPU Monitoring

Objective 7 - Supporting Towcester & Brackley Town Centre						
<i>To support Towcester and Brackley in their rural service centre roles to ensure their communities are self-sufficient sustainable places and the towns are the focus of services and facilities for surrounding villages.</i>						
Policy Numbers:	T1, T2, B1, B2, S2, S9					
Indicator (and Type)	Target	Main Policy Delivered	Additional Policies	SA Objective Delivered?	Main Agencies (for delivery)	Source (for monitoring data)
Amount of new convenience floorspace delivered in Towcester	750m ² net convenience (Food) floorspace for period 2010 - 2026	T2	S2, S9, T1	SA Obj 1/2/17/22	South Northamptonshire Borough Council, WNDC, Developers	SNC, WNDC, WNJPU Monitoring
Amount of new convenience floorspace delivered in Brackley	500m ² net convenience (Food) floorspace for period 2010 - 2026	B2	S2, S9, B1	SA Obj 1/2/17/22	South Northamptonshire Borough Council, Developers	SNC, WNJPU Monitoring

Objective 8 - Economic Advantage						
<i>To strengthen & diversify West Northamptonshire's economy by taking advantage of our internationally well-placed location, strategic transport network and proximity to London and Birmingham.</i>						
Policy Numbers:		E1, E2, E3, E4, E5, E6, INF2, N1, N3, N5, N7; N8; N9; D3, T3, B1, B2, S7, S8				
Indicator (and Type)	Target	Main Policy Delivered	Additional Policies	SA Objective Delivered?	Main Agencies (for delivery)	Source (for monitoring data)
Employment land available - by type	Maintain 5 year supply of prime employment land	E1	E2;E3;E5;N3; N7;N8;N9;D3 B1;B2;S7;S8	SA Obj 17	WNDC, Developers, LPA's	WNDC, LPAs, WNJPU Monitoring
Losses of employment land per year - by type	None, unless it can be demonstrated that site not viable for employment.	E1	N1;D1;T1;B1; INF2;E5;D3; N5;B1	SA Obj 17	WNDC, Developers, LPA's	WNDC, LPAs, WNJPU Monitoring
Net job growth to 2026	16,000 additional jobs by 2026	S7	E2;B2;S7;S8; N3;N7;N8;N9 ;D3;T3;B2	SA Obj 17	WNDC, Developers, LPA's	WNDC, LPAs, ONS, WNJPU Monitoring
On track to deliver jobs at Towcester South SUE	3,000 Jobs (1,500 should be delivered by 2026)	T3	S7;S8	SA Obj 17	WNDC, Developers, LPA's	WNDC, LPAs, WNJPU Monitoring
Office provision of 100,000 sqm in Northampton Town Centre	100,000sqm over plan period	N2	S7;S8;N1	SA Obj 17	WNDC, Developers, LPA's	WNDC, LPAs, WNJPU Monitoring

Objective 9 - Specialist Business Development						
<i>To support and develop opportunities for specialist employment clusters and business development focused on a low carbon economy.</i>						
Policy Numbers:		E3, S7, S8, N3, S10, S11				
Indicator (and Type)	Target	Main Policy Delivered	Additional Policies	SA Objective Delivered?	Main Agencies (for delivery)	Source (for monitoring data)
Percentage of new developments that generate a minimum of 10% of its energy needs from decentralised and renewable/ low carbon sources.	10%	S10	S11	SA Obj 14/15	National Grid, WNDC, Developers, NCC and LPA's	WNDC, LPAs, WNJPU Monitoring
Delivery of Technology Realm at Northampton North	7 hectares over the plan period	E3	S7;S8;N3	SA Obj 17	NBC, DDC, Developers	WNDC, LPAs, WNJPU Monitoring

Objective 10 - Educational Attainment						
<i>To raise educational achievement and the skills base of our communities through supporting the development of West Northamptonshire's learning infrastructure and strengthening the link between local businesses and local schools, Moulton and Northampton Colleges and the University of Northampton.</i>						
Policy Numbers:		E6, N3, N4, N5, N6, N7, N8, N9, D3, T3, B4				
Indicator (and Type)	Target	Main Policy Delivered	Additional Policies	SA Objective Delivered?	Main Agencies (for delivery)	Source (for monitoring data)
Number of new schools built	As specified in specific SUE policies	E6	N3, N4, N5, N6, N7, N8, N9, D3, T3, B4	SA Obj 10	LPA's, developers, education authorities	S106 / CIL / IDP Monitoring, LPAs, WNJPU Monitoring
Investment secured for educational facilities through developer contributions	To be determined in Developer Contributions SPD	E6	N3, N4, N5, N6, N7, N8, N9, D3, T3, B4	SA Obj 10/11	LPA's, developers, education authorities	S106 / CIL / IDP Monitoring, LPAs, WNJPU Monitoring

Objective 11 - Housing						
Objective: <i>To provide a range of housing in sustainable locations to ensure all residents have access to a home that they can afford and that meets their needs. Housing development will be focused at the most sustainable location of Northampton, supported by Daventry and Towcester and Brackley in their roles as rural service centres with limited development in the rural areas to provide for local needs and support local services.</i>						
Policy Numbers:	S1, S3, S4, S5, S6, H1, H2, H4, H5, H6, N3, N4, N5, N6, N7, N8, N9, D3, T3, B2, B3					
Indicator (and type)	Target	Main Policy Delivered	Additional Policies Delivered?	SA Objective Delivered?	Main Agencies (for delivery)	Source (for monitoring data)
Density of new dwellings with planning permission on Sustainable Urban Extension Sites (Local)	Minimum average density of 35dph on SUE sites set out in Policy H1	H1	S1, H1, N3, N4, N5, N6, N7, N8, N9, D3, T3, B2, B3	SA Obj 20/21/22	WNDC, LPAs and Developers	LPAs, WNJPU Monitoring
Plan Period Housing Targets (following Core Output Indicator H1)	See JCS Trajectory and Table 1 in Spatial Strategy Section	S3	S1, S4, S5, S6	SA Obj 20/21/22	WNDC, LPAs and Developers	LPAs, WNJPU Monitoring

Indicator (and type)	Target	Main Policy Delivered	Additional Policies Delivered?	SA Objective Delivered?	Main Agencies (for delivery)	Source (for monitoring data)
Net Additional Dwellings per annum (including performance against SUE phasing) (following Core Output Indicator H2 a-d)	Meet or exceed annual targets in Table 1 of Spatial Strategy Section and phasing for SUEs in Policy S6	S3	S1, H1, N3, N4, N5, N6, N7, N8, N9, D3, T3, B2, B3	SA Obj 20/21/22	WNDC, LPAs and Developers	LPAs, WNJPU Monitoring
New and Converted Dwellings on Previously Developed Land (following COI H3)	30% Target for completions on Previously Developed Land (from JCS Policy S1)	S1	S3, N1, D1, T1, B1, S4	SA Obj 20	WNDC, LPAs and Developers	LPAs, WNJPU Monitoring
Net Additional Pitches - Gypsy and Traveller (following COI H4)	Detailed breakdown on Transit / Residential / Travelling Showpeople pitch requirements in JCS Policy H7	H7		SA Obj 20/21/22	LPAs, Liaison with RSLs	LPA Monitoring

Indicator (and type)	Target	Main Policy Delivered	Additional Policies Delivered?	SA Objective Delivered?	Main Agencies (for delivery)	Source (for monitoring data)
Gross Affordable Housing Completions (following COI H5)	JCS affordable housing targets, based on SHMA in Policy H2: 31% in Daventry District 35% in Northampton Related Development Area 38% in South Northampton hire District	H2		SA Obj 20/21/22	LPAs, WNDC, Developers with RSLs and HCA input	LPA Monitoring, CLG Returns, HMA Consultants, WNJPU Monitoring

Objective 12 - Protecting and Supporting Rural Communities						
Objective: <i>To protect and support rural communities to ensure they thrive and remain vital.</i>						
Policy Numbers:	R1, R2, H1, H2					
Indicator (and type)	Target	Main Policy Delivered	Additional Policies Delivered?	SA Objective Delivered?	Main Agencies (for delivery)	Source (for monitoring data)
% and type of commercial development delivered in rural areas (Local Indicator)	No specific target in JCS Policy R2	R2	R1, R3	SA Obj 17/22	LPAs, Developers	LPAs, WNJPU Monitoring
Permissions and Completions granted for Rural Exception Sites	No specific target in JCS Policy H3	H3	R1, R2	SA Obj 20/22	LPAs, RSLs, Developers	LPAs, WNJPU Monitoring

Objective 13 - Rural Diversification and Employment						
<i>To support rural diversification and rural employment opportunities, in particular those related to agriculture, horticulture and forestry</i>						
Policy Numbers:		R1, R2, R3, E7				
Indicator (and Type)	Target	Main Policy Delivered	Additional Policies	SA Objective Delivered?	Main Agencies (for delivery)	Source (for monitoring data)
Number and type of rural diversification schemes permitted	Count of No. of applications and No of jobs created outside settlements but not directly related to agriculture, horticulture or forestry.	R1	R2,R3,E7	SA Obj 17/21/22	LPA's, Developers	LPAs, WNJPU Monitoring

Objective 14 - Green Infrastructure						
Objective: <i>To protect natural species present in West Northamptonshire and enhance the existing strategic green infrastructure network, including biodiversity corridors, by incorporating and designing these into Sustainable Urban Extensions (SUEs) at Northampton, Daventry, Towcester and Brackley.</i>						
Policy Numbers:	S10. BN1, BN2, BN4, BN10					
Indicator (and type)	Target	Main Policy Delivered	Additional Policies Delivered?	SA Objective Delivered?	Main Agencies (for delivery)	Source (for monitoring data)
Change in Areas of Biodiversity Importance (following Core Output Indicator E2)	No Specific Target in Policy BN2 – monitor change in numbers/area	BN2	BN1	SAObj 5/6/7/8	Northamptonshire Biodiversity Partnership, LPAs, Natural England	Northamptonshire BAP, LPAs, WNJPU Monitoring
Development delivering a net gain of residential units within 900m on Upper Nene Valley Gravel Pits pSPA Boundary	Policy BN4 - No net gain of units to be permitted	BN4		SA Obj 5/6/7/8	LPAs, Developers, Natural England	LPAs, WNJPU Monitoring

Indicator (and type)	Target	Main Policy Delivered	Additional Policies Delivered?	SA Objective Delivered?	Main Agencies (for delivery)	Source (for monitoring data)
Planning Permissions granted subject to presentation of satisfactory Ground Stability Report	Assessments consistent with the criteria in Policy BN10 – Count of consents with condition; Count of no of reports supplied and agreed	BN10		SA Obj 18/19/23	LPAs, Developers, British Geological Survey	LPAs, WNJPU Monitoring
Planning Permissions granted subject to presentation of satisfactory Ecological Assessment	Assessments consistent with the criteria in Policy BN2- Count of consents with condition; Count of no of reports supplied and agreed	BN2		SAObj 5/6/7/8	LPAs, WNDC, Developers, Natural England	LPAs, WNJPU Monitoring

Objective 15 - High Quality Design						
Objective: <i>To achieve high quality design in both rural and urban areas that takes account of local character and heritage and provides a safe, healthy and attractive place for residents, visitors and businesses.</i>						
Policy Numbers:	BN5, S10, R1					
Indicator (and type)	Target	Main Policy Delivered	Additional Policies Delivered?	SA Objective Delivered?	Main Agencies (for delivery)	Source (for monitoring data)
Number of Conservation Areas, and Percentage of Conservation Areas with an up to date character appraisal	Each conservation area to be re-appraised every 5 years	BN5	S10, R1	SA Obj 4/18/19	LPAs	LPA Monitoring
Percentage of Grade I and II* Listed Buildings At Risk	RSS Policy 26 - Decrease from 2006 levels.	BN5	S10, R1	SA Obj 4/18/19	English Heritage / LPAs	English Heritage

19.0 Glossary of Terms and Abbreviations

Disclaimer

The Glossary is neither a statement of law nor an interpretation of the law, and its status is only an introductory guide to planning terminology and should not be used as a source for statutory definitions.

A1 Shops: Town and Country Planning (Use Classes) Order 1987 (as amended) includes shops, retail warehouses, hairdressers, undertakers, travel and ticket agencies, post offices (but not sorting offices), pet shops, sandwich bars, showrooms, domestic hire shops, dry cleaners, funeral directors and internet cafés.

A2 Financial and professional services: Town and Country Planning (Use Classes) Order 1987 (as amended) includes financial services such as banks and building societies, professional services (other than health and medical services) including estate and employment agencies and betting offices.

A3 Restaurants and cafés: Town and Country Planning (Use Classes) Order 1987 (as amended) includes the sale of food and drink for consumption on the premises - restaurants, snack bars and cafés.

A4 Drinking establishments: Town and Country Planning (Use Classes) Order 1987 (as amended) includes Public houses, wine bars or other drinking establishments (but not night clubs).

A5 Hot food takeaways: Town and Country Planning (Use Classes) Order 1987 (as amended) includes the sale of hot food for consumption off the premises.

Accessibility: The extent to which employment, goods and services are made easily available to people, either through close proximity, or through providing the required physical links to enable people to go to locations where they are available.

Affordable Housing: Housing that is provided to eligible households at a price/ rent below the market rate, whose housing needs are not met by the market. It includes both socially rented and intermediate housing.

Ancient Woodlands are defined as areas where there is believed to have been continuous woodland cover since at least 1600 AD. It can include both ancient semi-natural and ancient replanted woodlands. They are irreplaceable habitats.

Application Approved in Principle (AIP):- This is a term used to describe an occasion when a planning application has been considered and generally approved by a Local Planning Authority, providing that the applicant agrees to certain conditions such as providing planning contributions or submitting further information to support their application.

Appropriate Assessment (AA): Under the Habitat Regulations Assessment, stakeholders such as developers/ Local Authorities are required to undertake this assessment when a plan or project is likely to have a impact on any European Environmental conservation designations (i.e. Natura 2000 sites consisting of Special Protected Areas of Conservation, Special Protected Areas, etc). The overall

aim of this assessment is to demonstrate that the plan/ project will not have an adverse impact on the integrity of the environmental designation. Alternatively, the AA will need to demonstrate why the proposed project/ plan is in the overriding public interest and the compensatory measures that will be taken to ensure the overall coherence of the Natura 2000 sites is protected.

B1 Employment Use: Offices, research and development, light industry (in the Town and Country Planning Use Classes Order 1987 and its subsequent amendments).

B2 Employment Use: General Industrial (in the Town and Country Planning Use Classes Order 1987 and its subsequent amendments).

B8 Employment Use: Storage and distribution (in the Town and Country Planning Use Classes Order 1987 and its subsequent amendments).

Biodiversity: The variety of plants, animals and other living things in a particular area or region. It encompasses habitat diversity, species diversity and genetic diversity.

Brownfield Land: See definition for **Previously Developed Land**.

Carbon Footprint: The amount of greenhouse gas produced in daily life through the burning fossil fuels.

Central Area Action Plan (CAAP): Northampton Borough Council is preparing an Area Action Plan to direct the redevelopment of Northampton central area.

Comparison Retailing: The provision of items not obtained on a frequent basis. These include clothing, footwear, household and recreational goods

Community Infrastructure Levy (CIL): This allows Local Authorities to raise funds from developers undertaking new building projects in their area. This is used to fund a wide range of infrastructure (i.e. transport schemes, schools, etc) that are needed to support the development of their area.

Connectivity: The linkages that exist between key locations.

Convenience Retailing: The provision of everyday essential items, including food, drinks, newspapers/ magazines and confectionary.

D1 Non-Residential Institutions: Town and Country Planning (Use Classes) Order 1987 (as amended) includes Clinics, health centres, crèches, day nurseries, day centres, schools, art galleries (other than for sale or hire), museums, libraries, halls, places of worship, church halls, law court and non residential education and training centres.

D2 Assembly and leisure: Town and Country Planning (Use Classes) Order 1987 (as amended) includes Cinemas, music and concert halls, bingo and dance halls (but not night clubs), swimming baths, skating rinks, gymnasiums or area for indoor

or outdoor sports and recreations (except for motor sports, or where firearms are used).

Dam Break Area: An area of a site that is safeguarded from development and allowed to flood when the Dam is at risk of overflowing/breaking. It also protects the developed areas from flooding.

Daventry International Rail Freight Terminal (DIRFT): An intermodal (changing from one mode of transport to another) rail port and logistics centre located near Crick, Northamptonshire.

Developer Contributions: Contributions made by a developer to remedy the impact of development, either by paying money for work to be carried out or by directly providing facilities or works either on or off-site.

Development Plan Document (DPD): These are planning documents forming part of the Local Development Framework (LDF) and which have a status of being part of the development plan. In order to acquire this status they will be subject to independent scrutiny through a public examination. Certain documents within the LDF must be DPDs, for example a Core Strategy, Site Specific Allocations of land and Area Action Plan where produced. There must also be an adopted Proposals Map which may be varied as successive DPDs are adopted.

District Centre: A centre that provides a number of facilities to serve the community, such as a group of shops including a supermarket or superstore and a range of non-retail services such as banks, building societies, and restaurants as well as local public facilities such as a library as defined in PPS4.

Dwelling: A self-contained building or part of a building used as a residential accommodation, and usually housing a single household. A dwelling may be a house, bungalow, flat, maisonette or residentially converted farm building.

East Midlands Regional Plan (EMRP): The EMRP comprises the Regional Spatial Strategy for the period up to 2026 under the provisions of the Planning and Compulsory Purchase Act 2004. The main role of the Regional Plan is to provide a strategy within which local authorities planning documents and Local Transport Plans can be prepared. It is also material to decisions on individual planning applications and appeals. It is the Government's intention to revoke Regional Spatial Strategies.

Environment Agency is a Public Body that is responsible for protecting and improving the environment of England and Wales, and for protecting communities from the risk of flooding and managing water resources. They are consulted throughout the plan making and decision making process in order to promote sustainable development.

Evidence Base: The information and data gathered by local authorities to justify the "soundness" of the policy approach set out in Local Development Documents, including physical, economic, and social characteristics of an area. It consists of consultation responses and the finding of technical studies.

Flood Risk Attenuation: Measures such as tanks and surface ponds that are designed to reduce or prevent water entering an area, sewers and rivers during periods of heavy rainfall with the potential to prevent flooding.

Flood Zone 1: An area with low risk of flooding. This zone comprises land assessed as having a less than 1 in 1000 annual probability of river or sea flooding.

Flood Zone 2: An area with a low to medium risk of flooding. This zone comprises land assessed as having between a 1 in 100 and 1 in 1000 annual probability of river flooding or between a 1 in 200 and 1 in 1000 annual probability of sea flooding.

Flood Zone 3a: An area with a high probability of flooding. This zone comprises land assessed as having a 1 in 100 or greater annual probability of river flooding or a 1 in 200 or greater annual probability of flooding from the sea.

Flood Zone 3b: This is an area within a functional floodplain. This zone comprises land where water has to flow or be stored in times of flood.

Greenfield Land: Land which has not previously been developed, including land in agriculture or forestry and land in built up areas used for outdoor sport and recreation (including public and private open space and allotments).

Green Infrastructure: A strategically planned and delivered network of high quality green spaces and other environmental features. It is designed and managed as a multifunctional resource capable of delivering a wide range of environmental and quality of life benefits for local communities. Green Infrastructure includes parks, open spaces, playing fields, woodlands, allotments and private gardens.

Gypsy and Traveller Accommodation Assessment (GTAA): The Housing Act 2004 requires local authorities to undertake an assessment of the accommodation needs of gypsies and travellers. This assessment is used to inform the amount of land that should be identified by the planning system to meet the needs of gypsies and travellers.

High Speed 2 (HS2): A fast rail route between London and Birmingham, with the possibility of extension to Glasgow of the East Midlands.

Indices of Multiple Deprivation: This measures the level of deprivation within a specific geographic area (i.e. council wards). It assesses the level of deprivation from a whole range of sources such as income employment; health and disability; education; skills and training; housing and services; living environment and crime. It can be useful for identifying areas in need of regeneration.

In-migration: The movement of persons into a community/ population who originate from elsewhere.

Information and Communications Technology (ICT): The study, design, development, implementation, support or management of information systems. Information technology is a general term that describes any technology that helps to produce, manipulate, store, communicate, and/ or disseminate information.

Infrastructure Delivery Plan (IDP): The IDP identifies the necessary social, physical and green infrastructure required to support the new development proposed in the Joint Core Strategy for West Northamptonshire up to 2026. The document will be subject to monitoring and regular review.

Interchanges: Place where passengers or goods are exchanged/transported between two (or more) different types of transport.

Lifetime Homes: The Lifetime Homes standard is a set of 16 design criteria that provide a model for building accessible and adaptable homes. This standard is widely used in planning policies and forms part of the Code for Sustainable Homes.

Local Centre: A centre that includes a range of small shops of a local nature, serving a small catchment. They might typically include a small supermarket, a newsagent, a sub-post office, a pharmacy, take-away and laundrette as defined in PPS4.

Local Development Framework (LDF): The name for the portfolio of Local Development Documents. It consists of Development Plan Documents, Supplementary Planning Documents, a Statement of Community Involvement, the Local Development Scheme and Annual Monitoring Reports. Together these documents will provide the framework for delivering the spatial planning strategy for a local authority area and may also include local development orders and simplified planning zones.

Local Development Scheme: This sets out a programme for preparing local development documents.

Local Strategic Partnership: This is a partnership that brings together organizations from public, private, community and voluntary sector in a local authority area, so that different initiatives and services support each other and work together. The partnership is responsible for producing a Sustainable Community Strategy/Vision, setting out their local priorities and the key actions that may need to be taken to achieve these, in order to enhance the social, economic and environmental well being of their area.

Mixed Use (or Mixed Use Development): Provision of a mix of complementary uses, such as residential, community and leisure uses, on a site or within a particular area.

Modal Shift: The result of a change from one mode of transport to another, for example private car use to bus use.

Modal Split: The number of journeys being made by each different transport type.

Mode: The type of transport being used for a journey.

Non B Employment Uses: A use commonly defined as including retail, tourism, leisure education, and health as set out by the Town and Country Planning Use Classes Order 1987 and its subsequent amendments.

Northamptonshire Enterprise Limited (NEL): A partnership between the public, private and voluntary sectors. Its purpose is to develop the Northamptonshire economy and support job creation.

Northamptonshire Biodiversity Action Plan (BAP): Lists the most threatened habitats and species in the county, and sets out targets for action to aid their recovery.

Open Book Approach: This is a term used to describe the process by which a Local Planning Authority can expect a developer to further submit evidence (i.e. Viability Assessment), when negotiating planning contributions such as Affordable Housing, Infrastructure, etc, in order to demonstrate that the development will be unviable if the contributions are provided.

Out-Commuting: Those who are employed outside of the settlement in which they live whom travel between the two locations.

Parish Plans: Are prepared by Parish Councils and other local community groups and set out a vision for their local area and usually include an action plan of how to achieve the vision. Parish Plans can be used to inform the development of planning policy at the local level.

Park and Ride: A series of car parks located around the edge of a town or city with a dedicated bus service to take passengers to the centre (or other location, such as a football stadium) to help relieve car congestion.

Physical Infrastructure: Includes existing and future development required to support utilities, transport and waste management.

Planning Policy Guidance Notes (PPGs): Prepared by the government after public consultation to provide guidance to local authorities on planning policy. These are gradually being replaced by Planning Policy Statements.

Planning Policy Statements (PPS): National planning policy produced by Government, gradually replacing Planning Policy Guidance Notes (PPGs).

Potential Special Protection Area (pSPA): A pSPA is a designation under the European Union Directive on the Conservation of Wild Birds. Under the Directive, Member States of the European Union (EU) have a duty to safeguard the habitats of migratory birds and certain threatened birds.

Previously Developed Land (PDL): Land which is or was occupied by a permanent structure (excluding agricultural and forestry buildings) and associated fixed surface infrastructure, including the curtilage of (land attached to) buildings. It includes

defence buildings and land used for mineral or waste extraction when there is no requirement for subsequent restoration. Land in built up areas such as private residential gardens, parks, recreation grounds and allotments are not considered as PDL. PDL is still commonly referred to as brownfield land.

Principal Urban Areas (PUAs): Settlement conurbations that can develop into sustainable urban communities where people will wish to live and work.

Public Realm: Areas available for everyone to use, including streets, squares and parks.

Regional Spatial Strategies (RSS): A planning strategy prepared for the region, by a Regional Planning Body. It sets out the broad locations where strategic levels of growth can occur, including details of scale, type, and distribution, and the policies that may apply to encourage the sustainable growth of the region. A development plan consists of the RSS at a regional level and the Local Development Frameworks at a local level. However, it should be emphasised that the Government has signalled an intention to abolish the RSS, through the Localism Bill.

Retail Leakage: The amount of money that is spent by people outside of their local retail catchment area.

River Nene Regional Park (RNRP): An independent community interest company creating a green infrastructure network of environmental projects along the River Nene.

Section 106 Agreement / Contribution: Refers to Section 106 of the Town and Country Planning Act 1990 and is a legally-binding agreement or planning obligation with a landowner in association with the granting of planning permission. These agreements are a way of delivering or addressing matters that are necessary to make a development acceptable in planning terms. They are increasingly used to support the provision of services and infrastructure, such as highways, recreational facilities, education, health and affordable housing.

Site of Specific Scientific Interest (SSSI): A site or area designated as being important due to its wildlife plants or flowers and/ or unusual or typical geological features. SSSIs are identified by Natural England and have protected status under Wildlife and Countryside Act 1981.

Social Infrastructure: Includes education, healthcare, sports facilities, cultural and community facilities.

Standard Assessment Procedure Energy Ratings (SAP): The SAP is the Government's recommended system for energy rating of dwellings.

Strategic Environment Assessment: A generic term used to describe environmental assessment as applied to policies, plans and programmes. The European 'SEA Directive' (2001/42/EC) requires a formal 'environmental assessment of certain plans and programmes, including those in the field of planning and land use.

South East Midlands Local Economic Partnership (SEMLEP): This is a locally owned partnership between the Local Authorities and businesses. They are responsible for determining their local economic priorities and undertaking activities to drive economic growth and create local jobs.

Strategic Flood Risk Assessment (SFRA): Assessment of all forms of flood risk from groundwater, surface water, impounded water bodies, sewer, river and tidal sources, taking into account future climate change predictions. This allows Councils to use this information to locate future development primarily in low flood risk areas (Level 1 SFRA).

For areas that have a higher risk of flooding, the SFRA examines the capacity of the existing flood prevention infrastructure (i.e. drainage) and identifies all the measures that any potential development may need to take to ensure that it will be safe and will not increase flood risk to third parties. (Level 2 SFRA)

Strategic Housing Land Availability Assessment (SHLAA): A technical document which assesses the amount and nature of land which could be made available for housing development. It is part of the evidence base that will inform the plan making process.

Strategic Housing Market Assessment (SHMA): A technical study which assesses housing need and demand across a defined market area and which is used to inform housing and planning policies.

Sub-Regional Centres (SRC): Centres of economic or retail significance/ size that are of lower significance than the main regional centre.

Supplementary Planning Document (SPD): Provides additional guidance on matters covered by a DPD. They form part of the Local Development Framework and will be an important consideration in determining planning applications.

Sustainability Appraisal (SA): This examines the impacts of the JCS strategies/ policies against a large number of economic, social and environmental sustainability objectives. It also provides an indication of what measures may need to be taken to minimise/eliminate any adverse impacts and promote sustainable development. The Planning Compulsory Purchase Act requires an SA to be undertaken for all Development Plan Documents throughout the plan making process.

Sustainable Community Strategy (SCS): This sets the overall strategic direction and long-term vision for the economic, social and environmental wellbeing of a local area – typically 10 to 20 years – in a way that contributes to sustainable development in the UK. It is prepared by a Local Strategic Partnerships which is made up of public, private and voluntary sector organisations. It identifies the key long terms priorities for the area (i.e. Affordable housing, creating employment, tackling causes of social deprivations, etc) and how the LSP could work together to address these.

Sustainable Development: Development which meets the needs of the present, without compromising the ability of future generations to meet their own needs.

Topography: The gradient and variations in height within a landscape.

Urban Capacity Study (UCS): A study to identify the potential to accommodate housing development using previously developed land within existing urban areas. Urban Capacity Studies have now been superseded by Strategic Housing Land Availability Assessments (SHLAA).

Viability Appraisal: An assessment of a proposed development to ensure all elements for the development, including required infrastructure and any required financial contributions can be successfully delivered in an economic context.

West Northamptonshire Development Corporation (WNDC): This organisation was set up by the government in December 2004. Their mission is to promote and deliver sustainable housing growth and regeneration in Northampton, Daventry and Towcester.