West Northamptonshire
Local Investment Plan 2010-2014
Interim Statement
October 2010

Final Draft
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1. Introduction

The West Northamptonshire Housing Market Area (HMA) Local Investment Plan (LIP) has been prepared by the local authorities across West Northamptonshire, the West Northamptonshire Development Corporation and the Homes and Communities Agency as a coherent strategic plan for investment to create a cohesive, sustainable and prosperous area for its residents whilst supporting the sustainable economic development of the UK. The LIP focuses on meeting the government’s Place Based Budgeting agenda. It has an emphasis on a ‘whole area’ approach to commissioning and investment by all partners, on infrastructure such as housing, health, economy, education and transport. Consistent with the Localism agenda, it is very much a locally generated plan. The LIP enables a coordinated approach to place-making and maximising investment impact in local priority areas, particularly in a period of constrained resources.

The West Northamptonshire HMA LIP does not create new policy for the area, but rather reflects local and national strategies. It provides a focused structure for future investment that is integrated with all aspects of regeneration and growth. This comprehensive investment approach will ensure the delivery of appropriate housing and sustained regeneration across the area, creating places where people want to live and work. All partners have taken the document through relevant local governance arrangements to ensure support for the priorities outlined within the document and effective implementation and delivery of the plan.

The LIP will cover the period 2010 to 2014 in detail, and will address the longer term aspirations to 2026. The LIP should not be seen as a fixed plan. It will be subject to regular review to take into account changing policy context as well as to reflect wider partner priorities.

The key areas of the West Northamptonshire HMA LIP are:

- Thematic priorities, reflecting our constituent partners’ Sustainable Community Strategies (SCS) that deliver specific policy objectives;
- Place based priorities, targeting investment for housing, regeneration, growth, renewal and place making;
- Addressing the funding gap and principles of future co-investment
- An Action Plan outlining delivery roles & responsibilities
- Monitoring and review

The LIP has been led by a steering group comprising senior officers from Northampton Borough Council, Daventry District Council, South Northamptonshire District Council and Northamptonshire County Council together with the HCA and West Northamptonshire Development Corporation and West Northamptonshire Joint Planning Unit. Following the approval of the LIP by this group each of the councils has considered the LIP in the context of its own governance requirements. In addition, endorsement will be sought from the West Northamptonshire Joint Strategic Planning Committee.
2. The Local Vision

Partners across West Northants through the development of the E emergent West Northamptonshire Joint Core Strategy (July 2009) agreed a vision for West Northamptonshire. This has drawn on the district and county Sustainable Community Strategies and Local Area Agreement. This vision is:

"West Northamptonshire in 2026 is an outstanding UK location of choice for diverse employment opportunities, with high academic and vocational educational attainment, high quality affordable housing and a superb quality of life. It blends the best of modern cultural urban living, enhanced by a network of green spaces together with high quality parks and gardens, with beautiful tranquil villages and rolling landscapes. Its proximity to London, and connections to other parts of the UK and beyond are a great strength and it is a national example of low environmental impact development in response to climate change.

Growth focused on and joined to the main urban areas has fostered a successful economy and expanding diverse and sustainable communities, supported by good social and integrated transport facilities and infrastructure.

Change is embraced. Northampton has a reputation as a great riverside City providing the focus and heart for its surrounding network of neighbourhood communities; well integrated and linked with its reinvigorated sister towns of Daventry, Towcester and Brackley. The four provide the urban centres to a wider, attractive rural scene.

Northampton City is repositioned as the key economic driver at the cultural heart of the sub region fulfilling its role as the leading retail, entertainment, employment, health and learning centre based upon a thriving mixed economy including the services it offers relative to neighbours and proud of its theatres, museums and professional sports teams. All communities have good access to many opportunities.

Daventry is an invigorated historic market town with jobs at the cutting edge of environmental technologies and sustainable building methods, offering attractive retail and leisure opportunities and a sound commercial core. Daventry International Rail Freight Terminal (DIRFT) is an internationally significant centre for strategic distribution; it is exemplary in the field of sustainable logistics. It is well connected by public and sustainable transport back to the workforce of West Northamptonshire.

Towcester is a successful, integrated and historic market town that serves the needs of its rural catchment area with a diverse economy, centred on a high technology business sector, and a vital town centre that supports the needs of its population and its rural hinterland. It has a full complement of community and cultural facilities.
Silverstone Circuit is at the pinnacle of international motor sport venues, fostering high technology motor sport business at the forefront of technology and has a state of the art educational campus.

Brackley is a vibrant, distinctive historic market town that is the major service provider for the residents of the town and surrounding countryside. It provides knowledge based, research and high technology based jobs and leisure facilities as well as an invigorated town centre offering a range of retail opportunities. All our towns have vital and vibrant centres, complementing their built heritage, with attractive retail facilities, a high standard of public realm, public transport priority and provide real alternatives to other surrounding towns. Their green networks are exemplary."
3. The Purpose of the Local Investment Plan

The West Northamptonshire Local Investment Plan outlines the principles and priorities for investment. This will deliver the area’s overarching vision that draws together and related strategies for housing, regeneration, and growth set in the context of the emerging West Northamptonshire Joint Core Strategy and emerging Northamptonshire Economic Strategy. It aims to set out a coherent approach to meeting the infrastructure needs of West Northamptonshire in delivering these priorities. As such the LIP is closely allied to work on infrastructure planning for the West Northamptonshire Joint Core Strategy. Its relationship with other strategies is illustrated in Figure 2.

The ambition of the LIP is to detail how investment in housing and regeneration will help to deliver shared strategic outcomes in a way that is integrated with investment from other funding streams such as economic development, transportation, education and health.

The next stage of the LIP will inform more detailed Local Investment Agreements.

Consultation

There has been a consultation process with a wider range of partners when the LIP was in a draft form and the results are reflected in the current document. The plan’s preparation reflects local strategies that have, in turn, reflected extensive local engagement. For example:

- the local vision and priorities identified in sustainable communities strategies were set through a series of public consultation events and engagement with key partners
- there has been extensive consultation involved in developing the emerging Joint Core Strategy
- More local plans for the growth of town centres and specific areas have seen significant consultation on opportunities and proposals.

The LIP however is not a policy document and is very much a working document and will be regularly reviewed and monitored to ensure it reflects all current policies and plans.

Prioritisation

Prioritising programmes and projects for investment is an inherently complex process. The various programmes and projects are not necessarily immediately comparable in terms of what they will deliver. It is also the case that some programmes and projects that may be the most significant in terms of their strategic transformational impact may not necessarily be those requiring public support in the medium term. The Steering
Group has not aimed to complete a prioritisation process across the projects and programmes considered. This will be completed when the economic position is clearer.

The Steering Group has agreed that the following broad criteria will be used to prioritise amongst the range of projects and programmes that have been proposed during the development of the LIP:

- Deliverability, and
- Value for money.

**Equality, diversity and mixed communities**

The partners to the Local Investment Plan place diversity, equal opportunities and promoting cohesion at the heart of service provision. To ensure that the LIP reflects this commitment, an equalities impact assessment screening has been completed on the document, the aspirations and priorities. The initial equalities impact assessment screening highlighted the following issues that have been incorporated into the Plan:

The preparation of the Local Investment Plan has the potential to impact positively on equality issues, specifically under the ‘socioeconomic duty’, as many of the areas being proposed for redevelopment, housing and regeneration etc., are among the most deprived in the HMA area (under the 2007 Multiple Indices of Deprivation). Regeneration and redevelopment for housing and employment has the potential to improve the quality of life of people living and working in these areas, through access to more affordable housing, more jobs etc.

The positive impact which could potentially arise is not limited to one particular group, but would affect all people living in, working in, and visiting the areas to be improved. For the next stages of the LIP process specific recommendations include:

- **Further review of Equalities impact should be undertaken at the next stage of the document, which will include a prioritisation process to ensure that this does not have an adverse impact and is fully considered in the process.**
- **In line with best practice further EIA should be incorporated into the development and subsequent design stages of individual projects.**

**Governance, monitoring and review**

The West Northamptonshire LIP Steering Group will be responsible for monitoring and reviewing the progress of the LIP by the partners. Those organisations identified to lead on priorities and projects will provide regular monitoring reports to the Steering Group.

The LIP is to be reviewed formally on an annual basis. However, the regular delivery progress updates from the partners will influence the review timescale of the LIP.
Risk management

The partners involved in the LIP work diligently to reduce the risk of unsuccessful delivery. The following have been identified as the significant risks affecting the integrity of the LIP.

- Reductions in spending by central and local government,
- Further economic downturn and uncertainty over house prices,
- The appetite for developers to proceed in the economic climate,
- Inability to secure investment in appropriate infrastructure to deliver key growth and regeneration projects,
- Delays in securing necessary planning consents for priority projects,
- Changing government policy leading to a change of focus for the priorities in the LIP, and
- Responding to the Localism agenda and the impact on delivering the priorities identified in the LIP.
4. West Northamptonshire

Location and Character

West Northamptonshire is formed from the local authorities of Daventry District, Northampton and South Northamptonshire. At its eastern edge are the remaining authorities in Northamptonshire, with Milton Keynes, Aylesbury Vale and Cherwell to the south and Stratford upon Avon, Rugby and Harborough to the West and North.

West Northamptonshire is a large geographical area containing a diverse range of places including remote hamlets in sparsely populated areas, the historic market towns of Brackley and Towcester, the growing town of Daventry and the large, densely populated Market City of Northampton, with a population of 210,500, anticipated to rise to 240,000 by 2026. Settlements in West Northamptonshire are influenced by, and in turn influence, many surrounding urban areas such as Milton Keynes, Leicester, Banbury, Oxford, Bedford, Rugby, Wellingborough and Kettering.
Apart from the four towns, the area is largely rural in character with a dispersed collection of almost 190 villages and hamlets. The villages fall into distinct groups: those with a wide range of services and facilities; those with limited service provision; and those with no facilities at all.

**Challenges and Opportunities**

**Local Economy**

West Northamptonshire has a diverse economic base. Historically the economy of the area was agriculturally based with manufacturing predominately in Northampton and Daventry. Whilst farming now accounts for much of the land use it represents a very small percentage of the employed population. In the towns there has been a shift away from large scale employment in manufacturing with significant growth in the service industries, and distribution, although in Daventry the number of people employed in manufacturing has remained broadly constant since at least the mid-1990s. In the rural areas relatively few jobs now exist and residents are increasingly commuting long distances to urban areas for work.

The range of occupations of West Northamptonshire demonstrates the shift in the economy with the area having a higher than average number of residents in professional and managerial roles and a lower than average in manual and sales jobs. Due to the location and characteristics of the area, the private sector has also been a particularly dynamic source of new jobs. Policy Exchange noted that Daventry makes “excellent economic sense” as an employment centre\(^1\); this comment actually applies to West Northamptonshire (and indeed Northamptonshire) as a whole. However, it should be highlighted that recently there has been an increase in unemployment (9% in Northampton, 6% in Daventry District and 5% in South Northamptonshire in March 2010) though from a relatively low base. This appears to be a temporary effect of the recession and current data indicates unemployment is already dropping.

Some of the headlines and issues identified in the emerging economic assessment for Northamptonshire are:

- Northamptonshire has high economic and employment rates,
- There has been a large increase in long term unemployment since 2008,
- Increasing unemployment amongst younger people is a growing issue,
- Manufacturing has declined sharply in the county between 1998 and 2008,
- Just over 2 in 5 employees are in higher level occupations. This is below the England average and that of surrounding counties,
- Average earnings in Northamptonshire are below the national average,
- There is the need to encourage the development of, and diversification into, more high value added sectors having more highly skilled jobs through a mix of start ups, indigenous company development and inward investment,
- High quality office floorspace is needed, particularly in Northampton town centre, and

Measures will be needed to manage the demand for increased travel. Capacity improvements will be needed to tackle congestion hotspots.

Northampton is relatively self-contained with 83% of people both living and working. Whereas being mainly rural South Northamptonshire and Daventry District have relatively poor levels of self-containment with significant numbers of people travelling outside their district for employment or other services and facilities. To some degree this is to be expected due to the character of the areas, with significant settlements outside the districts attracting the largely rural population for employment and many higher order services. However, this does not apply to the town of Daventry. Access to high speed broadband provision in rural areas of West Northamptonshire is patchy, with numerous rural settlements receiving speeds as low as 0.5Mbit/s. There are also identified issues around the fringe of Northampton where parts of major employment areas, e.g. Brackmills, also receive low download speeds due to accessing village exchanges rather than Northampton urban exchanges.

Moving forward West Northamptonshire has potential for economic growth of international importance being located within what was known as the Milton Keynes and South Midlands growth area and the Oxford Cambridge Arc. Alongside this the area’s strategic links are excellent with links to the M1, M40 and M6, east coast ports and West Coast, Chiltern and Midland Mainline railways making the area a good location for businesses. The area is a relatively prosperous part of the East Midlands. However, its natural linkages to the South East provide an opportunity to perform still better. Delivering against the potential for economic growth in Northamptonshire would represent achievement of a more sustainable pattern of growth for the UK. Northamptonshire has an opportunity to lever the benefits of London, a global city, and the innovation assets of world class universities and high value businesses.

The Housing Market

The population of West Northamptonshire has seen rapid growth over the last 40 years in particular. Due to its strategic location, it has experienced significant in-migration, particularly from London and Birmingham. Much of this in-migration was a result of Northampton’s and Daventry’s planned town expansions started in the 1960s. In 2007 the population of West Northamptonshire was 372,200. The population is expected to continue to rise in the future, albeit at a slower rate than more recently. The area has an above average youth population and a below average older population, although strong growth in the population of older people is projected, especially in Daventry and South Northamptonshire. In these districts providing suitable accommodation for a greatly increased population of older people will be a significant challenge.

The attractiveness of West Northamptonshire as a housing location has an adverse effect on the affordability of housing. In line with national trends, house prices have fallen over recent years. However, the average house price in West Northamptonshire remains £193,117² and some local people experience significant affordability issues as a

result. Various forms of affordable housing have therefore been provided and continue to be required.

**Wealth and Deprivation**

The overall appearance of wealth masks pockets of deprivation in urban and rural areas. All of the South Northamptonshire District falls within the 80% least deprived parts of the UK. Much of Daventry District falls within the 60% least deprived areas in the country with the exception of a small pocket of deprivation in Daventry town. In contrast, Northampton Borough contains significant pockets of deprivation in central and eastern areas, with 24 of the 129 Super Output Areas in Northampton being among the most deprived 20% in the country. There are a number of social and economic and environmental issues facing some neighbourhoods.

**Environment**

The area as a whole emitted 9.0 tonnes of carbon dioxide emissions per capital in 2008 (having fallen from 9.9 tonnes in 2005), 0.8 tonnes higher than the UK average of 8.2 tonnes, the district figures being:


The area has faced the loss of biodiversity due to the development of intensive farming and the spread of urban development. This remains a risk but more sensitive design of development including, for example, sustainable urban drainage systems, can ameliorate it. The Northamptonshire Biodiversity Action Plan (BAP) defines priority species and habitats and sets an aim to increase biodiversity across the county.

**Growth and Infrastructure**

West Northamptonshire is a natural location for economic and, therefore, residential development. It accordingly plays an important role in the prosperity of the UK and growth is likely to continue, even if over a longer timescale than was set out in the former Regional Spatial Strategy. Local partners are committed to managing the growth process to mitigate adverse impacts and secure the best quality of life for local people. Accommodating this growth will require a major increase in capacity of the current infrastructure, either directly or through increasing the efficiency of use. This needs to include significant investment in transport, utilities (including water sewage and electricity), schools, affordable housing and health and emergency services. It will also mean investing in social infrastructure such as cultural and community facilities, children’s play spaces and libraries.

A detailed Infrastructure Delivery Plan schedule will accompany the Joint Core Strategy to assist in identifying the major elements of infrastructure required to deliver the future growth proposed for West Northamptonshire up to 2026. This will include approximate cost, phasing and possible funding sources. Whilst the initial IDP schedule will form part of the Joint Core Strategy, the IDP itself will be prepared separately to the
Joint Core Strategy to allow the opportunity for updating, potentially as part of the annual monitoring report process.

The Joint Core Strategy is currently being drafted for pre submission and proposals for future growth are still to be determined. The final proposals will clearly impact on projects through which investment will be sought in the accompanying investment tables of the Local Investment Plan. Clarification on the future direction of growth will be provided through the Joint Core Strategy at the end of January 2011. This will provide an opportunity to incorporate any outstanding opportunities for seeking investment prior to the submission of this Local Investment Plan in March.

The County Council has developed the Northamptonshire Arc. The concept, which is informed by the joint CSS, captures local priorities in a practical and spatial way and in doing creates a strategic policy context for future investment decisions on transport, economic development, IT networks and environmental activities. It is now intended that the Northamptonshire Arc Spatial Investment Plan will be approved by the County Council and will inform its future investment priorities. The Investment Plan will be supported by a Strategic Outline Business Case on each of the core themes. These will outline more specific activities and actions and will help inform local investment in West Northamptonshire.

The positive contribution by all parties, led by the local authorities, central government, Highways Agency, Network Rail, Environment Agency, West Northamptonshire Development Corporation, Homes and Communities Agency and others will be critical to the delivery of the ambitious growth agenda for West Northamptonshire.

Design and sustainable development

There is a pressing need to ensure new developments are as sustainable as possible to minimise their impact on the environment. The scale of growth planned for West Northamptonshire will inevitably increase activity and carbon emissions, and put pressure on natural resources. This needs to be properly managed.

All new development should consider sustainability in broad terms, should be easily accessible by all modes of transport as set out in the spatial strategy. They should also take account of climate change adaptation and mitigation, flood risk, habitat protection and creation, energy efficiency, resource efficiency, waste management and minimisation, water efficiency and quality and preference to redevelopment of previously-developed land.

Sustainable developments should be inclusive, accessible and adaptable in terms of their use by all people now and in the future. Sustainable design should be sensitive to the character of the area in which it is located as well as its ecological and landscape surroundings. It should also include the use of sustainable resources which is an important part of conserving materials and natural resources. All development will be expected to take account of the need for a safer environment, both in terms of security and highway safety.
Integrating community facilities

Schools and community infrastructure are an essential part of the mix to create sustainable places, supporting growth of existing communities as well as being essential infrastructure within new sustainable urban extensions. New housing increases the demand for schools places and private sector support for the provision of schools through the development of new housing is crucial. The new sustainable urban extensions to the growth towns in the West of the county will require the provision of new Primary schools and also in some instances new Secondary schools at a cost of over £30m.

Schools are also increasingly being viewed as an opportunity to provide enhanced community benefit, extending school services and use of facilities to the wider community including linking with library or health services, or enabling use of playing fields and other schools facilities outside of school hours. Designing and developing schools capable of supporting wider community benefit can increase development costs. Support to bring the gap where demand and opportunity provides for enhanced and expanded school capacity will be needed.
5. Strategic framework

- Sustainable Communities Strategies
- Local Development Framework West Northamptonshire Joint Core Strategy
- Strategic Housing Market Assessment
  - Northampton Town Centre AAP
  - Towcester and Brackley Masterplans
- Strategic Northamptonshire Economic Action Plan
- Northamptonshire Arc
  - Northamptonshire County Council’s Investment Strategy
- Northamptonshire Sub Regional Investment Plan
- Infrastructure Delivery Plan
- Local Investment Plan
- Delivery of priority projects
Northamptonshire Partnership has developed the Northamptonshire Sustainable Communities Strategy which provides an overarching document for the all Northamptonshire Councils’ priorities. It has also been endorsed by Daventry District, South Northamptonshire and Northampton Borough Council. Each council, also has their own Sustainable Community Strategy.

This existing strategic framework contains commonly held themes which have been included in this Local Investment Plan. The approach will be a place based system of priorities and projects which have the five common ambitions running through them.

<table>
<thead>
<tr>
<th>Local LIP objectives / outcomes</th>
<th>West Northamptonshire Ambitions (drawn from SCSs)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>To be successful through sustainable growth and regeneration</td>
</tr>
<tr>
<td>Amount of land brought back into beneficial use</td>
<td>X</td>
</tr>
<tr>
<td>Leverage of private sector investment</td>
<td>X</td>
</tr>
<tr>
<td>Links and coherence with other public investment</td>
<td>X</td>
</tr>
<tr>
<td>Employment floorspace generated</td>
<td>X</td>
</tr>
<tr>
<td>Jobs created or protected</td>
<td>X</td>
</tr>
<tr>
<td>Proportion of homes delivered to code level 3 and above</td>
<td>X</td>
</tr>
<tr>
<td>Quality of place and quality of life outputs and outcomes</td>
<td>X</td>
</tr>
<tr>
<td>Meeting diverse housing needs</td>
<td>X</td>
</tr>
<tr>
<td>Addressing climate change adaption or mitigation</td>
<td>X</td>
</tr>
</tbody>
</table>
6. Thematic Priorities

Affordable Housing

A shared priority for all partners is to maximise the opportunities to provide additional affordable housing and support the creation of a greater mix of housing in all communities. Over recent years partners have worked hard to deliver affordable homes across West Northamptonshire. The existing affordable housing targets are as follows:

- Northampton 35%;
- Daventry 29%;
- South Northamptonshire 40%.

Delivery rates in 2008/9 were:

- Northampton 41%;
- Daventry 35%;
- South Northants 21%.

In Northampton and Daventry town many of these dwellings have been delivered as a planning obligation on larger market housing developments. Within the rural areas there has been a reliance on rural ‘exception’ sites to meet local housing need in the villages.

Many of the priority projects included within the LIP are focussed on the delivery of affordable homes in the identified priority places or in rural locations across the area. It is worth noting that in all locations HCA grant has been required to deliver affordable housing. The Strategic Housing Market Assessment (SHMA) for the Housing Market Area (HMA) published in 2009 and recently updated, identified the need for different types of housing. The SHMA showed a strong need for social rented homes particularly in Northampton. However it also found that for the HMA as a whole there is a limited need for new intermediate affordable housing although South Northamptonshire does have a need for this tenure. There is a total requirement of 36,400 new homes across the HMA area to 2026 fig 98 shows the suggested tenure mix for the three Local Authority areas.

### Housing Requirement by Area 2008-2026

<table>
<thead>
<tr>
<th>Housing Type</th>
<th>Local Authority</th>
<th>Daventry</th>
<th>Northampton</th>
<th>South Northamptonshire</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>House Prices at 2008/09 levels</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Market housing</td>
<td></td>
<td>7,000</td>
<td>11,000</td>
<td>5,800</td>
</tr>
<tr>
<td>Intermediate affordable housing</td>
<td></td>
<td>0</td>
<td>0</td>
<td>1,500</td>
</tr>
<tr>
<td>Social rented housing</td>
<td></td>
<td>2,500</td>
<td>7,200</td>
<td>1,300</td>
</tr>
<tr>
<td><strong>Total Housing Requirement (2008-26) equals 36,400</strong></td>
<td>9,500</td>
<td>18,300</td>
<td>8,600</td>
<td></td>
</tr>
<tr>
<td><strong>As % of Total</strong></td>
<td></td>
<td>73.8%</td>
<td>60.3%</td>
<td>67.7%</td>
</tr>
<tr>
<td>Market housing</td>
<td></td>
<td>0.0%</td>
<td>0.0%</td>
<td>17.5%</td>
</tr>
<tr>
<td>Social rented housing</td>
<td></td>
<td>26.2%</td>
<td>39.7%</td>
<td>14.7%</td>
</tr>
</tbody>
</table>

3 Annual Monitoring Reports 2008/9 (Daventry, Northampton, South Northants)
A viability appraisal was carried out at the same time as the SHMA study. This indicated that in certain areas affordable housing delivery would be extremely challenging unless HCA grant was available. The less viable areas for each district are suburban, older urban and Eastern Northampton, Daventry town and Brackley town. Many of the place based projects highlighted in subsequent chapters are in locations identified within the viability structure as requiring public subsidy to support affordable housing provision. It should be noted that there may be site specific circumstances where a development in any part of West Northamptonshire requires public subsidy in order to achieve the required level of affordable housing.

**Rural Affordable Housing**

Delivery of affordable housing for people in rural communities is a specific strategic priority that needs to be addressed. House prices and rent are particularly expensive in rural areas of West Northamptonshire making many village properties unaffordable for local people. This has resulted in villages struggling to remain sustainable with services and facilities, such as shops, post offices and schools suffering adverse consequences and affecting the overall quality of rural life. South Northamptonshire and Daventry Councils are committed to an on-going rural affordable housing programme. This includes a rolling programme of parish level housing need surveys, village walkabouts and site identification resulting in a pipeline of developments. The key delivery mechanism for rural affordable housing across West Northamptonshire is rural ‘exception’ sites which are currently reliant on grant resources. In order to ensure sustainable, balanced rural communities and meet the identified housing needs of local people it is essential that a rural programme of affordable housing with the potential to support rural ‘exception’ sites is maintained.

**Specialist Housing Provision**

In addition to general needs affordable housing, the Strategic Housing Market Assessment identified the housing needs of both specific household groups and vulnerable people who require specialist housing provision. The population of West Northamptonshire is likely to become older and in particular the proportion of people aged 60 years and above is expected to grow considerably. There will be more people requiring specialist accommodation and housing related support, leading to a need for a change in the nature of housing and other residential accommodation. This is likely to involve private, community and public sector action and funding, and a mixture of refurbishment of existing stock and provision of new houses and other accommodation.

The SHMA also looked at the housing issues relating to minority ethnic groups in the local area. Key findings of the study were that compared to the white British population the BME population was much younger, more likely to live in overcrowded housing conditions and a higher proportion lived in social housing.

The Northamptonshire Supporting People Team highlights the need for supported housing for people with learning disabilities in terms of housing targeted at those with higher level needs but also provision that will allow people to live independently within communities. There is also the need for housing for people with mental health problems in Northampton, responding to the demand generated by local psychiatric hospital provision.
The Northamptonshire Gypsy and Traveller Accommodation Assessment (GTAA) 2008 identifies a need for 51 residential pitches, 10 transit pitches and 4 travelling show people plots for the period 2007 – 2017 in West Northamptonshire. Partners are required to provide sufficient sites to meet identified accommodation needs for gypsies, travellers and travelling showpeople and grant resources may be required for the provision of pitches during the period of this plan.

**Assisted Living Housing Development**

This is a specific project (part of the ‘Future of Local Authority Older Peoples Homes’ Project) to identify 4 potential sites to deliver 160 social rented units with the scope for further private units for sale unit in developments. The process will include the following phases with further interaction in new developments identified in the LIP to allocate units in new developments to ensure provision within new communities.

- Procurement Process commences in conjunction with procurement of 4 Specialist Dementia Homes providing 200 places
- Developer/consortium awarded contract to be delivered on a phased basis with final completion by 2016.
- Co-ordinate development with Dementia Care Homes Provision and Closure of existing homes programme.

**Integrating community facilities**

Schools and community infrastructure are an essential part of the mix to create sustainable places, supporting growth of existing communities as well as being essential infrastructure within new sustainable urban extensions. New housing increases the demand for schools places and private sector support for the provision of schools through the development of new housing is crucial. The new sustainable urban extensions to the growth towns in the West of the county will require the provision of new Primary schools and also in some instances new Secondary schools at a cost of over £30m.

Schools are also increasingly being viewed as an opportunity to provide enhanced community benefit, extending school services and use of facilities to the wider community including linking with library or health services, or enabling use of playing fields and other schools facilities outside of school hours. Designing and developing schools capable of supporting wider community benefit can increase development costs. Support to bring the gap where demand and opportunity provides for enhanced and expanded school capacity will be needed.

**Strategic Connectivity**

“Transforming Connectivity” will be an umbrella for a number of co-ordinated initiatives through the Northamptonshire Arc, aimed at providing the best return for investment in transport infrastructure. It will embrace delivery of information, new technology and branding of transport services, improving travel for commuters, business travellers, shoppers, leisure travellers and visitors alike.
In the short- to medium-term, the lack of good transport links will potentially be a very real constraint for delivering economic growth in Northamptonshire. Without a strategic business case, significant investment in new transport infrastructure will be challenging to achieve in the next 10 years. Improvements will need to be effectively targeted to provide the most benefit. Despite planned improvements to the highways network for the county, the impact of growth continues to have an adverse affect on congestion. It will become increasingly difficult and unpredictable to move around the area unless measures are taken to counteract the effects of growth. The additional congestion will be particularly focused on those areas where development is planned, the A45 around Northampton and towards Daventry and the A43 around Towcester in particular. The principal effects of this congestion, if not tackled, will be to seriously restrict the economic growth and prosperity of the county by:

- Undermining the competitiveness of existing local businesses, by affecting deliveries and business travel;
- Compromising the feasibility of some new developments, by reducing the accessibility of sites and reducing their economic viability; and
- Lengthening the time taken for development to happen due to existing infrastructure being unable to cope with planned increases in traffic movement resulting from new developments.

The pillars for delivery of Transforming Connectivity are:

- Planning public transport improvements so that they serve the areas and people who are most likely to use and benefit from them with a key focus on town centres (and other major employment and service centres) and inter-urban connectivity. This work includes the Northamptonshire Arc Transport (NAT) inter-urban public transport system and an urban advanced transit system for Daventry;
- Developing genuine alternatives to travel by car by introducing a targeted programme of improvements and personalised travel planning;
- Making better use of the existing road network utilising new technologies and planning the location of new employment and business facilities as this impacts on the existing network where demand is focused;
- Looking at the location of new employment and business facilities as this has an impact on the existing network where demand is focused;
- Unlocking the potential of new forms of public transport using, in particular, the transformative power of ICT to transform public experience and cost effectiveness.
- Developing an iconic Northampton Castle Station (2016-2021) as a high quality, well connected facility to tie in with the proposed introduction of a new high-speed inter-city rail service, serving the needs of Northampton and the wider sub-region; and
- Developing more attractive, effective and accessible bus and coach interchanges, particularly the Grey friars interchange in Northampton and Daventry town centre.

Connectivity also concerns the movement of information and ideas via electronic means, principally the Internet. It is clear that access to high speed, reliable Internet connectivity is already an important factor for economic prosperity and social inclusion. As such, it is vital that:

- West Northamptonshire moves quickly on to secure high speed and high capacity Internet connectivity to support business development.
● Existing gaps and limitation in broadband coverage, particularly in rural areas, are overcome.

Positive working relationships with BT will help to enable the upgrade of exchanges to deliver super fast broadband with the economic growth in across the area already influencing BT to allocate Daventry, Hardingstone, Weston Favell, and Brackley exchanges for upgrading to Super Fast Broadband in the early phases.
7. Northampton

Northampton is the County Town of Northamptonshire, the principal settlement in West Northamptonshire, and is the area’s largest employment, retail and cultural centre. It has a population of 210,500 people (Office of National Statistics 2009 mid-year estimate). It has a sizable town centre and two particularly significant district centres: in the north (Kingsthorpe) and east (Weston Favell). The town centre currently provides a limited retail offer and requires major new investment in its retail provision; new offices; public realm improvements and waterside offer (phase one has already been completed) and improved accessibility. Some areas of Northampton are in urgent need of housing improvement led regeneration.

By 2026 the population of Northampton is likely to have grown from 200,000 to around 300,000 people. It will have a transformed town centre, which results in Northampton being granted City status. A new shopping centre twice the size of the current one, a new ‘City Class’ railway station, vibrant waterside and cultural areas, more innovative businesses, more graduate level jobs, more affordable homes and an economy driven by high level skills, innovation and emerging technologies are all aspirations for Northampton.

Northampton’s aspirations will not be achieved solely by the creation of new buildings, town centre retail offers or new cultural facilities, but also by raising the expectations and enthusiasm of everyone involved. Northampton has its chance to be transformed via economic growth; bringing in employment and high quality housing is an initiative involving new development and investment in the County which, when recognised and adopted by the public and private sectors, can be crucially important in bringing about major uplift to the town.

Many people and organisations in Northampton are already forging ahead. The University of Northampton has internationally recognised expertise in leather technology and faculties in subjects ranging from fashion to fine art, sustainable construction to non-destructive testing, high performance engineering to resource efficiency, business and health.

Legal & General, Avon Cosmetics, Debenhams, Barclaycard, Carlsberg, and Nationwide are all major investors in the town. The Grosvenor Centre redevelopment is seen as the catalyst to further improvements within the town with +£300 million worth of private funding being invested in Northampton’s future by Legal and General. Network Rail and London Midland will build a new railway station suitable for a City – work that is being supported by the Northampton Borough Council, Northamptonshire County Council and West Northamptonshire Development Corporation.

Northampton College is investing almost £100 million in two major new facilities for the town. Moulton College, which is in Daventry District but close to the town, is expanding
rapidly to meet the needs of young people from all over the country, with a £46 million investment plan to upgrade and extend its facilities. Businesses, developers and investors increasingly recognise the value of Northampton and the benefits of investing a major growth area. If these key agencies and stakeholders can pull together, in the same direction, and get the local populace on board too, Northampton can realise its opportunity to be a truly special place in the future.

Northampton Housing and Regeneration

Northampton Borough Council’s Housing Strategy 2010 – 2015 sets out the requirements for housing in Northampton over the next five years. This falls under four overarching priorities:

- Managing supply and growth for the future of Northampton
- Creating resilient and cohesive communities
- Delivering well-designed, high quality homes, neighbourhoods and services
- Improving customer access, opportunity and choice

Owner occupiers make up 72% of the population of Northampton with 16.5% in social rented accommodation and 8% in private rented accommodation. The average house price is £156,600 compared to a national average of £169,400. However despite historical delivery and the recent drop in house prices there are still significant housing affordability issues in Northampton due to low incomes, with market housing remaining out of reach for many local people. It is therefore a corporate priority to provide more affordable housing and a target of 100 affordable units per year has been set. To help achieve this, the Council will continue to work with our partner RSLS, developers and land agents that the type and tenure of housing built in Northampton meets local need.

The residential elements of schemes outlined below will provide a percentage of affordable housing, the current requirement is 35% although 39.7% is suggested by the SHMA. However the recent viability appraisal indicated that in most areas of Northampton the required amount of affordable housing cannot be delivered without grant. In 2010/11 RSLs delivered 303 affordable units in Northampton but all of these required grant aid in order to be viable.

The Strategy also confirms the priority areas for housing investment which are:

- The central area;
- Northampton East; and
- Dallington Grange / Kings Heath

Most of the Council’s sites are in these areas but there is also a need for investment in council’s own stock and the development of the surplus school sites and other small infill sites which are not in the priority areas. These sites will help in delivering priority one in the Housing Strategy (i.e. managing supply and growth for the future of Northampton).
Northampton Town Centre

Northampton’s draft Central Area Action Plan sets out the development plans for the county town. The vision is that;
‘By 2026 Northampton City Centre will be firmly established as the economic and cultural centre for Northamptonshire. It will be the destination of choice for people within the County and beyond to live, work and relax. The City Centre will be using its strengths, in particular its architectural heritage, its riverside, a distinctive retail offer and its cultural offer, as a key to its success’.

The strategy promotes:

- An expanded retail offer for Northampton that is distinctive and combines the best in major high street names with niche and specialist retail and leisure
- A new inter-city railway facility linking key employment areas, housing and creating a gateway to the town centre;
- A lively St John’s cultural quarter alongside a new base for public services and employment.
- A focus on developing the waterside with a new marina encompassing leisure and employment opportunities.
- Facilities equal to or better than the best European cities of a similar size

The Market Square transformation project has been implemented as a catalyst and phase 1 of the town centre regeneration. Together with the recent public realm improvements in Gold Street and Marefair, these initiatives provide a platform for further regeneration activity including the next phase of public realm, and improved connectivity between the town centre projects and waterside.

The following principal town centre regeneration initiatives are:

- Grosvenor / Greyfriars
- Castle Station
- Waterside
- Avon / Nunn Mills / Ransome Rd
- St Johns
- Project Angel
- Spring Boroughs
Northampton Projects

N1. Grosvenor / Greyfriars
N2. Castle Station
N3. Project Angel
N4. Waterside
N5. Avon / Nunn Mills / Ransome d
N6. St Johns
N7. Northampton East
N8. Spring Boroughs
N9 &. S7 South West District
N10. Dallington Grange
N11. King’s Heath
N12. Urban infill
D14. Buckton
“Major expansion of the retail offer in Northampton Town Centre by doubling the retail space of the Grosvenor Shopping centre”

A major priority for the regeneration of the town centre and the economic success of the county will be the demolition of the Greyfriars Bus Station and expansion of the Grosvenor Shopping Centre. Delivering this £350m project will be key to unlocking the potential of the town centre as a top quality retail destination, underpinning Northampton’s’ regional role as the County town and ultimately a City. Securing delivery of a new expanded Grosvenor Centre will lead to wider regeneration activity and inward investment opportunities in the town centre, the rest of the town and the county.

As part of this major initiative up to 40,000 sq. m. of additional retail floorspace will be developed along with a new bus interchange.

Northampton Town Centre’s retail offer has followed a declining trend in the recent years. It is faced with substantial competition from out-of-town centre shopping destinations which now accounts for over 50% of the retail spend within Northampton.

The redevelopment of Grosvenor Shopping Centre is considered as a catalyst to the regeneration of the Town Centre and a lynch pin to accelerating other planned regeneration projects in Northampton.

The actions required to deliver this project include:
- Agreement with stage coach for relocation of bus lay over facilities
- Location and delivery of new bus interchange facilities
- Demolition of Greyfriars Bus Station, car park and offices above

‘Creating an iconic new gateway to Northampton providing better facilities, capacity and services’

Redevelopment of the Castle railway station is pivotal to the future prosperity of the area, providing a business and communications hub for the whole county.

It is being brought forward on a phased basis. Phase one will see the provision of a new multi storey car park, enhancements to the public realm and a “world class” iconic station building. Phase two will involve commercial development on land surrounding the site including a substantial amount of offices (up to 26,000 square metres, residential (up to 200 new homes) and ancillary shops and restaurants / cafés.

An outline masterplan for the station is complete and funding is committed to develop an outline design for the preferred option in association with Network Rail for the station and car park.

‘The creation of a major civic hub providing up to 2,200 additional jobs in Northampton’

It has been recognised that there is a shortage of modern, flexible, high quality office accommodation in Northampton.
It is envisaged that this project will deliver a mixed use facility including office accommodation (public and private sector), civic hub and public realm, including cafe, restaurants and bars of up to 24,000 square metres.

The project will co-locate the County Council and other public sector staff into Northampton town centre. These staff are currently located in 13 offices in and around the town centre and in out of town business parks. The project will provide opportunities for businesses to thrive in Northampton town centre, by

- The provision of up to 3000 staff into the town centre
- providing opportunities for businesses within a mixed use facility;
- freeing up other sites for new commercial business use or redevelopment.

This project coupled with other developments, such as Castle Station, Grosvenor Shopping Centre and others, as identified in the sub-regional investment plan and Central Area Action Plan are critical to the future economic health of the County.

**N4 Waterside Regeneration**

‘A long neglected asset, revitalised as a destination for employment, living and leisure’

Successful redevelopment of the Waterside will transform the image of Northampton and provide new facilities for local people. Along the river corridor there are a number of significant employment, leisure and residential opportunities that will not come forward without intervention. A master-plan is being developed for mixed use development in the area and strategic land acquisitions have begun.

Significant progress has been made in starting to realise the vision for the Waterside. WNDC has purchased a number of properties to create viable development sites along St Peter’s Way. Further downstream, NBC, NCC, WNDC and the Environment Agency have committed over £2m to the creation of a marina at Becket’s Park which will open in Spring 2011.

**N5 Avon / Nunn Mills / Ransome Rd**

‘A flagship mixed use development, providing up to 2,000 homes and major commercial development.’

This 40 ha strategic redevelopment area comprises three sites separated by Nunn Mills Road and an operational but disused railway line. Together, the Nunn Mills, Ransome Road and Avon sites form one of the largest town centre brown field development opportunities in the UK. It is prioritised in the Housing Strategy to provide much needed affordable housing in this Central Area to release pressure from Spring Boroughs.

The LIP partners are working together with the landowners to deliver a high quality mixed use development on this landmark site. Since 2004 the HCA has invested over £20m in site assembly and the provision of strategic infrastructure with funding assistance from WNDC’s GAF budget and HCA direct investment. Avon Cosmetics has delivered its new European headquarters on the site, safeguarding jobs in Northampton.
WNDC has recently acquired land to enable improved access and is committing £2.3m for vital junction improvements in 2010/11 to deliver a first phase of development of up to 450 homes at Ransome Road.

WNDC will be seeking to use its Compulsory Purchase Powers to secure land for a new spine road to be completed to link the sites to enable their full redevelopment potential to be secured.

The viability of the Avon / Nunn Mills/Ransome Road area is being further improved by a section of the £7 million Northamptonshire County Council inter urban CIF scheme being implemented in 2010-11 along Bedford Rd and Barnes Meadow. This improvement will help to improve highway capacity and improve reliability of bus services.

**N6 St Johns**

*Major enhancement to Northampton’s Cultural heart*

The proposed St John’s development will be on two areas currently used as surface level car parking within the cultural quarter of Northampton town centre next to the Royal and Derngate Theatres. The vision for the site is to enhance the cultural offer of the area through the provision of a large public space surrounded by high quality restaurants, together with a hotel and substantial amounts of office floorspace and living accommodation to add to the vitality and viability of the central area.

The Council has signed a collaboration agreement with a developer and is looking to start development on site in 2012. A hotelier has been confirmed as an occupier of the site, other options currently being actively pursued are:

- University of Northampton town centre campus
- An iconic Innovation Centre being progressed by the West Northampton Development Corporation in partnership with the University and Northampton Borough Council

St John’s Development being a brownfield has a number of small infrastructure and remedial challenges that need to be in resolved to allow the planned development to take place successfully. For example, St John’s Development site is adjacent to the proposed Angel Street Development. The two sites share similar infra structure constraints that will be simultaneously addressed to allow both sited to be investment ready.

When fully developed, this project will:

- Significantly uplift Northampton’s cultural quarters
- Generate around 450 direct new jobs
- Regenerate sections of the Guildhall Road to be brought back into commercial uses.
- Add significant value to the nearby conservation area.
N7 Northampton East

In July 2009 NBC was successful in being asked to submit an outline business case for potential funding for a major housing Public Finance Initiative (PFI) project. The project, if approved, will transform the Thorplands and Eastfield estates. The scheme will consist of a mixture of refurbishment works, demolition of existing homes and new build affordable homes in their replacement. Although significant, this project only addresses a small proportion of the regeneration requirements Northampton East. The need for additional change within this area is set out in Regeneration Strategy for Northampton East and is prioritised in the Housing Strategy. The Strategy will act as a co-ordination framework for the work of the LIP partners and others to improve the area.

Booth Rise

This site which is located in Northampton East has planning permission subject to a Section 106 agreement. It is a clear and deliverable priority for NBC in line with both the spatial priorities of the Housing Strategy and also increasing the supply of affordable housing units. The site will provide 111 homes all of which will be much needed affordable housing.

N8 Spring Boroughs Regeneration Masterplan

Spring Boroughs is the largest single residential area with Northampton’s central area. Within this area NBC owns 83% of all dwellings, a significant proportion of which currently fail to meet Decent Homes Standard. Without intervention all 647 council owned properties will become non decent by 2026. The estate falls within one of the most deprived areas of the Country (top 5%) The potential redevelopment of the Spring Boroughs Housing estate is identified within the Central Area Action Plan and is a key objective for achieving priority 3 within the Housing Strategy 2010-2015.

NBC is committed to regenerating the estate and the wider area from Grafton Street in the north to Marefair in the south. The Council has started to engage with the local community to begin the process of working up a deliverable masterplan for the regeneration of the area.

N9 South West District Urban Extension

*The South West District of Northampton, promises thousands of high quality new homes and jobs*

The South West District is one of the major areas identified for urban expansion in Northampton. The area combines the creation of 6 new communities across 557 Ha of land. Major public sector investment, (£80m plus), has already delivered significant strategic infrastructure including roads, flood defences and sewers to facilitate the delivery of these new communities.

Northampton South West District could accommodate over 6,000 new homes. To date approximately 1,800 homes have been built at Upton and at the former St Crispin’s Hospital site. The major future housing sites in Northampton South West District are outlined below:
**Upton:** An exemplar Sustainable Urban Extension of up to 1,380 homes has been promoted by the HCA with partners since 2001. To date the HCA has funded and delivered £24m in strategic site infrastructure (including SUDs, estate roads, playing fields and a community centre). Over 700 new homes have been constructed so far, including approximately 22% affordable housing. Over the next 5 years the HCA’s objective is to complete delivery at Upton, including a final phase of up to 380 homes plus the provision of local and commercial facilities serving the development and surrounding area.

**Upton Lodge:** The southern section of the Sandy Lane Relief Road, completed by the HCA in October 2009, has opened up the Upton Lodge area for development, including plans for up to 1,400 new homes on land owned by the HCA. West Northamptonshire Development Corporation’s Planning Committee approved the Upton Lodge application in outline in late 2008. Work is ongoing to finalise the S106 Agreement and secure a development partner for the site. There is a requirement of 35% affordable housing on this site in order to meet housing need. Upton Lodge is linked to the urban extension at Norwood Farm that is actually situated within South Northamptonshire (see the South Northamptonshire section).

**Upton Park:** The proposed Upton Park development links with both Upton Lodge and the existing Upton development in the area. Accessed from the new Cross Valley Link Road, it will be a high quality mixed use scheme, including up to 1,200 new homes and employment floorspace. NBC will require 35% of units to be affordable. The HCA intends to submit an outline planning application for Upton Park in Autumn 2010.

**Princess Marina Hospital:** This site previously provided in-patient Mental Health and Learning Disabilities Services for Northampton. Over the past 10 years new facilities have been implemented in other parts of the town to free up this site for redevelopment. The current plans suggest a development of 500 homes with 35% affordable housing. The NHS will procure a development partner in 2010/11. Previous investment in the local road network by the HCA has enabled this development by providing part of the required access to the site.

**Banbury Lane:** This site owned by the HCA will deliver up to 200 homes.

Much advance infrastructure to enable delivery of housing in the South West District has already been delivered by HCA and NCC with both internal funding and match funding support from CLG and WNDC including:

- The Cross Valley Link Road Sandy Lane Relief Rd (southern Section) and Sandy Lane Improvement North
- Flood alleviation works at Upton
- Further improved public transport services – particularly along Weedon Rd
- Cycle and Walking linkages into existing area and town centre.

Further key infrastructure that is needed to deliver this urban growth includes:

- HCA to identify and fund a site for a park and ride service, working with Northamptonshire County Council.
- Future connection to the NAT service improved connections to new and existing community
N10  Dallington Grange

‘Proposed mixed use development with regeneration benefits for the existing community’

Dallington Grange is a longstanding potential growth location within Northampton. The site has been identified in the development plan for housing development for over 30 years. An outline planning application for 3,500 homes plus employment land has been submitted.

The site sits alongside the King’s Heath area of Northampton. The King’s Heath area is a priority area for regeneration as identified within the Housing Strategy, with an associated Regeneration Framework having been developed by WNDC. The Dallington Grange urban extension has the ability to help regenerate this part of Northampton as well as provide affordable housing to meet the housing need.

WNDC has commissioned a Regeneration Framework to explore the wider regeneration opportunities in the neighbouring Kings Heath area should planning permission be granted. In 20010/11 WNDC will be working with the applicants and key stakeholders with the aim of delivering a positive outcome to the application.

Infrastructure requirements

- Connectivity – Sandy Lane Link Road
- Access to North and East Northampton
- Access into town centre – (CIF scheme helps towards PT improvements from Kings heath area)
- Future connection to the NAT service improved connections to new and existing community

Urban extensions adjacent to Northampton situated in Daventry Council area

Proposed urban extensions within neighbouring districts such as Buckton Fields and Norwood Farm relate to the planned growth of Northampton as they occur on Northampton’s boundary (see the Daventry and S.Northants section).

Northampton Public Realm

In addition to the above projects significant ongoing investment in the public realm is an essential part of the overall town centre regeneration.

The Market Square transformation project has been implemented as a catalyst and phase 1 of the town centre regeneration. Together with the recent public realm improvements in Gold Street and Marefair, these public sector initiatives (reflecting an investment of £8m) provide a platform for further regeneration activity including the next phase of public realm works, and the enabiling of improved connectivity between the town centre projects the waterside, and Avon / Nunn Mills / Ransome Road regeneration area. Improvements to Abington Street are planned to increase the appeal of the town centre.
**Decent Homes**

Northampton Borough Council has recently agreed a 5-year Housing Asset Management Strategy 2010-2015. This illustrates what capital resources are available to be spent on the Council’s stock in the next 5 years. It is planned that £52.1m will be spent to bring a large percentage of the Council’s 12,214 dwellings up to the Decent Homes Standard. Despite this level of investment the Council will still not meet the Decent Homes Standard across all its housing stock. Future changes to the HRA Subsidy system could have a significant impact on how the Council achieves Decent Homes, but until this is finalised, it remains one of the number one priorities for Housing in Northampton.

Other options available to the Council to achieve the Decent Homes standard include Arms Length Management Organisation, PFI and large or partial stock transfer. Work will take place during late 2010 and early 2011 to provide the Council’s Cabinet Advisory Panel with information on how the Council should proceed in order to meet Decent Homes for all of its stock.

**N12 Urban Infill**

Opportunities exist on other previously developed sites for regeneration to occur, particularly in the predominantly municipal housing estates. NBC is committed to delivering on these urban infill sites particularly those in the Central and eastern areas and Dallington Grange/Kings Heath and those which will provide affordable housing in line with the priorities in the Housing Strategy.

**NCC land Assets - Old school sites**

There is a series of urban infill sites created as a result of a reorganisation of schooling over the last decade within Northampton. Nine are within the Central and Eastern areas prioritised in the Housing Strategy but all are important urban infill sites which will provide much needed affordable housing as a priority. Most of the sites have planning permission with Section 106 agreements in place to provide residential accommodation which will include 35% affordable housing. Subject to the level of developer activity, they are therefore deliverable brownfield sites all in areas of housing need.

To support the regeneration of Northampton, will be looking at bringing forward a number of other town centre sites which will be for single or mixed use developments.

**Robinson House**

This urban infill site was formerly a single persons accommodation block. It is currently empty and surplus to NBC’s requirements. The Council would like to see the site developed by a housing association to provide 100% affordable housing. It is envisaged demolition and rebuild would provide up to 24 dwellings. It is in line with both the spatial priorities of the Housing Strategy and also increasing the supply of affordable
housing units. The affordable units realised from this site can potentially have a positive impact on the Northamptonshire East PFI scheme and help with decanting any residents displaced as a result of demolition.

**Garage sites/SPA Blocks**

NBC will be bringing forward several former garage sites and former single person flatted accommodation which will be redeveloped to provide affordable housing.

**Private Sector Housing**

In Northampton there is also a need to bring empty homes in the private sector back into use. NBC has a target of bringing 250 back into use by 2013. There is also an issue regarding decency of homes in the private sector, in 2009-10 NBC invested £1,647,290 in private sector properties towards Decent Homes, Climate Friendly Communities, Renovation Grants and Affordable Warmth schemes.

**HCA land assets**

The HCA owns significant land assets within Northampton. They include key strategic sites in Northampton South West District and Ransome Road. Through the Local Investment Plan, the HCA will seek to utilise other land assets in Northampton to meet the aims and objectives of local partners arising from the LIP and other emerging policies.
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<thead>
<tr>
<th><strong>Northampton</strong></th>
<th><strong>Lead</strong></th>
<th><strong>Public Invest</strong></th>
<th><strong>Key outputs</strong></th>
<th><strong>Activity descriptions</strong></th>
<th><strong>HCA Enable / Investm</strong></th>
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<td><strong>Total Homes</strong></td>
<td><strong>Total Employ space (sq.m.)</strong></td>
<td><strong>Short 2010/11</strong></td>
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<td>Northampton Town Centre</td>
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</table>
| N1 Grosvenor / Greyfriars | NBC     | £20 public £35 0 private investment | 37,000 | ● Site assembly  
● Planning | ● Relocation of bus – lay-over: Replacement bus interchange | ● Construction, opening |
| N2. Castle Station | WNDC     | £20public £117 private | up to 200 | 26,000 | ● Masterplanning and development agreement | ● Completion of station building and multi storey by 2016-21 | ● Completion of commercial land |
| N3 Project Angel | NCC      | £70m public and private | 0 | 28,000 mixed office, commercial and public realm | ● Outline/detailed business case | ● Planning and highways infrastructure – procurement  
● Construction 2013 - 2015 | ● Construction open |
| N4 Waterside Brampton Branch St Peters Way | WNDC/NBC | £126m private £18m public | 276 | Up to 44,000 | ● start complete |                          |                          |
| N5 Avon / Nunn Mills / Ransome Rd | HCA/WNDC | £158m private £10m public | 2,000 | 16,000 | ● Infrastructure & remediation | ● Infrastructure / remediation & construction | ● Construction  
● Completion 2020+ |
<p>| N6 St Johns | NBC      | £7.75 public | 62 | | ● Business Case – Soft market | ● Planning and highways | ● Some sections complete 2016 |</p>
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<td><strong>Northampton Housing Renewal &amp; Regeneration</strong></td>
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<td>N7 Northampton East</td>
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<td>Northampton East, PFI</td>
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<td>Works commence in 2014</td>
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<td>Booth Rise</td>
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<td>N8. Spring Boroughs Regeneration – awaiting masterplan</td>
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<td><strong>Urban Extensions</strong></td>
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<td>N9 Northampton South West District</td>
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<td>a) Upton</td>
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<td>500 homes (site D1/F&amp;G)</td>
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<td>Construction</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Construction Complete 2018</td>
</tr>
<tr>
<td>b) Upton Lodge</td>
<td>HCA</td>
<td>£8m</td>
<td>1,400</td>
<td>Planning</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>10,000</td>
<td>Infrastructure / construction</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Construction</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Construction Complete 2020+</td>
</tr>
<tr>
<td>c) Upton Park</td>
<td>HCA</td>
<td>£0.3m</td>
<td>1,000</td>
<td>Submit planning application</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Infrastructure / construction</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Construction</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Construction Complete 2020+</td>
</tr>
<tr>
<td>d) St Crispin’s Hospital</td>
<td>Dev.</td>
<td></td>
<td>1,200</td>
<td>Construction</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Construction Complete 2015</td>
</tr>
</tbody>
</table>

- Southern area Plough Hotel office dwellings complete
<table>
<thead>
<tr>
<th>Project Description</th>
<th>Developer</th>
<th>Budget</th>
<th>Size</th>
<th>Key Stages</th>
</tr>
</thead>
<tbody>
<tr>
<td>e) Princess Marina Hospital</td>
<td>Dev.</td>
<td>500</td>
<td></td>
<td>● Procure development partner</td>
</tr>
<tr>
<td>f) Banbury Lane</td>
<td>HCA</td>
<td>£0.1m</td>
<td>200</td>
<td>● Submit planning application</td>
</tr>
<tr>
<td>N. 10 Dallington Grange</td>
<td>NBC</td>
<td>3,500</td>
<td></td>
<td>● Planning</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>● Construction</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>✔ Complete 2015</td>
</tr>
<tr>
<td>N12 Urban Infill</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NCC Land assets - Old School Sites</td>
<td>NCC</td>
<td>Not known at present</td>
<td>1,400 Upwards</td>
<td>● Developer sign up to sites</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>● Further sites released</td>
</tr>
<tr>
<td>Robinson House</td>
<td>NBC</td>
<td>£0.8m approx</td>
<td>20 approx</td>
<td>● Housing association identified</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>● Start on site</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>✔ Completion 2012</td>
</tr>
<tr>
<td>NBC garage sites</td>
<td>NBC</td>
<td>Not known at present</td>
<td>Not known at present</td>
<td>● Options appraisals</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>● Completions</td>
</tr>
<tr>
<td>NBC SPA blocks</td>
<td>NBC</td>
<td>Not known at present</td>
<td>60 approx</td>
<td>● Options appraisals</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>● Completions</td>
</tr>
<tr>
<td>N13 Decent homes</td>
<td>NBC</td>
<td>£52.1m</td>
<td>4,175 homes to decent homes standard</td>
<td>● 803 homes</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>3,372 homes</td>
</tr>
<tr>
<td>N14 Private sector housing</td>
<td>NBC</td>
<td>£6m</td>
<td>250 empty homes back into use</td>
<td>● Target met by 2013</td>
</tr>
<tr>
<td>Northampton Orbital Road</td>
<td>NCC</td>
<td>Not Known at present</td>
<td>Supports Northampton growth</td>
<td>● Completion of SLRR and SLLR as part of development</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Northern W to East linkage/upgrades to A43</td>
</tr>
</tbody>
</table>

35
<table>
<thead>
<tr>
<th>Northampton Intra and Inter Urban Public Transport upgrades (NAT)</th>
<th>NCC</th>
<th>Not Known at present</th>
<th>Supports Northants wide growth</th>
<th>Options appraisal and Business case development</th>
<th>• Initial improvements implemented</th>
</tr>
</thead>
</table>
8. Daventry

Location, history and character

Daventry district is geographically the largest local government district in West Northants and covers over 250 square miles. Named after the town of Daventry which is the administrative headquarters and the only town, the district is predominantly rural consisting of 74 parishes containing 78 villages. Other significant settlements include Brixworth, Long Buckby and Weedon Bec.

The town of Daventry has experienced significant expansion in the 1960s and 1970s as a result of its designation as an overspill town for Birmingham and London and continued locally-managed growth during the 1980s and 90s. As such, the vast majority of the town is less than 50 years old. The town currently has a population of around 25,000 (32% of the District) and is now set to experience a second phase of major expansion. The town is accessed via junction 16 of the M1 and the A45, and also by the A425 and A361. Despite its size it does not have a railway station. The town has a comprehensive ring road, although as growth has continued significant areas of the town are outside of it, leading to some issues with severance.

The population of the district overall is approximately 79,000. Daventry District has continued to consistently grow. The District’s population is now 36% higher than the 1981 base, with much of that growth being in Daventry town, which has, accordingly, experienced much higher percentage growth.

Projections\(^4\) are that the population of Daventry District is expected to increase to over 90,000 by 2026 (a rise of nearly 16% from 2008, on par with the overall East Midlands projected rise of 15% and above the National increase of 13%). Most of this growth will be at the town of Daventry. The broad age group expected to see the largest increase during this period is older people which is set to increase by over two thirds (67%) during this period, significantly higher than both the National increase for this broad age group (39%) and the East Midlands increase (46%).

Economy

The economy of the District is mixed, with large areas devoted to agriculture, including notable energy crop growth. There is a centre of excellence in high performance engineering, led by Mercedes, at Brixworth, and Daventry International Railfreight Terminal (DIRFT) in the northwest of the District is a major terminal for freight interchange between road and rail and has excellent communications with the rest of the country and mainland Europe.

Within the town of Daventry there are a number of large employers including Cummins, who have their largest UK plant at the town, where they manufacture diesel engines and distribution facilities for Ford and Wetherspoons. There are also a large number of smaller engineering and manufacturing businesses, many of whom are allied to the central England motorsport/high performance engineering cluster. A good example is Hi-Force Engineering which over 20 years has developed from a small UK distributor of overseas parts to a significant manufacturer with worldwide sales.

Thus the economic role of the District – particularly Daventry town but also Brixworth, and in a different way DIRFT, is useful to the overall UK economy and exports. This is an opportunity local partners are together grasping, and which has further potential.

**Daventry town centre**

Daventry town centre has for many years been constrained by a layout conceived in the 1960s, when the town was under a town development agreement with the City of Birmingham. It is now seriously undersized and fails to fulfil the proper role of a town centre, with its only real strengths being in convenience retailing. According to the 2009 GOAD data, Daventry only retains 10% of its catchment’s expenditure – that is, it suffers 90% leakage. Whilst a town of Daventry’s size would not expect to have a retention rate close to 100%, neither is a leakage rate of 90% sustainable or acceptable.

The Council worked with the Civic Trust in engagement with local people and businesses to develop a ‘Daventry Town Centre Vision’. This was adopted in 2004 and provided for a series of initiatives, such as the successful creation of a Town Centre Partnership (which is now also the operator of a Business Improvement District) and, critically, to identification of major development sites in and around the existing town centre to enable the provision of new retail, leisure, commercial and residential space. Work on these has been ongoing with some already delivered and further work on a masterplan for the entire town incorporating the Town Centre Vision. The section on the priorities for Daventry gives more information about the sites covered by the Town Centre Vision.

**Transport**

Like much of West Northamptonshire, Daventry District depends largely on the private car for personal transport, and the lorry for goods transport. According to the 2001 Census, 83% of working residents travelled to work in a car or van. This is a feature of the nature of the area but also of relatively undeveloped public transport services. Specifically within Daventry town the position is similar, although the proportion of trips made by foot and cycle is somewhat higher.

The Northamptonshire Arc includes proposed for an inter-urban rapid transport system (NAT) which includes a connection from Daventry to Northampton, thus enabling trips on this key corridor to be made by public transport. The Arc proposals also include an urban transit system for Daventry town, which would both meet local needs and enable connection to inter-urban services. Work has been ongoing to define and then implement new solutions for Daventry’s public transport as modelling has shown that
conventional bus services are unlikely to be able to achieve significant change or could only do so at a net negative environmental position. Options include Personal and Group Rapid Transport (PRT and GRT). As part of this process, Daventry is engaged in European Union programmes on advanced transport. This increases the likelihood of securing European funding and also has consequential benefits to the profile of the area and the attraction of inward investment.

Housing affordability

The challenges around house prices and affordability are set out in the *Daventry District Housing Strategy* which covers the period 2010 – 15.

Although the majority of the district consists of owner occupiers, 5% of households live in privately rented accommodation and 11% live in social rented accommodation.  

The table below shows a comparison of house prices in Daventry District against Regional and National averages in the period 2007-9. It can be seen that Daventry has experienced higher average prices for all house types apart from flats.

<table>
<thead>
<tr>
<th>House type</th>
<th>Average Price (Daventry District)</th>
<th>Average Price (East Midlands)</th>
<th>Average Price (England &amp; Wales)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Detached</td>
<td>£342,949</td>
<td>£238,750</td>
<td>£264,458</td>
</tr>
<tr>
<td>Semi detached</td>
<td>£182,095</td>
<td>£130,821</td>
<td>£164,079</td>
</tr>
<tr>
<td>Terrace</td>
<td>£152,054</td>
<td>£104,068</td>
<td>£136,493</td>
</tr>
<tr>
<td>Flat</td>
<td>£128,574</td>
<td>£99,529</td>
<td>£164,232</td>
</tr>
</tbody>
</table>

This is partly the result of high prices in rural parts of Daventry. As can be seen prices vary significantly across the district. The map below, showing average house prices by Parish illustrates this. In particular, this illustrates the difficulties experienced by first time buyers who live in rural areas and wish to enter the property market.

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5 Experian 2009
Daventry District Council Housing Strategy 2010-15 sets out the requirements for housing over the next 5 years. This is addressed through 5 main priorities:

- Housing which is affordable and accessible
- Homes that are sustainable and of a high design
- Sustainable and cohesive communities
- Housing for vulnerable people
- Provision for an ageing population

There is also a corporate priority to ensure more affordable housing is available. This sets to achieve an actual and percentage increase in the number of affordable homes in urban and rural areas. As a measure a target average of 64 new affordable housing units per annum has been set based on existing delivery.

To help achieve this the Council will continue to work with developers, land agents, registered providers, etc to ensure that the housing built within the District is need led, especially within the rural areas. The Council will also promote a variety of tenures and mix of types of properties in urban and rural locations for both market and affordable housing that meet identified need.

An Affordable Housing Panel has been created to enable a proactive approach to delivery. The panel is member led and consists of registered providers with an interest
in affordable housing delivery and management within the District. A programme of rural housing needs survey is also being devised to ensure that need is identified within villages and help assist in the delivery of new homes. To ensure sustainability of new homes, the “lifetime” homes standard is being promoted within new developments.

To improve accessibility to all new and existing social homes, Daventry District Council has recently implemented a choice base lettings scheme of its own and is part of a sub-regional scheme. It continues to work with owners of empty homes to bring them back into use. Private landlords will soon be able to advertise their properties on the system.

New housing

A number of the place-based projects identified below will provide considerable levels of new housing provision. It is expected that a percentage of these will be affordable housing, though details of precise mix, size and tenure are yet to be finalised. While it is expected that many of these can be funded through developer contributions from planning gain, they will still in certain cases require grant. The recent Viability Appraisal indicated that Daventry town was among the areas in West Northamptonshire that would be less viable and that affordable housing delivery without grant would be extremely challenging here. The Viability Study has also highlighted that although only 25% affordable housing can be achieved without grant this figure can be increased to 35% if grant could be secured on sites within Daventry Town. For rural sites a target of 40-50% could be achieved with grant.

Recent housing delivery figures (HIPSSA) support this need for grant. Of the 69 affordable housing units delivered during 2009/10, 24 were funded from planning obligations. The rest were funded part or fully from grant.

Urban extensions to both Daventry and Northampton within the District raise important infrastructure issues, including in relation to educational provision, water supply and sewerage, and transport. In the case of Daventry town, there is a particular problem with the capacity of the A45 to the south-east of the town. If this cannot be resolved then housing development on the scale desired will not be able to proceed due to impacts on the A45 and consequential impacts on the A5 at their mutual junction.
DAVENTRY PROJECTS

D1. North of High Street
D2. Bowen Square
D3. WaterSpace
D4. iCon building
D5. Retail development
D6. Southbrook
D7. The Marches / Central Knowledge Park
D8. Royal Oak Industrial estate
D9. Transport Technologies Park
D10. Resources Recovery Park
D11. Monksmoor
D12. Church Fields
D13. A45 corridor measures
D14. Buckton Fields
D15. DIRFT
D16. Weedon Depot
D1   TCV Site 1: Transforming comparison retail office and new library

The new development will provide around 10,000 sq. m. of new comparison retail shopping, focused on clothing, thus making a major contribution to Daventry functioning as a true ‘town centre’. The scheme will include strong pedestrian links to the High Street whilst vehicle access to a new shopper’s car park will be from Millennium Way. A new pedestrian street will provide convenient access and also encourage shoppers to visit other parts of the town centre.

The scheme involves the replacement of Daventry library with a new, larger facility more suited to the needs of the town in this era, as well as meeting the needs of the projected larger population.

D2   TCV Site 2: Bowen Square and the police station

The Town Centre Vision includes proposals for major redevelopment of this tired 1970s development, increasing both floorspace and attractiveness, and its links to High Street. Implementation of these is likely to involve a mixture of public and private sector activity, as the commercial viability of the various elements varies. In addition to the retail element the scheme is likely to provide some residential and, potentially, some office accommodation.

The proposals from HM Courts Service to close Daventry Magistrates’ Court make it more urgent that positive new uses are secured along New Street where the court now sits.

D3   TCV Sites 3 & 6: WaterSpace – mixed use development adjacent to the proposed canal basins off Eastern Way

The WaterSpace would offer a mix of housing, office and leisure facilities to create an exciting destination for the local population and visitors to the town including potential boaters via the proposed canal link to the Grand Union Canal. The proposed new layout could offer more than 2,000 sq. m. of new restaurant and bar space, a hotel, cinema, health club, and 7,000 sq. m. of offices, potentially creating more than 550 new jobs and 350 new homes.

The site includes provision for a new 14 or 16+ educational establishment to help overcome Daventry’s historic weakness in educational aspiration and attainment. The partners are not fixed to one mechanism for delivering this aim, but the town is currently being promoted for a University Technical College (UTC) which would be ideal.

Also provided for in the draft masterplan is enhanced provision for young people in the form of a new and enlarged Phoenix Youth Club, which is Daventry’s main provision of this type.
D4  **TCV Site 4G: The iCon Building; Sustainable Construction iHub**

The 4,000 sq. m. iCon building will offer 56 business incubator units, a conference room and theatre for 200-300 people, exhibition space and meeting rooms. It will also be a leading example of energy efficiency and sustainable building in its own right.

Funding for the iCon, which is costing a total of £9 million is being provided by East Midlands Development Agency (emda), the European Regional Development Fund and West Northamptonshire Development Corporation (WNDC). The iCon building is being built on land donated by Daventry District Council and Northamptonshire County Council, off Eastern Way at the gateway to the town centre.

ICON East Midlands, the partnership that is driving the multi-million-pound project, is made up of representatives from West Northamptonshire Development Corporation, East Midlands Centre for Constructing the Built Environment, the University of Northampton, Building Research Establishment, Daventry District Council and other universities. iCon will be a key piece of infrastructure driving economic growth in Daventry and the wider area.

The iCon will open in March 2011.

D5  **TCV Site 5: Major retail development to meet local needs**

Town Centre Vision Site 5 is a major proposed town centre development addressing part of the significant leakage of expenditure from the Daventry catchment. This scheme will be carried out in conjunction with TCV Site 1.

D6  **Regeneration/neighbourhood renewal of Southbrook (residential estate), Daventry**

The Southbrook residential estate was largely constructed during the 1960s and 70s to a ‘Radburn’ layout. Whilst relatively close to the town centre it is psychologically and, to a degree, physically isolated from the rest of the town by the ring road. It also represents the highest degree of deprivation in the District and has been identified as an area in need of renewal. This project is more focused on works to improve the area to ensure that it does not decline further and remains a positive place to live, particularly as new developments are constructed.

D7  **Regeneration of the Marches/Central Knowledge Park, Daventry**

This is an important area of Daventry, being the first area of the town reached when arriving from the south along the A45. Currently the buildings are poor quality, with use for employment purposes unattractive when compared to newer facilities in the town, and problems of under-occupancy becoming apparent. The site presents a very poor gateway to Daventry and also adversely affects the Borough Hill and Burnt Walls Scheduled Ancient Monuments.
There are opportunities for the central knowledge park to be a spur of the High Speed Fibre Optic route (on the M1 corridor) to attract further high quality employment. Daventry District Council has ownership of some property within this area and looks to increase site assembly to provide attractive redevelopment opportunities. Given the complex land ownership and occupation issues on the site it is likely further public sector intervention will be required.

**D8 Royal Oak Industrial Estate**

The Royal Oak Industrial Estate is more mixed than the Marches, with some areas of good quality and desirable property. However, the estate has numerous tired buildings which are unattractive to potential occupiers. Opportunities are available to upgrade the estate to provide plots for redevelopment and new employment.

The Council has recently completed redevelopment of an area of the estate adjacent to Prospect Way, providing a new manufacturing and office complex for a tenant. Selective redevelopment and refurbishment of the estate will partly be commercially led but may also require some public intervention to resolve particular issues.

**D9 Advanced Transport System and Transport Technologies Park**

The need for a new transport solution to meet Daventry’s needs in a sustainable way also offers valuable economic opportunities. An advanced transport system in public operation would position local businesses to grow and then sell expertise in the design, construction, operation and maintenance of such systems.

Work is ongoing to define the best form of advanced transport system for Daventry and to secure funding for it. The recently-announced Local Sustainable Transport Fund would appear to be a good fit.

To maximise the economic benefits of such a system, it is proposed to create a Transport Technologies Park, ideally alongside the system depot. This would offer a centre of excellence, potentially allied to the transport iNET. A site has already been identified and would support further development within Daventry in the high-tech industries. There is considerable room for cross-over with the existing motorsport / high performance engineering cluster.

**D10 Resources Recovery Park**

Northamptonshire Enterprise have identified the potential for a Resource Recovery Park or Parks within Northamptonshire. These are locations for clusters of businesses which make use of recycled materials allied to one or more supplies of such materials – often but not exclusively public sector sources such as waste disposal authorities.

There is potential for a Resources Recovery Park to be located at Daventry, where it would align well with the area’s growing ‘green’ credentials. There is also potential for one at DIRFT where the combination of road and rail access is particularly persuasive to
be transmitted by rail to Liverpool for final processing into metal for reuse. This could take place directly from DIRFT.

**D11 Monksmoor**

Monksmoor is a site for 1,000 dwellings and associated development in the north of Daventry. The site obtained outline planning permission, following an appeal against non-determination, in March 2010 and the first reserved matters application must be made within three years. The development includes a community hall, sports and play facilities, a primary school and community interest company, which will ultimately be controlled by the residents, to maintain most local facilities. Affordable housing is to be provided at 35% (i.e. 350 dwellings) but subject to various viability tests which may require the provision of grant support if the full 35% is to be achieved.

**D12 Church Fields**

The draft Joint Core Strategy makes provision for 4,000 dwellings at a site to the north-east of Daventry, the completion of which is envisaged in the draft to extend beyond the end of the plan period in 2026. This site was previously the subject of a failed appeal against non-determination, the appeal principally failing due to unresolved strategic highways issues. A strategy to overcome these issues has now been devised (see D13 below) and is being tested.

The Church Fields development would contain the usual range of supporting infrastructure, including three primary schools, two local centres and one district centre, playing fields, sport and play facilities and some employment.

Affordable housing will be needed as part of the scheme, the level of which will be determined in accordance with policy at the time. Grant funding may be required to deliver this.

**D13 A45 Corridor Measures**

As mentioned above, the traffic impacts of residential development on the A45 corridor southeast of Daventry are the principle infrastructure constraint on the development of Daventry. This is due to the fact that the A45 cannot be widened through the villages of Flore and Weedon, and the limits to flow that can be accommodated at its junction with the A5 trunk road without unacceptable impacts on the A5.

However, a provisional strategy has been identified which appears to enable the growth of Daventry to proceed. This involves:

- Selection of development sites at Daventry to minimise impacts on the A45. The draft Joint Core Strategy takes this approach, which principally avoids sites on the A45 directly connecting to it (the Church Fields site should see most traffic going towards Northampton and the M1 pass south along the A5 before meeting the A45, thereby bypassing Weedon).
• Construction of a northern bypass of Flore, linking the A5 north of the village with the existing A45 to the east of the village – capturing the A5 flows described above.
• A range of supporting measures including road quality enhancements in Weedon and Flore, potentially traffic calming in Flore and, as a fall-back, queue relocation approaches to prevent traffic queuing within Weedon.

Work on testing and costing this strategy is ongoing, but costs are likely to fall within the £10-15 million range. Whilst a considerable part of this should arise from planning obligations, it is likely that some public investment will also be needed.

D14  Buckton Fields

Buckton Fields is an allocation from the 1997 Daventry District Local Plan, providing for development associated with the growth of Northampton. The site adjoins the Kingsthorpe area of Northampton, and is close to the University and Moulton Park Business Park. Around 1,250 dwellings are expected.

Planning applications for the development have been lodged with Daventry District council and work with the applicants is ongoing. A range of infrastructure is needed to enable the development and ensure sustainability, including further enhancements to Kingsthorpe corridor public transport with linkages into the town and also to Moulton Park. Affordable housing will be needed as part of the scheme, the level of which will be determined in accordance with policy at the time. Grant funding may be required to deliver this.

D15  DIRFT

The Daventry International Rail Freight Terminal (DIRFT) is nationally significant infrastructure enabling long distance use of rail for goods transport. It also provides around 3,000 jobs, although the majority of these are taken by residents of Rugby and other places geographically nearer to the complex. A second major phase of development, DIRFT2, is currently under construction and is expected to provide around 1,300 additional jobs.

A third major phase of development, DIRFT3, is currently being prepared on a commercial basis and will be submitted for development consent to the Infrastructure Planning Commission in due course. Should this application be approved there will be a range of impacts which require management and mitigation, including:
• Local highway impacts, especially given the numbers of LGV movements which would be generated.
• How the necessary employees would access the site in a sustainable manner. This would include the need for high quality public transport back to Daventry town and other West Northamptonshire residential locations.
• Landscape impacts.

D16  Weedon Depot
The Weedon Depot is a very large Grade 2* listed building complex, constructed as a strategic armoury during the Napoleonic period and subsequently used for various military purposes until the mid-20th century. It has been subsequently used for a range of non-military purposes and is now only partially used. Those uses which remain are of low value and parts of the complex are now in poor condition. The site is currently in two private ownerships.

The complex provides a magnificent setting around the former military canal and offers exciting opportunities for development. However, the historical significance of the building places significant constraints on development. It is likely to be brought forward as a mixed use scheme including business, retail and residential uses. A long standing proposal for part of the site is a national Fire Museum (“Fireworld”).

Given the historical value and protected status of the site, which extends to the inner parts of many of the buildings, the likely cost of remedial works and the poor transport access, it is highly likely that public sector intervention will be required to secure its long term survival and productive use.

**D17 Private Sector Renewal – District wide**

Daventry District Council is committed to bringing homes up to decent homes standards, as demonstrated in its Corporate Plan objectives:

- Reduction in CO\(^2\) emissions in Daventry District;
- Increase in the number of elderly or disabled residents living independently as a result of adaptations work undertaken by the council;
- Number and value of home energy measures installed in vulnerable households.

Over recent years private sector renewal funding has been used to fund schemes to benefit the individual in the form of reduced energy bills and also benefit the community as a whole by reducing carbon emissions. In 2009/10 DDC was awarded around £186,000 of PSR money to run its own renewables scheme for vulnerable households living in areas off the gas mains. For 2010-11 DDC was awarded a further £180,000 PSR money.

Funding has been used in schemes to reduce fuel poverty by using renewable energy technologies and external wall insulation and improving heating systems in private sector homes, targeting vulnerable residents especially in rural areas with no access to mains gas.

DDC offers a flexible mix of grants and loans where needed. In a joint project with South Northants DC around Care and Repair, a total of 1330 elderly and disabled people have been helped to live independently during 2009-10. DDC has also been working with the District’s largest residential social landlord, Daventry & District Housing, providing grants or loans as appropriate to ensure both houses can be brought up to decency standards. Additional funding has been successfully attained through the Low Carbon Buildings grants programme to provide Solar hot water & photovoltaic systems, air source heat pumps and ground source heat pumps.
Funding during 2010 is being used to target grants and loans in ‘hotspot’ areas where there are most non-decent properties, prioritising both vulnerable clients and areas that are not connected to gas. The council is currently in the process of developing a place-based approach in response to need. A combination of stock condition, means testing and areas off gas are likely to be the eventual criteria, mapped using MOSAIC. This will be used as the basis for targeting private sector renewal funding plus other external funding available.

A ‘Green Doctor’ scheme to assess the retrofit opportunities available to vulnerable households living in non decent homes private sector homes is planned, based on the result of annual fuel poverty survey (jointly commissioned with SNC).

**D18 Rural affordable housing provision – District wide**

House prices in villages are higher than the national average leading to decreased affordability especially for first time buyers who may wish to remain near families. Problems faced by the rural community other than high prices and a shortage of affordable housing include limited access to transport and other services.

Currently, local rural housing needs are provided through a saved ‘exception sites’ policy in the Local Plan, which permits residential development to occur on sites that are not allocated within the plan and would not otherwise be acceptable for such purposes. Housing developed on these sites must be 100% affordable.

Over the same time period as the LIP, the Council expects that each year a number of rural affordable housing will be produced in addition to the affordable housing coming from the priority projects outlined in this section. Those produced from exception sites are entirely reliant on grant funding. During 2009/10 these accounted for 44 properties out of the overall total new affordable housing for the district of 69. Based on an average over the past 3 years a further 30 units per annum is expected during the period 2010/11 to 2011/12.

**D19 Specialist Housing Provision – District wide**

The over 65 population within Daventry District is expected to grow faster than the national average over the next 5-10 years. This in turn will lead to more people requiring specialist accommodation and housing related support. Currently within Daventry District there is no ‘extra care’ provision and, apart from bungalows, only the traditional sheltered units are available to house the older population. In order for extra care facilities to be provided grant may be required. This is also the case for lifetime home provision.

The Gypsy and Traveller Accommodation Assessment has highlighted the need for nine residential pitches and it is expected that grant would be required to build the site should one be identified.
<table>
<thead>
<tr>
<th>Daventry</th>
<th>Lead</th>
<th>Public Invest</th>
<th>Key outputs</th>
<th>Activity descriptions</th>
<th>HCA Enable / Investm ent</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
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<td>Total Homes</td>
<td>Total Employ space (sq.m.)</td>
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<td>D1</td>
<td>DDC</td>
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<td>D2</td>
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<td>£26m</td>
<td>365</td>
<td>35,844</td>
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<tr>
<td>D3</td>
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<tr>
<td>D5</td>
<td>DDC</td>
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<td>TBA</td>
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<tr>
<td>Project Description</td>
<td>Status</td>
<td>Required Work</td>
<td>Notes</td>
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<tr>
<td>Southbrook (residential estate), Daventry</td>
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<tr>
<td>Regeneration of the Marches/Central Knowledge Park, Daventry</td>
<td>TBA c200 TBA</td>
<td>• Inclusion of relevant policies in Joint Core Strategy • Definition of scope of specific works required • Implementation</td>
<td>Implementation Completion ✔</td>
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<tr>
<td>Royal Oak Industrial Estate</td>
<td>DDC TBA 0 TBA</td>
<td>• Inclusion of relevant policies in Joint Core Strategy • Definition of scope of specific works required • Implementation</td>
<td>Implementation Completion</td>
<td></td>
<td></td>
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<tr>
<td>Advanced Transport System and Transport Technologies Park</td>
<td>TBA TBA TBA</td>
<td>• Resolution of system(s) to pursue • Design • Secure funding • Tendering • Implementation of early stage(s)</td>
<td>Continued implementation Continued operation</td>
<td></td>
<td></td>
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<tr>
<td>Resources Recovery Park</td>
<td>TBA TBA TBA</td>
<td>• Await outcomes of soft market testing by NEL • Potentially identify site(s) and seek development partners • Implement</td>
<td>Continued operation</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Monksmoor</td>
<td>DDC TBA 1,000 TBA</td>
<td>• Sale of site by owners to developers • Submission of required plans etc. and then reserved matters applications • Construction</td>
<td>Construction Completion ✔</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Church Fields</td>
<td>DDC TBA 4,000 TBA</td>
<td>• Inclusion of relevant policies in Joint Core Strategy • Planning approval, submission of required plans etc. and then reserved matters applications • Construction</td>
<td>Construction ✔</td>
<td></td>
<td></td>
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<tr>
<td>D13  A45 Corridor Measures</td>
<td>DDC</td>
<td>£5m</td>
<td>(5,500)</td>
<td>TBA</td>
<td>• Confirmation of strategy</td>
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<td>-----------------------------</td>
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<tr>
<td>D14  Buckton Fields</td>
<td>TBA</td>
<td>1,250</td>
<td>TBA</td>
<td>• Planning approval, submission of required plans etc. and then reserved matters applications</td>
<td>• Construction</td>
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<tr>
<td>D15  DIRFT</td>
<td>DDC</td>
<td>0</td>
<td>0</td>
<td>TBA</td>
<td>• Inclusion of relevant policies in Joint Core Strategy</td>
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<tr>
<td>D16  Weedon Depot</td>
<td>TBA</td>
<td>TBA</td>
<td>TBA</td>
<td>• Existing private sector owners continue to pursue private options</td>
<td>• Agreement over way ahead, which may involved transfer to public or charitable body • Secure funding • Design • Implementation</td>
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<tr>
<td>D17  Private Sector Renewal – District wide</td>
<td>DDC</td>
<td>£1.6m</td>
<td>0</td>
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<td>• Continuing programme of minor works to help disabled residents living independently and help vulnerable households</td>
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<tr>
<td>D18  Rural affordable housing (exception sites)</td>
<td>DDC</td>
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<td>63</td>
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<td>D19 Gypsy &amp; Traveller Pitch Provision</td>
<td>DDC</td>
<td>TBA</td>
<td>9 (pitches)</td>
<td>0</td>
<td>• Identification of site</td>
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</table>
9. South Northamptonshire

South Northamptonshire towns
Towcester is the oldest town in Northamptonshire with a population of about 10,000. In recent years it has experienced significant housing expansion but without corresponding growth in jobs and infrastructure. Towcester residents predominantly travel to either Northampton or Milton Keynes for jobs and shopping (other than food shopping). Towcester has an historic and attractive town centre but the A5 that runs through it adversely affects it by congestion and poor air quality.

Brackley is also an attractive historic market town it has a population of about 14,400 and has also experienced extensive housing expansion over the last 20-years without corresponding growth in jobs and infrastructure. Brackley residents are self-sufficient for grocery shopping. However, the town centre appears to be in decline and residents are increasingly travelling to the neighbouring larger towns of Banbury, Oxford and Milton Keynes for other types of shopping. Brackley has major motorsport employment, but like Towcester, Brackley also experiences out-commuting for jobs, primarily to Northampton.

For South Northamptonshire controlled local growth provides a means of reinvigorating and reinvesting in the area, addressing issues of urban renewal and building sustainable communities and a living environment fit for 21st century. The Council aims to accommodate local growth in the urban centres, both within existing areas where sites are available and in the form of sustainable urban extensions.

South Northamptonshire Councils Economic Development Strategy (2010) places a particular emphasis on securing the economic future of the towns and villages. There is a risk that the growth pressure faced by the District may lead to a loss of character and ‘quality of place’ if growth is not shaped and prevented in certain locations, undermining the economic potential of the District.

The Council aims for most growth in South Northants to be centred on the Market Towns. Implementing the Masterplans it has led for Towcester and Brackley will also support their diversification; strengthen their economies and their relationship with the villages, retaining economic resource in the District and reducing the outflow of talent, spending and investment.

The Councils approach emphasises the role that the Market towns play in their surrounding rural hinterland and for supporting rural businesses. Successful Market Towns are vital to maintaining a high quality of life and maintaining a strong ‘sense of place’.

Economy
In addition to the general economic characteristics of West Northamptonshire there are some specific features and trends relevant to South Northamptonshire:

- Tourism is a major source of employment
- The main employment sector is banking, financial services and public sector employment all of which may experience decline so there is a challenge to develop alternative sources of employment.
- The internationally renowned Silverstone Circuit is located within the districts of South Northamptonshire and Aylesbury Vale. It is both a significant employer and year round
tourist attraction focusing on knowledge based research and high technology motor sport related industry, with a major Motorsport cluster located close by.

- The ratio of office and industrial (Planning use class B) space jobs is now more than high street, retail and service space jobs which is a change since 2003
- The Strategic Employment Land Assessment (SELA) reveals that there will be an overall reduction in the need for general industry employment space but a growth in demand for office and warehouses.
- The District can expect to see an increase in business start ups and a demand for small business accommodation. The District can also expect to see a continued increase in working from home which at 12% is already above average and highlights the need to increase IT infrastructure to sustain the growth
- There has been a significant loss of retail spend in Brackley and Towcester. There is the possibility of expanding retail space in Towcester but only limited opportunities in Brackley and only if steps are taken to improve the retail offer in both towns, otherwise the towns will see further retail losses

**Housing**

Although housing affordability is an issue across the whole of West Northamptonshire, over recent years house prices in South Northamptonshire have remained consistently the highest across the area and local people experience significant affordability issues as a result. A recent Viability Appraisal has suggested that Brackley has the weakest market value in the district and, therefore, it may be difficult to achieve the required amount of affordable housing without public investment.

As the majority of rural affordable housing delivery is currently being developed through rural exceptions sites, this trend is expected to continue throughout the LIP period.

South Northamptonshire Council offers assistance to the private sector through offering both information and advice and grant funding. Currently grant funding is offered through three schemes:

- Disabled Facilities Grants
- Assisted Maintenance Grants
- Decent Homes Grants

**Transport**

South Northamptonshire has always had excellent transport links, via the A5 and A43, the M1 and M40 to all parts of the UK. But despite excellent connections the district has pockets of isolated rural populations for whom transport is a major concern, and for some simply not available.

In addition, a number of these rural communities look to centres outside of the district (specifically Banbury, Milton Keynes & Northampton) to meet many of their daily needs including: work, shopping and schooling. Transport improvements can only be made in close partnership with neighbouring authorities and national partner agencies.

Traffic growth has seen a major impact on air quality in urban areas of the district, specifically Towcester town centre. In addition there is serious congestion around key transport nodes (the A5/A43 and A5/A508 interchanges), parking, access and an impact on the quality of life of those residents affected.
Transport is seen a key issue influencing the economic, social and environmental well being of the District and is critical to the delivery of a wide range of the South Northamptonshire Council’s policies.

South Northamptonshire Council works in partnership with Northamptonshire County Council

- To improve the sustainable transport choices for residents, businesses and services by enabling them to use their car less often.
- To seek ways to reduce the need to travel by thinking creatively about ways to bring people, places and services closer together.

Effective transport connections are central to maintaining the high quality of life that is enjoyed in South Northamptonshire. In rural areas supporting local connectivity is the key to a successful economy.

Living and travelling in rural areas is challenging for many. Levels of private car usage are significantly higher since for many alternatives are either not available, or not providing a level of service that is acceptable or convenient. In addition, costs of both public transport and taxi services are invariably higher than in urban areas principally due to the distances involved to reach essential services.

Our larger villages are key hubs for services with public transport links. But there is also a need for new routes and connections between our villages and towns, with improved links to railway stations too.

To improve the quality of life for those in rural South Northamptonshire, we wish to secure accessible higher quality public transport to provide choice for local people.

SNC does not believe that the needs of rural Districts are reflected in the current transport system, in terms of policy support, funding of routes, the cost of concessionary fares in rural areas or the support for demand-response transport. Speeding is a particular issue on rural roads which has major safety issues and an impact on the quality of life in our villages.

SNC believes that there is a need for a better public transport network across the District and between the villages, together with a better network between the District, Northampton, Daventry, Banbury and Milton Keynes to access further education, hospitals, leisure and social facilities which are lacking within the district.

The Council believes that growth can only be supported where transport matters are resolved to enable housing and employment growth in the Market Towns to be delivered and sustainable communities result.
SOUTH NORTHAMPTONSHIRE

PROJECTS
S1. Towcester Town Centre
S2. Moat Lane, Towcester
S3. Brackley Town Centre
S4. Brackley iconic building
S5. Radstone Fields, Brackley
S6. Towcester Vale
S7. Norwood Farm
S10. Silverstone
Towcester

The Towcester Masterplan

South Northamptonshire Council has produced a Masterplan 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.
- **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.

S1  Regeneration of Towcester Town Centre

Towcester’s population will grow over the next 15 years. Implementation of the Towcester Masterplan will allow the town to flourish and create a sustainable cohesive community. South Northamptonshire Council is working with local retailers to promote the town as a place to visit and shop.

The project involves the implementation of the Towcester Masterplan to enhance Towcester town centre alongside the Towcester Vale Sustainable Urban Extension proposal and Moat Lane regeneration scheme with the following scheme elements:

- Shop frontage project would compliment this work by improving the physical appearance of existing shops and empty units to help increase interest from potential landlords. Cycling routes, crossings, strategy and parking - Links - on- and off- new and existing carriageway cycling provision - improvement of existing cycle routes, parking, signing, planning
- Waste Water Network - Infrastructure to deal with wastewater beyond the initial 5 yr housing supply
- Water Supply infrastructure - Infrastructure upgrades required as insufficient capacity within the existing system to serve development to 2016.

S2  Affordable housing at Moat Lane

The Moat Lane Regeneration scheme is the key for Towcester town centre. The development brings employment and further retail into the heart of the town, helping to sustain it as a Market town. All procurement of buildings to enable development is complete. Over £10m has already
been invested by the public sector. The Moat Lane town centre project is in the advanced stages of planning and will include the following scheme elements:

- Police - Towcester 'One Stop Shop' - A shared public sector front desk providing the best standard of customer service in partnership to the community.
- Library - New library to be provided as part of Moat Lane development
- Affordable Housing – An appropriate affordable housing offer to meet needs.

S6 Towcester Vale Urban Extension

The project involves the implementation of the Towcester Masterplan to facilitate growth in Towcester South to accommodate 3300 quality homes to 2026 and 2670 jobs, planned as a Sustainable Urban Extension including the following scheme elements:

- Mixed use neighbourhood comprising homes and employment land to support B1, B2 and B8 uses and associated infrastructure
- Health centre - between 800sqm and 5000sqm
- Community facilities and public open space
- New Town Park
- Primary schools - 2 x 2 form of entry primary schools
- Bypass + grade separated junction (A5 to A43) - bypass to A43 junction Whittlebury junction - grade separated junction too close for above to be a full grade separated junction; a response to mitigate the heavy traffic and air quality problems in Towcester town centre
- Secondary school - Relocation of Sponne School onto a new 12 hectare site
- Affordable Housing – An appropriate affordable housing offer to meet needs.
- Junction improvements A5 / A43 2 roundabouts - Linked to bypass project - one solution required. Tove and Abthorpe Roundabouts
- Primary sub station at Towcester vale - for development (Stony Stratford - Buckingham - Wicken - Towcester circuit reinforcement)
- Towcester 33/11kV substation - Towcester 33/11kV substation reinforcement
- local centre - to be provided within development
- Playing fields - As required by housing numbers
- Cemetery and cremation facilities - Extension / new site needed
- 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

Brackley

The Brackley Masterplan

South Northamptonshire Council has produced a Masterplan 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.'

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.

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’.
• 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.
• 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.
• New road infrastructure to provide effective links between new developments and ensure development does not create additional capacity problems on the A43

S3 Regeneration of Brackley Town Centre

Brackley Town Centre needs to provide new physical and community infrastructure to become more self contained and to provide a high quality offer to residents of the town and surrounding areas. The Masterplan identifies that this will take place through the regeneration of Brackley Town Centre and through the Brackley Urban Extension. South Northamptonshire Council is working with local retailers to promote their town centre and a shop frontage project would compliment this work by improving the physical appearance of existing shops and empty units to help increase interest from potential landlords.

Project involves the implementation of the Brackley Masterplan to secure investment in new employment, retail, leisure, community and enhance the key gateways to the town, including the following scheme elements:
- New Hospital - Level of services to be confirmed
- Affordable Housing – An appropriate affordable housing offer to meet needs.
- Cycling routes, crossings, strategy and parking - Links - on- and off- new and existing carriageway cycling provision - improvement of existing cycle routes, parking, signing, planning
- Waste Water Network - New sewer from east of Brackley to the WWTW to serve both growth areas - further detailed planning of necessary infrastructure will not be undertaken until either the sites are allocated in the Core Strategy or the developers approach AW to request connection to the drainage network
- Water Supply infrastructure - Additional infrastructure within the Core Strategy period
- Employment Training - To serve all Brackley SUEs

**S4 Brackley East**

Project involves the implementation of the Brackley Masterplan and the development of up to 380 homes and 1000-1200 jobs to 2026, planned as a single integrated community as Brackley East planned as a Sustainable Urban Extension, including the following scheme elements:

- Utilities - As required by housing numbers
- Primary schools - Consolidation of primary school
- Secondary school - Consolidation of secondary school
- Affordable Housing – An appropriate affordable housing offer to meet needs.
- Public transport - As required by housing numbers
- A43 Junction Infrastructure - Minor junction improvements

**S5 Brackley North**

Project involves the implementation of the Brackley Masterplan and the development of up to 1250 homes to 2026, planned as a single integrated community as Brackley North, a Sustainable Urban Extension to Brackley, including the following scheme elements:

- Utilities - As required by housing numbers
- Primary schools - 1 x 2 form of entry primary school
- Secondary school - Consolidation of secondary school
- Affordable Housing – An appropriate affordable housing offer to meet needs.
- Public transport - As required by housing numbers
- Community facilities and local centre - to be provided within development
- Halse Road - Northampton Road link - Provision of new through road to improve network and to prevent rat running

**S7 Norwood Farm**

Although seen as an urban extension to Northampton, Norwood Farm is actually situated within South Northamptonshire. South Northamptonshire Council resolved to grant outline planning consent for 900 homes in August 2010 subject to the signing of a S.106 agreement.

The project involves the development of up to 900 homes, planned as a single integrated community with Upton Lodge, including the following scheme elements:

- 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
- Sandy Lane Relief Road - New single carriageway road alongside Norwood Farm development - southern section already built by HCA. A northern section will complete the strategic highways network
- Affordable Housing – An appropriate affordable housing offer to meet needs.
- Primary School - 1x 2 form of entry Primary School

S8 South Northamptonshire District Wide Housing Project – Rural Affordable Housing

The delivery of affordable homes in villages will help to secure more sustainable communities by meeting the housing needs of local people and by providing housing choice to a high design standard. As part of the current Housing Strategy 2005 – 2010, the Council introduced a five year rolling programme of housing need survey work as a means of gathering housing need data at a local level. Over the past 4 years (2006 – 2010) 49 housing need surveys have been completed. The total local housing need that has been identified through this process has been 562, comprising 439 rental units and 123 intermediate units. As in Daventry district the predominant way of meeting local rural housing needs is through ‘exceptions site’ development. As stated in the Daventry section it is necessary to have some form of public subsidy in order to deliver these types of sites.

S9 South Northamptonshire District Wide Housing Project - Affordable Housing Rural Exemplar Project

This project aims to build a small development of exemplar affordable homes as a show development for how Building for Life and the Code for Sustainable Homes can be delivered in a rural area. Possible locations for the project are Blisworth and Middleton Cheney.

Silverstone

S10 Silverstone

Silverstone Circuit is the heart of a motorsport cluster. The Circuit lies midway between Brackley and Towcester and acts as the focus for a cluster of high value and high skill enterprises in motor sport and automotive development, which extends across West Northamptonshire and into Aylesbury Vale in Buckinghamshire and make an important contribution to the national and local economy. The proposed development is considered complimentary to that proposed for both towns in this Joint Core Strategy and will further strengthen the focus for development along the A43 corridor.

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. Silverstone circuit is at the heart of ‘Motorsport Valley’, the UK motorsport cluster which has dominated world motorsport for many years. However increasing overseas competition and intense global economic pressures threaten this 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.

In February 2009 South Northamptonshire and Aylesbury District Councils published a joint development Brief for Silverstone Circuit. This Brief provided 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 proposed 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 focussed on motorsport.

The Development Brief provides advisory policy guidance as to the type of development required to enable Silverstone to offer a first class motor racing venue capable of hosting international events including grand prix racing.

The objectives for Silverstone Circuit Development Brief has government support and include:

- 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.

The project involves the implementation of the Silverstone Development Brief to secure improvements to racing circuit, including the potential to generate 3,000 new jobs at Silverstone itself and a further 2,000 in the wider region. Additional benefits will include stronger links between business and education at all levels, plus 6 million square feet of high tech employment, including the following scheme elements:

- Public transport - Improved public transport links needed to Towcester and Brackley and further afield, both for events and new office development.
- Highway improvements - Considerable highway works required but supporting transport information has been undertaken. Potential A43, A5, M1/M40 junction works.

**South Northamptonshire District Wide Transport Project:**

There is a need for additional infrastructure investment in South Northamptonshire to enable development in the Towcester and Brackley growth areas, together with development in the village of Roade and other villages. Projects required include:

- A43 Corridor - Interim Measures - Independent of any major changes at Brackley, Towcester or the M1
- Walking and Cycling improvements – District wide walking and cycling improvements.
<table>
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<tr>
<th>South Northamptonshire</th>
<th>Lead</th>
<th>Public Invest</th>
<th>Key outputs</th>
<th>Activity descriptions</th>
<th>HCA Enable / Investm</th>
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<td>S1 Town centre regeneration (Shop frontage improvement project)</td>
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<td>TBA</td>
<td>Adoption of final Towcester Masterplan incl. Action Plan for town centre</td>
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<tr>
<td></td>
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<td></td>
<td>Definition of scope of specific works required Implementation Completion</td>
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<td></td>
<td></td>
<td>No</td>
</tr>
<tr>
<td>S2 Moat Lane</td>
<td>SNC</td>
<td>£17,045,000</td>
<td>40</td>
<td>1300m (retail)</td>
<td>Procurement phase underway</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>9 Retail Units –; Boutique Hotel; Microbrewery; commercial property; Civic Building + public open space (Watermeadows)</td>
</tr>
<tr>
<td></td>
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<td></td>
<td></td>
<td></td>
<td>Continuation of medium term</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td><strong>Brackley</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>S3 Town centre regeneration</td>
<td>SNC</td>
<td>£200,000</td>
<td>0</td>
<td>TBA</td>
<td>Adoption of final Brackley Masterplan incl. Action Plan for town centre</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Continuation of scope of specific works required Implementation Completion</td>
</tr>
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<td></td>
<td>✓</td>
</tr>
<tr>
<td>S4 Brackley East</td>
<td>SNC</td>
<td>TBA</td>
<td>380</td>
<td>2 sites covering 24.54 hectares</td>
<td>Outline Planning Application</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Mixed use – B1, B2 &amp; residential;</td>
</tr>
<tr>
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<td></td>
<td>Continuation of medium term</td>
</tr>
<tr>
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<td></td>
<td>✓</td>
</tr>
<tr>
<td>S5</td>
<td>Brackley North</td>
<td>SNC</td>
<td>TBA</td>
<td>1250</td>
<td>3 sites covering 56.78 hectares</td>
</tr>
<tr>
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</tr>
</tbody>
</table>

**Urban Extensions**

<table>
<thead>
<tr>
<th>S6</th>
<th>Towcester Vale</th>
<th>SNC/WN DC</th>
<th>TBA</th>
<th>3300 in phases</th>
<th>TBA</th>
<th>Active Planning Application</th>
<th>Bypass/relief rd, mixed use employment, utilities, housing, new town park, community centres, primary &amp; secondary schools</th>
<th>Continuation of medium term</th>
<th>✓</th>
</tr>
</thead>
<tbody>
<tr>
<td>S7</td>
<td>Norwood Farm</td>
<td>SNC</td>
<td>TBA</td>
<td>900</td>
<td>TBA</td>
<td>Outline Planning Approval</td>
<td>Residential, connecting road, country park</td>
<td>Continuation of medium term</td>
<td>✓</td>
</tr>
<tr>
<td>S8</td>
<td>Rural Affordable Housing Programme</td>
<td>TBA</td>
<td>516</td>
<td>0</td>
<td>39 units</td>
<td>53 units p.a.</td>
<td>53 units p.a.</td>
<td>✓</td>
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</tr>
<tr>
<td>S9</td>
<td>Rural Affordable Housing Exemplar Project</td>
<td>SNC</td>
<td>TBA</td>
<td>15</td>
<td>0</td>
<td>0 units</td>
<td>15 units</td>
<td>0 units</td>
<td>✓</td>
</tr>
</tbody>
</table>

**Economic Development & Regeneration**

| S10 | Silverstone   | SNC | £10m (loan) £0.3m per year for 5 year | 0 | 550,000 – total 3,000 jobs on site | Projects being implemented that form part of the Development Brief for the site – Pit & Paddock, transport improvements | Project continuation | Project continuation | ✓ |

**Transport**

<p>| S11 | A43 Improvements around Towcester to support growth | HA  | TBA  | TBA | TBA | Consequential on Towcester Expansion | Project continuation | Project continuation | ✓ |</p>
<table>
<thead>
<tr>
<th>Thematic priorities</th>
<th>SNC</th>
<th>£0.45m</th>
<th>TBA</th>
<th>TBA</th>
<th>Alignment of project proposal with development of the SEMLEP</th>
<th>Project implementation – connecting &amp; servers</th>
<th>Project continuation</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>S12 Connecting communities (Broadband)</td>
<td></td>
<td></td>
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