NORTHAMPTON LOCAL PLAN

1993-2006

ADOPTED JUNE 1997

WRITTEN STATEMENT

Indicating Saved Policies as amended by the Secretary of State for Communities and Local Government September 2007

David Moir
Director of Environment Services
June 1997
FOREWORD

Northampton is a rapidly developing town - fortunate in having within its boundary a blend of old and new. It combines a historic town centre, former village communities, modern housing areas and a diverse range of employers with parks and open spaces which extend right into the heart of the town. It is an environment of which we are proud.

Almost thirty years ago Northampton was designated a new town and under the auspices of the Development Corporation, Northampton expanded significantly through the implementation of the Northampton Master Plan. The momentum of growth remains, but it is important to ensure that future development adds to the quality of the environment in Northampton.

The adopted Local Plan forms the basis for all decisions relating to land use within the Borough. It reflects many comments and representations made during its preparation as well as taking on board the recommendations of a Planning Inspector appointed by the Department of Environment following a Public Inquiry into remaining objections.

The Plan aims to guide the further expansion of Northampton. It seeks to conserve important open spaces, encourage a balanced mix of residential, business and leisure development and promote good sustainable transport initiatives.

In essence it seeks to produce an environment which enhances Northampton for the benefit of all.

In conclusion, I wish to pay tribute to the late Councillor Roger Alder who steered the Plan through the majority of its stages as chair of the Planning Committee.

Councillor Terry Wire JP
Chair of the Planning and Transportation Committee,
Northampton Borough Council

September 1997
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DIRECTION UNDER PARAGRAPH 1(3) OF SCHEDULE 8 TO THE PLANNING AND COMPULSORY PURCHASE ACT 2004

POLICIES CONTAINED IN THE NORTHAMPTON LOCAL PLAN ADOPTED JUNE 1997

The Secretary of State for Communities and Local Government in exercise of the power conferred by paragraph 1(3) of Schedule 8 to the Planning and Compulsory Purchase Act 2004 directs that for the purposes of the policies specified in the Schedule to this direction, paragraph 1(2)(a) of Schedule 8 to the Planning and Compulsory Purchase Act 2004 does not apply.

Signed by authority of the
Secretary of State

Lesley Flint
Head of Housing, Planning & Urban Policy
Government Office for the East Midlands
21 September 2007
### POLICIES CONTAINED IN THE NORTHAMPTON LOCAL PLAN ADOPTED JUNE 1997

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CHAPTER 1.

INTRODUCTION

NORTHAMPTON LOCAL PLAN

1.1. The Northampton Local Plan sets out the policies and proposals adopted by the Borough Council for the development and use of land in Northampton. It seeks to provide a framework within which future development can be accommodated in a way which safeguards the quality of the local environment. It is one of several plans which together form the Development Plan for the Borough of Northampton. The other Plans are:

- Northamptonshire Structure Plan 1989 (as amended by Alteration No 1 1992);
- Northamptonshire Minerals Local Plan (1996);
- Northamptonshire Waste Local Plan (in preparation).

1.2. The Plan covers the whole administrative area of the Borough of Northampton. Northampton was selected in the mid 1960's for expansion under the New Towns Act and the administrative area is the same as the designated area for expansion. The boundary is drawn tightly around the urban area of Northampton, but large open spaces associated with the River Nene and its tributaries exist together with many parks. Planned expansion has led to a mid 1992 population of 186,000 and the town is continuing to grow as the major employment, residential, shopping and recreational centre for Northamptonshire. The combination of easy access and its central position in England makes the town attractive to business and increasingly to tourists.

1.3. The Plan has the following main aims:

a) to balance the needs of development with a need to protect and enhance the local environment;

b) to provide a planning framework as the basis for development control, thereby assisting developers in the promotion of acceptable development in terms of land use and design;

c) to ensure that the proposals conform with the Northamptonshire Structure Plan (as amended by Alteration No 1).

FORM AND CONTENT

1.4. The Plan consists of this Written Statement and a Proposals Map at a scale of 1:11,500 (with an inset covering the central area at a scale of 1:2500). The Proposals Map identifies the sites and areas to which particular policies apply. If any conflict of interpretation between the Proposals Map and Written Statement is found, the Written Statement prevails.

1.5. The Written Statement contains seven chapters (in addition to this introduction) dealing with separate topics. Throughout the Written Statement, policies appear in **bold capital letters** and form the statutory planning proposals of the Plan as adopted. These proposals may either relate to a specific site, to a larger area or the total Plan area. Appendices at the end of the Written Statement set out particular sites, standards or other information relevant to specified policies.

1.6. The remainder of the text including plans and diagrams, constitutes the reasoned justification for the policies and additional explanatory and background material. Within the text and written in *italics* are statements of intent relating to specific topics. Such statements help to provide a context within which the
planning policies operate and give guidance as to general policy matters which are not specifically related to the grant of planning permission. These may cover matters such as longer term intentions or indicate encouragement or support of development by other agencies.

1.7. Section 54A of the Town and Country Planning Act as inserted by the Planning and Compensation Act 1991 states that where an authority is required to have regard to the development plan, decisions are to be in accordance with the provisions of the development plan, unless material considerations indicate otherwise. Nevertheless, whilst some policies may individually favour development providing that conditions are met, this may not be sufficient to guarantee planning permission if development would be contrary to other policies contained in the Plan.

PLANNING PERIOD

1.8. The Plan period runs to 2006 to comply with the Northamptonshire Structure Plan (Alteration No 1). In seeking to conform with the housing and industrial land requirements of the Structure Plan (Alteration No 1), the base date of the Plan has been taken at 1988 updated to mid 1993. It should be noted that unless otherwise stated, all information in the Local Plan refers to the position at mid 1993.

CONTEXT OF THE LOCAL PLAN

1.9. The Plan has been prepared in the context of relevant Government advice as expressed in Departmental Circulars, Planning Policy Guidance Notes and other statements. The Plan takes account of Regional Planning Guidance relating to the East Midlands, published in March 1994.

1.10. There are several other strategies and programmes which seek to influence the future development of the Borough in various ways and which either derive from, or work in conjunction with, the policies and proposals of the Plan:

* Northamptonshire Transport Policies and Programme, produced annually by the County Council contains a package of integrated transport measures for the Northampton area which reflect the proposals of this Local Plan;

* An annual Housing Investment Programme is produced by the Borough Council to define and seek to meet future housing needs in Northampton;

* An annual Economic Development Statement is published by the Borough Council and includes an Action Plan to guide economic and tourism development;

* The Northampton Partnership urban regeneration programme with funding from the Governments Single Regeneration Budget applies to an area to the north west, west and south of the town centre covering some 700 hectares;

* The Northampton Wildlife Strategy published in March 1994 indicates how the Council will seek in partnership with others to protect and develop wildlife interest in the Borough.

The provisions and policies of the South Northamptonshire Local Plan, Daventry Local Plan and Wellingborough Local Plan apply to land beyond the boundary of Northampton Borough.

PROCEDURE
1.11. The Plan was subject to a specified statutory procedure before being adopted as a statutory Local Plan. A Consultation Draft was published for comment in August 1992. The Plan was then amended taking account of comments received and formally placed "on deposit" in May/June 1994 to allow for public objections to be registered. Objection was made to the Plan and a Public Inquiry held between 25 April and 14 July 1995 to hear and consider objections. The Report of the Inquiry Inspector was received in March 1996 and Proposed Modifications were published in September 1996 and February 1997. The Plan was adopted by the Planning and Transportation Committee on 5 June 1997.

PLAN S WHICH ARE N O W REPLACED

1.12. This Plan replaces the County Borough of Northampton Development Plan (1957), the Northampton Master Plan (1970) and where applicable the provisions of the Draft Central Area Plan (1971), the Racecourse/Mounts District Plan (1978) and the South Western District Plan (1989).

IMPLEMENTATION, MONITORING AND REVIEW

1.13. Change in the environment is continual. Economic, social and cultural forces which affect the environment are themselves continually changing. It is important therefore that the Local Plan is not seen as an "end state" for which we should strive. It is a document to guide and promote environmental change and, of necessity, it has an inherent flexibility.

1.14. The Plan must be kept as up to date as possible. The Council will monitor continually the Plan and environmental changes throughout the town and the Plan will be reviewed as necessary.
CHAPTER 2.

ENVIRONMENT

LANDSCAPE AND OPEN SPACE

INTRODUCTION

2.1. Northampton is located in the middle of the County with the town centre elevated above the confluence of the two upper reaches of the River Nene. The topography underlying the landscape does not afford many distant views of the town except from the M1 motorway and from the high ground to the north and west. The valley of the River Nene is the most important natural feature of the landscape in Northampton.

2.2. The main channel of the River Nene flows from west to east in a broad flood plain through the town. By Carlsberg brewery it is joined by the Brampton arm which flows from the north through Kingsthorpe and St James. Traditionally the flood plain of the valley has remained free from development and the meadows have been used for grazing thus retaining an open green corridor through the town from west to east and from the centre to the north. The Northampton Arm of the Grand Union Canal also occupies the edge of the valley providing an important feature in the landscape.

2.3. On both sides of the river, the land rises gently to reach a height of about 100 metres. South of the river there is a defined ridge line, seen from the town centre, which extends from Hunsbury Hill through Hardingstone to Great Houghton in the east. To the north, the higher ground at Boughton Green, Moulton Park, Parklands and Spinney Hill has been concealed for the most part by development, as it has at Duston and Dallington to the west.

2.4. Within this setting, Northampton has developed into a predominantly urban area. It has been renowned for many years for the quality and abundance of its parks and open spaces although the latter have come under increasing pressure for development during the 1980s. The expansion of Northampton to the east and south provided significant additional areas of public open spaces.

2.5. Important areas of woodland at Billing Arbours and Lings Wood have been retained as landscape features and the landscape potential of streams and lakes has been realised with associated amenity areas to create the structured urban landscape which now exists within the town. This has enhanced the reputation of Northampton and has resulted in an environment of a quality that is valued and which the Council is anxious to protect and enhance.

2.6. The Council will seek to maintain and enhance the landscape of Northampton.

E1 PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENT WHICH BY REASON OF ITS SITING, DESIGN AND LAYOUT IS LIKELY TO BE DETRIMENTAL TO THE CHARACTER AND STRUCTURE OF THE LANDSCAPE.

RIVERSIDE LANDSCAPE

2.7. The main channel of the River Nene changes discernibly from a wide stream at Kislingbury to the broad slow moving river through Midsummer and Barnes Meadows within the town. The river is visible from many vantage points and there is public access along most of its length through Northampton. The
scenery alongside it changes from the unspoiled rural charm of the upper reaches in the Brampton Valley and the Upton area to the urban industrial frontages at South Bridge.

2.8. Other than at Beckett's Park, only comparatively minor projects have been carried out to improve the amenity and landscape potential of the river. Until the construction of the Washland scheme the river used to flood a large part of the valley several times each year. With better control of the water levels there is now an opportunity to develop areas alongside the river and create facilities and open space with public access that would be greatly beneficial to the amenity of the town.

2.9. The following policy therefore applies to land alongside the River Nene in order to ensure that further development is consistent with the principles of nature conservation and allows for public access to the river frontage. In safeguarding a bankside margin free from development, the width of the frontage strip should be measured from the top edge of the river bank.

2.10. The Council will seek to improve the visual character of the riverside and enhance the landscape along the River Nene including the Brampton Arm and the Northampton Arm of the Grand Union Canal, securing and improving public facilities where appropriate, having regard to the landscape character.

2.11. Floodplains fulfil an important role in controlling the flow rates of river systems, absorbing peak run off and releasing it slowly. Over development of floodplains can increase the risk of flooding downstream, and it is obviously also at risk itself. Proposals for development which reduces the storage capacity of the floodplain, impedes drainage or increases run off need to be assessed carefully, in consultation with the Environment Agency to ensure that any detrimental effects are avoided. However in some circumstances compensatory works may be acceptable. The Borough Council will have regard to the guidance contained in DoE Circular 30/92 in determining applications.

E2 PLANNING PERMISSION FOR DEVELOPMENT ALONGSIDE THE RIVER NENE (INCLUDING THE BRAMPTON AND NORTHAMPTON ARMS) WILL NOT BE GRANTED UNLESS IT IS COMPATIBLE WITH EXISTING IMPORTANT WILDLIFE HABITATS AND INCLUDES A LANDSCAPED AND ACCESSIBLE FRONTAGE TO THE RIVER, ON AVERAGE 12 METRES WIDE, TO PROVIDE FOR RECREATION OR WATERSIDE ACTIVITIES.

WATER ENVIRONMENT

2.12. Water is one of the most fundamentally important resources, providing domestic and industrial supplies, receiving and dispersing waste, and providing recreational opportunities. Water also provides some of the richest and diverse habitats; it often forms linear corridors important in both wildlife and landscape terms. The Environment Agency (EA) is the body responsible for protecting and improving water resources. The Council will ensure that the EA is consulted in proposals which are likely to affect the supply of water, the quality of water, or is likely to be affected by or cause flooding.

2.13. The integrity of river corridors and water environment will be a major consideration in the location of development and in the determination of planning applications. Water supply, landscape, conservation, habitat and recreation are inextricably linked and development must have regard to the needs of all uses. Levels of impact and risk will be assessed through consultation with the EA. The Council supports the production of the Upper Nene Catchment Management Plan which aims to identify and balance the various demands on the water environment.

E3 PLANNING PERMISSION FOR DEVELOPMENT WILL NOT BE GRANTED WHERE:

A) THE ACTIVITY USE OR OPERATION INVOLVED WOULD RESULT IN THE DISCHARGE OR DAMAGING MATERIAL INTO WATERCOURSES
B) THE PROPOSAL WOULD HAVE AN ADVERSE ENVIRONMENTAL IMPACT ON RIVERS, PONDS, WETLAND OR OTHER WATER FEATURES

C) THE PROPOSAL WOULD REDUCE OR REMOVE EXISTING WATER RELATED RECREATION ACTIVITIES.

2.14. Associated with the river are the lakes and lagoons in the valley, which are almost all the result of earlier mineral workings. Many are now used for recreational purposes as at Delapre where paths have been made around the lake and the combination of water, open space and trees create an attractive park.

2.15. The continuing growth of the town will create the need for additional water areas to be formed, partly due to mineral extraction but also to deal with the control of surface water run off from development areas. It is important that these are designed to enhance the surrounding landscape and provide a habitat for wildlife.

E4 PLANNING PERMISSION FOR THE FORMATION OF NEW WATER AREAS WILL NOT BE GRANTED UNLESS THEIR MARGINS AND SURROUNDS ARE DESIGNED, CONTOURED AND PLANTED WITH INDIGENOUS SPECIES TO CREATE ATTRACTIVE FEATURES IN THE LANDSCAPE.

URBAN GROWTH

2.16. The Council seeks to maintain the integrity and identity of Northampton. Northampton is a comparatively compact town with the boundaries having been drawn tightly around the urban area and the areas of expansion. There is generally no urban "sprawl" into the surrounding open countryside which is unusual for a town of the size of Northampton. It provides a real advantage in terms of identity for the town and equally reinforces the value of the countryside beyond Northampton's boundaries. In this respect, development within the Borough of Northampton which would result in built development abutting the Borough boundary and which may result in further pressure for development outside the present Borough boundary and lead to coalescence with nearby villages is not appropriate. Policy E5 therefore applies to development proposals made within Northampton Borough where there is a likelihood of further coalescence or merging of village settlements with the Northampton urban area.

E5 THE COUNCIL WILL RESIST DEVELOPMENT LIKELY TO MAKE AN UNACCEPTABLE CONTRIBUTION TO THE COALESCENCE OR MERGING OF NORTHAMPTON WITH THE VILLAGES OF ECTON, COGENHOE, LITTLE HOUGHTON, MILTON MALSOR, ROTHERSTORPE, KISLINGBURY, HARPOL, BOUGHTON, MOULTON AND OVERSTONE.

GREENSPACE

2.17. The term "greenspace" is a description of open space areas within Northampton which make an important contribution to the quality of urban life. Whilst large public open spaces provide an environment for active pleasure, personal enjoyment and quiet reflection, equally there are many other open spaces not always accessible and sometimes quite small in area. Within the built-up areas of the town these might be the only areas of green space within a short walk or even sight of a house or place of work and therefore be important to a local environment.

2.18. The term "greenspace" should not be confused with Green Belt which is designed to contain the outward spread of urban development. Green spaces in an urban area often include open space used for existing public and private recreation, for school and college playing fields and for allotments. Specific policies apply to these areas which seek to guard against inappropriate development (policies L1, L2, L24 respectively).
Greenspace designation applies to those areas considered important to conserve which are not already subject to these policies.

2.19. Such areas may include land used for agriculture, land once designated for road building and now no longer required, land used for burial and cremation, river valley flood plain and the grounds of large institutions. Such areas may form natural links with open countryside, open space within the river valley, linear corridors of open space, green "spaces" around development or "islands" of open space in the urban area. However this does not mean that any development in an area subject to this policy will not be permitted. The essential test will be whether or not proposals are considered to have a detrimental effect on the function of the overall area subject to the policy. Thus for example proposals for development in the "Brampton Valley" site would be examined against their impact upon the Valley as a whole and not simply upon the development site proposed. In all cases this is open space which forms a valuable contribution to the amenity and character of a locality and in certain cases the whole town. Therefore it is important to restrict development which would prejudice the existing function of such areas. These different functions of Greenspace are reflected in Appendix 2 which contains lists and plans of all sites subject to policy E6 by the principal function they perform.

2.20. The Council will seek to protect and enhance Greenspace areas identified on the Proposals Map.

E6 IN GREENSPACE AREAS PLANNING PERMISSION WILL ONLY BE GRANTED WHERE THE PROPOSED DEVELOPMENT WOULD NOT UNACCEPTABLY PREJUDICE THE FUNCTION OF THE AREAS AS LISTED AND IDENTIFIED IN APPENDIX 2.

SKYLINE DEVELOPMENT

2.21. The topography of Northampton is another important feature which has influenced the growth of the town. The areas of major expansion in the east and south have both been developed in the context of the major characteristics of the landscape. The southern skyline from Hardingstone to Great Houghton and Delapre Park to Hunsbury Hill appears remarkably free from development. Elsewhere, Lings Wood, Moulton Park and St Crispin Hospital remain important features from various viewpoints. Already, high bay warehouse development at Moulton Park has protruded above the skyline. It is important that the skylines around the town are safeguarded to ensure that these important elements of the landscape are retained. For any development to be considered appropriate, it should be low rise and should seek to maintain and enhance existing landscape features. At St Crispin/Berrywood, the mix and variety of existing buildings and natural features creates an attractive skyline character which is worthy of retention. Between Great Houghton and Hardingstone, the skyline provides a strong feature within which Brackmills employment area is contained. Hunsbury Hill forms a bold and prominent feature on the south and western side of Northampton. The Moulton Park area forms the highest ground in Northampton and this skyline is prominent from a distance to the north.

E7 WHEN CONSIDERING, IN THE CONTEXT OF POLICY E1, THE IMPACT OF PROPOSED DEVELOPMENT UPON THE LANDSCAPE, SPECIAL IMPORTANCE WILL BE ATTACHED TO ITS EFFECT UPON THE SKYLINE OF THE FOLLOWING AREAS:

BETWEEN GREAT HOUGHTON AND HARDINGSTONE (AS SEEN FROM THE NENE VALLEY TO THE NORTH)
HUNSBURY HILL (AS SEEN FROM THE NENE VALLEY TO THE NORTH AND WEST);
ST CRISPIN / BERRYWOOD (AS SEEN FROM THE WEST BEYOND THE TOWN'S EXISTING BOUNDARY)
MOULTON PARK AREA (AS SEEN FROM THE NORTH BEYOND THE TOWN'S EXISTING BOUNDARY).
2.22. Improvement will be a long term process dependent on a series of measures which include monitoring and ensuring that development proposals are only permitted by the Council if they maintain or enhance the appearance of the local landscape. Projects implemented by the Council itself will in general be required to improve the local landscape.

2.23. The Council seeks to enhance the landscape of Northampton by

a) paying due regard to the needs of landscape conservation in the management of its own landholdings

b) continuing to make tree preservation orders where trees are important features of the landscape or street scene and where the loss of trees and woodlands would seriously detract from the landscape and character of Northampton.

E8 PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENT UNLESS IT PAYS ADEQUATE REGARD TO EXISTING FEATURES IN THE LANDSCAPE. ANY PERMISSION GRANTED WILL INCLUDE, WHERE APPROPRIATE, CONDITIONS TO SECURE THE CARRYING OUT OF TREE PLANTING AND OTHER LANDSCAPE WORKS.

LOCALLY IMPORTANT LANDSCAPE AREAS

2.24. None of the Areas of Special Landscape Value as designated in the Northamptonshire Structure Plan fall within Northampton, although the Harlestone Firs/Brampton Valley Area adjoins the town boundary. Nevertheless, there are several areas within the town which make an important contribution to its local character and appearance. These are valued by residents and as such their long term protection is important. For development to be considered appropriate within locally important landscape areas in must be capable of being integrated with existing development and should protect and enhance existing landscape features such that the impact on development will be minimised. Appendix 28 at the end of the document, provides a brief description of the landscape characteristics which make each area listed in policy E9 a locally important landscape.

E9 WHEN CONSIDERING, IN THE CONTEXT OF POLICY E1, THE IMPACT OF PROPOSED DEVELOPMENT UPON THE LANDSCAPE, SPECIAL IMPORTANCE WILL BE ATTACHED TO ITS EFFECT UPON THE CHARACTER, AS DESCRIBED IN APPENDIX 28, OF THE LOCALLY IMPORTANT LANDSCAPE AREAS LISTED BELOW:

ABINGTON PARK; BECKETT’S PARK; BRACKMILLS - GREAT HOUGHTON; COLLINGTREE PARK; DALLINGTON PARK; DELAPRE PARK; EASTFIELD PARK; KINGSTHORPE GOLF COURSE; KINGSTHORPE PARK; MANFIELD HOSPITAL GROUNDS; FORMER NORTHAMPTON GOLF COURSE (BRADLAUGH FIELDS); THE RACECOURSE; ST ANDREWS HOSPITAL GROUNDS; ST CRISPIN HOSPITAL GROUNDS; UPTON PARK; VICTORIA PARK; WOOTTON HALL PARK.

HEDGEROWS, TREES AND WOODLAND

2.25. It is also important to ensure that further extensive tree planting takes place, although not at the expense of existing important wildlife habitats. Already, opportunity has arisen to create a major new area of woodland in association with development of the third phase of the business area at Brackmills to provide major screening and landscaping. This will extend between Hardingstone and Great Houghton and
follow the hillside around the development, will improve the existing landscape and provide potential for recreation.

E10 IN ASSOCIATION WITH THE THIRD PHASE OF DEVELOPMENT AT BRACKMILLS, THE PLANTING OF NEW INDIGENOUS WOODLAND WILL BE REQUIRED BETWEEN GREAT HOUGHTON AND HARDINGSTONE ALONG THE FRINGES OF THE BRACKMILLS BUSINESS AREA WITH DUE REGARD TO ESTABLISHED WILDLIFE CONSERVATION VALUE.

2.26. Northampton does not contain extensive areas of trees and woodland, but Lings Wood, Billing Arbours, Delapre Woods and Berrywood are all significant areas of woodland within the Borough. Therefore it is vital to ensure that these and other woodlands are safeguarded. In the countryside and built up areas, established hedgerows, trees and woodland make an important contribution to the quality of the environment and will have taken many years to develop. They form a valuable habitat for wildlife and may represent important landscape features beyond their immediate vicinity. Their removal is likely to have an adverse effect on the appearance of the locality, and sometimes on a wider area. There is no justification for removing such natural features on the basis that they might be replaced or reinstated as part of the development since new planting takes many years to establish. The retention of these existing natural features is desirable for their landscape value and for the softening and screening of new development. Retention also provides continuity and maturity in the appearance of the locality, aids the appearance of new development and may act as a temporary wildlife refuge across the construction period.

E11 PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENT WHICH WOULD INVOLVE THE DESTRUCTION OF, OR SUBSTANTIAL DAMAGE TO, TREES, HEDGEROWS OR WOODLAND OF SIGNIFICANT VALUE IN TERMS OF THE ENVIRONMENT OR ITS ENJOYMENT BY THE PUBLIC, UNLESS THE FEATURES INVOLVED ARE ALREADY IRRETRIEVABLY DAMAGED BY OLD AGE OR DISEASE AND REPLACEMENT IS INTENDED.

2.27. In considering proposals for new development it is necessary to be able to properly assess their likely impact on existing hedgerows, trees and woodland. Many factors are relevant and details may be requested from developers on such matters as proposed ground levels, the siting of contractors' temporary roadways, land drainage and evidence that the relationship between proposed structures, soil characteristics and roots has been given proper consideration. The following is the minimum information that should accompany planning applications for sites that have hedgerows, trees or woodland.

2.28. Planning applications relating to sites where there are any hedgerows, trees or woodland must include:

a) an accurate site survey drawing at a scale of not less than 1:500 showing the location and branch spread of all hedgerows, trees and woodland on the site, spot heights of ground levels and the approximate location and spread of trees on adjacent land; and
b) details of proposed measures for the physical protection of hedgerows, trees and woodland during the construction period.

2.29. In considering planning applications for new development on sites which have hedgerows, trees or woodland it will be necessary to ensure that the relationship between the proposed development and all hedgerows, trees and woodland selected for retention is such that they can survive the construction period and occupation of the development without detriment to their appearance, health and safety. In addition to the more obvious factors such as the proximity of buildings and alignment of roads, due consideration must be given to the position of the underground infrastructure in relation to root systems and the effect on the development of the gradually increasing size of immature trees.

2.30. Equally, the juxtaposition of new development and existing hedgerows, trees or woodland can result in occupiers of the development wishing to remove them on the grounds that they feel the use and...
enjoyment of the development is prejudiced. It is recognised that in large development areas not all trees and hedgerows can be retained and regard must be paid to the size and nature of the area concerned. Potential conflict of this sort should be resolved before planning permission is granted in order that the hedgerows, trees or woodland may survive long term.

E12  
**PLANNING PERMISSION FOR DEVELOPMENT ON SITES WHICH INCLUDE EXISTING HEDGEROWS, TREES OR WOODLAND OF SIGNIFICANT ENVIRONMENTAL VALUE WILL NOT BE GRANTED UNLESS ADEQUATE PROVISION IS MADE TO INCORPORATE SUCH FEATURES WITHIN THE PROPOSED DEVELOPMENT WITHOUT SIGNIFICANT DETRIMENT TO THEIR VALUE OR TO THE DEVELOPMENT PROPOSED.**

2.31. The planting of trees and shrubs is sometimes seen as an afterthought to be applied to those parts of a development site not required for other purposes, rather than as an integral component of the development proposals. Properly designed landscaping provides the setting for the development and helps it to fit in the locality. The relationship between the proposed structures and services and the likely spread of the branches and roots of the proposed trees and shrubs requires careful consideration, and the tree and shrub species should be chosen for their suitability to the proposed setting, soil characteristics and mature size.

2.32. **Planning applications will normally be expected to include proposals for the landscaping of development sites. Details shall include the location, species, planting size and density of the proposed plant materials. Proposed locations shall be chosen having regard to the characteristics of the locality, site and development and the proximity of structures and underground infrastructure.**

2.33. The making of tree preservation orders to protect healthy trees and woodland whose removal would have a significant impact on the environment and its enjoyment by the public will continue to have a high priority, particularly on actual or potential development sites.

2.34. **The Council will protect by the making of tree preservation orders, those trees and woodlands whose loss would have a significant impact on the amenity of the environment, particularly in areas where development is contemplated.**

2.35. Tree preservation orders prohibit the damage, destruction, removal or pruning of trees (including their roots) without the prior permission of the Council, and such permission will only be granted where the proposed work is justified by good arboricultural or amenity reasons. Work carried out without permission or in contravention of the terms of a permission may result in a prosecution.

2.36. **Permission will only be granted for the pruning or removal of any tree protected by a tree preservation order if there are good arboricultural or amenity reasons for doing so.**

E13  
**WHERE THE GRANT OF PLANNING PERMISSION RESULTS IN THE REMOVAL OF TREES PROTECTED BY A TREE PRESERVATION ORDER, THE PERMISSION WILL INCLUDE A CONDITION REQUIRING APPROPRIATE REPLACEMENTS IN SUITABLE POSITIONS.**

CORRIDORS OF TRAVEL

2.37. First impressions of a town are usually gained when travelling through it by road or rail. As such, the landscape is important and it is this "passing" impression which can lead to significant decisions regarding investment and development. It is vital therefore that proposed development alongside and as viewed from principal corridors of travel contributes in a favourable way to the image of Northampton. For this reason development which would be detrimental to the environment alongside such corridors of travel is not appropriate.
2.38. The Council will seek to maintain and enhance the landscape alongside the motorway, the principal roads and main railway lines.

E14 WHEN CONSIDERING, IN THE CONTEXT OF POLICY E1, THE IMPACT OF PROPOSED DEVELOPMENT UPON THE LANDSCAPE, SPECIAL IMPORTANCE WILL BE ATTACHED TO ITS EFFECT UPON THE LANDSCAPE/TOWNSCAPE ALONGSIDE THE PRINCIPAL CORRIDORS OF TRAVEL IDENTIFIED ON THE PROPOSALS MAP. DEVELOPMENT ADJOINING SUCH CORRIDORS WILL BE EXPECTED TO BE OF A STANDARD OF DESIGN APPROPRIATE TO A SITE SEEN BY MANY VISITORS TO THE TOWN.

FARM LAND AND BUILDINGS

2.39. Agriculture is a comparatively limited activity within Northampton Borough and proposed development areas are expected to reduce the area of farm land further. The need to conserve remaining agricultural land of good quality is however acknowledged. The safeguarding of the best and most versatile land has been a long standing national policy and is reflected in policy ENV13 of the Northamptonshire Structure Plan. It is important that outside proposed development areas, the best quality agricultural land is safeguarded and retained.

E15 PLANNING PERMISSION WILL NOT BE GRANTED OUTSIDE AREAS PROPOSED FOR DEVELOPMENT ON THE PROPOSALS MAP WHERE DEVELOPMENT WILL RESULT IN THE IRREVERSIBLE LOSS OF THE BEST AND MOST VERSATILE GRADE 1, 2 AND 3a AGRICULTURAL LAND.

2.40. Although Northampton is an urban area, several working farm units are contained within the Plan area. Extensive areas are proposed for development as identified in the Housing and Business sections of the Plan. It is necessary to allow for future development of farm land and buildings outside areas already identified in the Plan in the context of maintaining the environment of these areas.

E16 PLANNING PERMISSION WILL BE GRANTED FOR A CHANGE OF USE OF AGRICULTURAL LAND AND BUILDINGS OUTSIDE AREAS IDENTIFIED FOR HOUSING OR BUSINESS DEVELOPMENT IN THE PLAN WHERE:

A) THE PROPOSAL IS PART OF A SCHEME TO DIVERSIFY THE FARM BUSINESS

B) THE PROPOSALS CLEARLY DEMONSTRATE THAT THEY WILL NOT RESULT IN THE IRREVERSIBLE LOSS OF THE BEST AND MOST VERSATILE GRADE 1, 2 AND 3a AGRICULTURAL LAND

C) THE PROPOSALS ARE ACCEPTABLE ON ENVIRONMENTAL, AMENITY AND HIGHWAY GROUNDS.
NATURE CONSERVATION

INTRODUCTION

2.41. The 1990 Department of the Environment White Paper, "This Common Inheritance", emphasises the need for planning to find the right balance between conservation and development. The value of a rich, diverse and healthy environment is inestimable. It provides pleasure to those who live in, work in, or visit an area, as well as contributing to the emotional well being of individuals and communities. Natural components of the environment contribute to play, recreation and education, as well as providing the opportunity for a direct, practical involvement in conservation. The value of wildlife for its own sake must also be recognised. There is public concern over the effects of development on plant and animal communities together with the loss and destruction of their habitats. An increasingly environmentally aware and caring community will expect all due consideration to be given to their protection.

2.42. In accordance with Planning Policy Guidance Note 9 "Nature Conservation", published in 1994, the Council considers that nature conservation can be a significant material consideration in determining many planning applications. Where planning permission is granted, features and areas of acknowledged nature conservation value need to be safeguarded.

E17 PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENT UNLESS FEATURES AND AREAS OF ACKNOWLEDGED NATURE CONSERVATION VALUE WITHIN THE SITE ARE SAFEGUARDED OR CAN BE ADEQUATELY ACCOMMODATED.

SITES OF ACKNOWLEDGED NATURE CONSERVATION VALUE

2.43. There are no declared Sites of Special Scientific Interest (SSSI) in the town although English Nature has indicated that the redundant arm of the River Nene at Barnes Meadow is on their schedule of potential SSSIs. The only sites with a statutory designation are the five Local Nature Reserves (LNRs) at Lings Wood, Barnes Meadow, Kingsthorpe and Bradlaugh Fields (Kingsthorpe Scrub Field and Hills and Holes).

2.44. However, it is also important to identify other sites which have a significant nature conservation interest in order to ensure their protection. In 1990 a survey of the town was undertaken by Northamptonshire Wildlife Trust and a schedule of these sites was compiled. They are referred to as Sites of Acknowledged Nature Conservation Value and are identified on the Proposals Map.

2.45. No such survey has been done to identify sites of geological or geomorphological importance and this also tends to reflect the situation nationally. In 1990 English Nature launched the RIGS initiative (Regionally Important Geological/Geomorphological Sites) whereby any geological or geomorphological sites, excluding SSSIs, are identified. They are analogous to their biological counterparts, the Sites of Nature Conservation Value, and should be afforded the same protection.

2.46. Development beyond the boundary of any Site of Nature Conservation Value, including SSSI and LNR, can have serious repercussions within the site. Such indirect impact may result from alteration to water tables, from water pollution some distance from the site or other disturbances.

E18 PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENT WHICH WOULD HAVE A SIGNIFICANT ADVERSE EFFECT UPON THE NATURE CONSERVATION VALUE OF ACTUAL OR IMMINENT SITES OF SPECIAL SCIENTIFIC INTEREST, LOCAL NATURE RESERVES, OR PROPOSED REGIONALLY IMPORTANT GEOLOGICAL/GEOMORPHOLOGICAL SITES.
WHERE PROPOSED DEVELOPMENT IS LIKELY TO LEAD TO LOSS OR DAMAGE, IN NATURE CONSERVATION TERMS, TO THOSE SITES OF ACKNOWLEDGED NATURE CONSERVATION VALUE IDENTIFIED ON THE PROPOSALS MAP, THE EXTENT AND SIGNIFICANCE OF THAT LOSS OR DAMAGE WILL BE A MATERIAL CONSIDERATION IN DETERMINING ANY PLANNING APPLICATION.

2.47. The Council will actively promote the designation of local nature reserves both on its own land and by agreement with private landowners where appropriate.

WILDLIFE CORRIDORS

2.48. In addition to specifically identified sites, there are also linear areas of undeveloped land, commonly referred to as wildlife corridors which are usually situated between or within built-up areas and are often associated with streams, rivers and canals. These can also include copses, tree belts, hedgerows, and green lanes. They provide important habitats for wildlife and links that allow movement of wildlife within the town and beyond.

2.49. Traditional watermeadows and flooded gravel pits represent extensive habitats of considerable ecological value. The wildlife importance of the Nene Valley was assessed in a report produced jointly in 1984 by the then Nature Conservancy Council (now English Nature) and Northamptonshire Wildlife Trust which was adopted by the Council as a guide in dealing with planning applications within the Nene Valley.

2.50. The report also identifies the Nene Valley as "a significant area of open water habitat in an East Midlands context", particularly for breeding and migratory wildfowl. Much of it within the town was included as Sites of Nature Conservation Value, also stressing their group value and demonstrating the need to conserve large areas of valley habitats, rather than individual sites. Almost all the river within the town was considered to be of conservation importance, providing a continuous corridor of wildlife activity, linking sites of importance. The large scale use of wetland areas by wildfowl also prompts the need for continuous open fly-way corridors to be maintained.

2.51. The Council will define and seek to protect a network of wildlife corridors and other natural features to conserve an integrated system of wildlife habitats and will resist development which adversely affects these sites.

MANAGEMENT FOR NATURE CONSERVATION

2.52. The protection of sites from inappropriate development can be of little long term value if it is not accompanied by proper management measures. The Council is able to encourage site management that will benefit nature conservation through agreements under Section 106 of the Town and Country Planning Act 1990, and Section 33 of the Local Government (Miscellaneous Provisions) Act 1982. These enable the management to be linked to planning permissions.

2.53. The Council can also have a direct influence on nature conservation through the management of its own land including public open space and agricultural land which is leased for grazing or other purposes. Northampton is well provided with parks and other public open space which if managed with due regard to the needs of nature conservation will result in more interesting landscapes, providing a range of social, recreational and educational opportunities.

2.54. Where appropriate the Council will enter into management agreements to help protect and enhance sites of acknowledged conservation value.

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2.55. The Council will seek to improve the ecological value of its open space and wildlife habitats and will initiate schemes to increase the ecological interest of specific sites and features through the creation of habitats, sympathetic landscape design and management practices.

ENVIRONMENTAL ASSESSMENT OF DEVELOPMENT

2.56. The Town and Country Planning (Assessment of Environmental Effects) Regulations 1988 implements a European Community Directive which affirms the need to take effects on the environment into account at the earliest possible stage in the plan making process. The Regulations require District Councils to undertake an environmental analysis for certain forms of development. The Council considers that this should be done for all developments where required in accordance with a proper interpretation of the Regulations.

2.57. The Regulations emphasise that the requirement for formal environmental assessment of what is a small proportion of schemes should not lessen the general responsibility of planning authorities to consider the environmental implications of all projects which are subject to planning control. Under the Town and Country Planning Act 1990 and the General Development Order 1988, a local authority can request applicants to provide additional information to ensure that the full range of environmental impacts is identified. In considering planning applications for development that have significant implications for the natural environment, but which do not require an environmental statement, the Council may require the applicant to provide additional information in order to assess the environmental impact of the proposal.

WILDLIFE STRATEGY

2.58. Effective nature conservation is not solely concerned with land use. It requires positive management, public awareness and involvement, education, publicity and the promotion of initiatives. These are not topics for a local plan and are best dealt with in the context of a non statutory strategy document. In 1994 the Council published a Wildlife Strategy for Northampton in conjunction with the Wildlife Trust for Northamptonshire and English Nature. The strategy identifies the scope and potential for wildlife conservation in the Borough and seeks to demonstrate how the Council together with other groups and organisations can help to protect and develop wildlife in a largely urban setting. It has been adopted as a Council policy document for all matters relating to nature conservation in the Borough.

BUILT ENVIRONMENT

INTRODUCTION

2.59. Described by Daniel Defoe as "the handsomest and best built town in all this part of England", Northampton combines a rich historical past providing much of interest and delight to residents and visitors alike, together with new growth and expansion which has changed the face of the town. The quality of the built environment is of paramount importance not only to its residents but also in the development of the town as a centre for business, tourism and in initiating and attracting development.

2.60. In considering applications for planning permission the Council will have regard to the need to improve and enhance the urban form and character of Northampton.
2.61. Direct public sector resources to bring about development are limited and it is anticipated that the private sector will implement many of the Local Plan's development proposals. Developers will have a role to play in providing works associated with their projects such as infrastructure improvements, environmental enhancements and in meeting community needs arising from their schemes.

2.62. Central Government guidance is contained in Department of the Environment Circular 1/97 on the benefits which may reasonably be sought in connection with the grant of planning permission, and Appendix 1 to the Local Plan draws together the various items which developers may be expected to provide. In most cases these will be achieved by agreements under the Town and Country Planning legislation. The requirements imposed under Policy E19 will be in compliance with advice given in Circular 1/97 in that they must relate directly to the development concerned and be reasonably related in scale and kind to the proposed development.

**E19**

**PLANNING PERMISSION FOR RESIDENTIAL, BUSINESS OR COMMERCIAL DEVELOPMENT PROPOSALS WILL ONLY BE GRANTED WHERE ANY ADVERSE EFFECT OR IMPACT OF THE DEVELOPMENT IS ALLOWED FOR OR MITIGATED AND WHERE THE INFRASTRUCTURE, SERVICES AND AMENITIES MADE NECESSARY BY THE DEVELOPMENT ARE IN EXISTENCE OR WILL BE PROVIDED BY THE DEVELOPER OR OTHER AGENCY.**

**NEW DEVELOPMENT**

2.63. The Council places great importance upon the quality of design of new development; the design, materials and layout of new development whether it be a small extension or a large scheme should be compatible with the character of the neighbouring property and of the surrounding area. In some cases this means that it will be required to be of a similar style whilst on other sites innovative design will be acceptable.

2.64. In the design, siting and layout of new development there is often insufficient regard paid to its environmental effect. This causes the Council much additional and often unnecessary work which could be avoided by ensuring that design will have regard to the physical and environmental effects upon the neighbourhood.

**E20**

**PLANNING PERMISSION FOR NEW DEVELOPMENT WILL BE GRANTED SUBJECT TO:**

A) **THE DESIGN OF ANY NEW BUILDING OR EXTENSION ADEQUATELY REFLECTING THE CHARACTER OF ITS SURROUNDINGS IN TERMS OF LAYOUT, SITING, FORM, SCALE AND USE OF APPROPRIATE MATERIALS**

B) **THE DEVELOPMENT BEING DESIGNED, LOCATED AND USED IN A MANNER WHICH ENSURES ADEQUATE STANDARDS OF PRIVACY, DAYLIGHT AND SUNLIGHT.**

2.65. The quality of the environment particularly in built-up areas may be harmed by inappropriate new development or changes of use. These may result in emissions including noise, air or water pollutants, all or any of which may be potentially dangerous and may have a detrimental effect upon the environment.
BORNE WASTES AND THE REMOVAL AND/OR TREATMENT OF ANY OTHER WASTE PRODUCTS.

2.66. The appearance and quality of a street is a major contributory factor to the local environment. It is therefore important to safeguard this and maintain the scale, symmetry and coherence of the street. In the past many properties have been demolished only to make access to adjacent land so that it may be developed. This has created unsightly gaps in the continuity of street frontages to the detriment of the street scene and amenity. The following policy applies to circumstances when planning permission is sought for proposals which either require or involve demolition of buildings. It must be emphasised that there is no intention in the policy to expand the existing scope of demolition control.

WHERE PLANNING PERMISSION IS REQUIRED FOR THE DEMOLITION OF A BUILDING, OR WHERE REDEVELOPMENT INVOLVES DEMOLITION, PERMISSION WILL BE GRANTED ONLY WHERE THE PROPOSALS DO NOT SUBSTANTIALLY DETRACT FROM THE CHARACTER OF THE AREA.

2.67. Walls and fences within the curtilage of listed buildings and within conservation areas are already afforded protection under planning legislation. However, walls and fences of historic and intrinsic value occur elsewhere in the town and it is important that where appropriate these are retained.

2.68. The Council will encourage the retention of walls and fences considered to be of value in development proposals.

RESIDENTIAL AREAS

2.69. Perhaps one of the most important aspects of the built environment are the residential areas of the town. Northampton's housing stock ranges from pre-war housing to the current housing estates which make adequate provision for the car and open space. It is fundamental that adequate consideration is given to all housing areas to ensure that the residential environment is a pleasant place in which to live.

2.70. Past urban renewal policies, in the form of General Improvement Area designation, have made a substantial impact in the upgrading of Northampton's oldest housing areas, revitalising these areas for the benefit of the town, and this remains a key aim of the Council. With the changing demands upon the design and layout of residential areas, it is important to consider the means by which the existing housing areas can also be enhanced and improved. It is also important to consider ways in which the residents of these areas can assist the Council in achieving these aims.

2.71. The Council will continue to monitor the environment of housing areas and will encourage the participation of local communities in the identification and preparation of schemes for their improvement.

BUSINESS AREAS

2.72. Existing business areas in Northampton range from new office parks to premises now subdivided and used for open storage, repair and maintenance uses. In all types of business area, it is important when giving planning permission for new business development to ensure that landscaping is used to soften its appearance and environmental conditions are placed upon the developer to ensure an acceptable standard of working environment.

2.73. The extent of landscaping and open space evident in business areas developed by the Northampton Development Corporation, adds greatly to their attraction. Older areas, though still a popular location for business, suffer from poor appearance, compounded by older buildings and poor standards of parking.
and access. There are many ways of securing the environmental upgrading of older business areas and ensuring that a good environment is a feature of all business areas in the town. It is equally important that environmental improvements and the provision of landscaped amenity space should continue to be maintained to a satisfactory standard. This has been achieved by funding secured under the terms of legal agreements between the developer and the Council.

2.74. The Council will seek to secure a high standard of environment within business areas which will be achieved by:

a) including conditions into planning permissions which seek to protect and enhance the environment;

b) ensuring the implementation of such conditions;

c) considering the funding of industrial improvement schemes for older business areas in partnership with the private sector;

d) requiring private developers to provide roads and footpaths to an adoptable standard;

e) adopting landscaping and open space works to ensure future maintenance, subject to funding agreements.

HISTORIC BUILDINGS

2.75. Northampton has a wealth of historic buildings which contribute greatly to the town's character. Within the town more than 500 buildings and structures are "listed" because of their heritage value. Special planning controls apply to these buildings and to development which would affect their setting. The demolition or alteration of a listed building can be authorised only by a specific grant of listed building consent. Preservation of the building is preferred, except where it can be shown conclusively that the building is wholly beyond repair and that a significant benefit to the environment can be achieved by redevelopment.

2.76. Many of the town's historic buildings have been demolished over the years, particularly in the town centre, mainly due to redevelopment schemes during the 1960's and 1970's. Despite this the town still possesses many fine buildings which are individually located or in groups and which contribute to the character of the town, many of which have been brought into greater prominence by cleaning and restoration. It is important to ensure that these buildings are retained and enhanced, and therefore the Council will normally resist any proposals to demolish a listed building or a historic or locally important building, unless it is satisfied that every possible effort has been made to continue the present use or to find a suitable alternative use for the building.

2.77. Under the Planning (Listed Buildings and Conservation Areas) Act 1990 grant aid is available to assist in financing repairs to historic buildings. This can be used as a means of encouraging owners of Listed Buildings and buildings in conservation areas to keep their buildings in good repair and in beneficial use. Of equal importance in the preservation of Listed Buildings is the need to encourage a use which will secure the long term maintenance of the fabric and character of the building.

2.78. The value of historic buildings lies not simply in their external appearance and contribution to the street scene. Viewing the internal arrangement of historic buildings can lead to a greater understanding of past culture and lifestyle. Various degrees of public access to the interior of historic buildings are possible and the Council is keen to encourage this where appropriate.
2.79. The Council will encourage public access to listed buildings and other historically significant buildings where appropriate.

2.80. Where alterations and/or extensions of listed buildings are proposed, it is essential that the quality of the development and the contribution it makes to the built environment and the street scene is recognised and incorporated into the proposal.

E23 PLANNING PERMISSION FOR DEVELOPMENT WHICH AFFECTS A LISTED BUILDING WILL ONLY BE GRANTED IF THE PROPOSAL HARMONISES WITH THE CHARACTER OF THE LISTED BUILDING AND IS CONSIDERED TO BE IN KEEPING WITH THE DESIGN, SCALE AND MATERIALS OF THE BUILDING AND ITS SETTING.

2.81. Where development and/or redevelopment is considered appropriate and this affects a listed building there may be a need to consider alterations or even demolition where it can be shown that this would be beneficial to the visual character and amenity of other existing buildings and/or the character of the locality.

2.82. In some cases, new uses for Listed Buildings can be the key to successful preservation. Every effort should be made to overcome problems associated with their re-use but not if it would damage and/or detract from their character and appearance.

E24 PLANNING PERMISSION WILL BE GRANTED FOR THE CHANGE OF USE OF A LISTED BUILDING WHERE:

A) THE PROPOSALS WOULD HELP TO PRESERVE THE FABRIC OF THE BUILDING

B) THE PROPOSALS WOULD BE COMPATIBLE WITH THE FABRIC, SETTING AND SURROUNDING USES OF THE BUILDING

C) PROPOSALS WOULD ENABLE THE LONG TERM FUTURE OF THE BUILDING TO BE SECURED.

E25 PLANNING PERMISSION FOR DEVELOPMENT WHICH AFFECTS THE SETTING OF A LISTED BUILDING WILL BE GRANTED IF THE DEVELOPMENT IS CONSIDERED TO BE ACCEPTABLE IN TERMS OF ITS IMPACT ON THE LISTED BUILDING, THE GROUPING OF OTHER BUILDINGS IN THE VICINITY AND THE QUALITY OF THE SPACES BETWEEN THEM.

2.83. There are also many fine buildings, which although not listed, display handsome architectural style which it is important to protect. They have an important role in the history of the town and by their very presence help to enhance its character. It is important that these be comprehensively identified so that they can be safeguarded.

2.84. The Council will prepare a local list of important buildings having regard to the principles for selection set out in Appendix 1 of Circular 8/87 "Historic Buildings and Conservation Areas". The list, and the viability of the buildings for continued use or new uses will be material considerations in determining applications for planning permission. It is acknowledged that buildings on the list will not enjoy the full protection of statutory listing in accordance with Planning Policy Guidance Note 15 "Historic Buildings and Conservation Areas".
2.85. It is an essential task of planning to ensure that the historic core of our towns and the charm and character of villages is not lost. Designation as a conservation area extends planning control in order to give a greater degree of protection to the best parts of the built environment.

2.86. Maintenance and enhancement of the character and attractiveness of conservation areas is a prime objective. This is achieved by carefully controlling the design of new development, controlling demolition, protecting existing trees and implementing enhancement schemes. The town currently has sixteen conservation areas which vary enormously in character from former villages to the parts of the town centre. These are:

- All Saints;
- Barrack Road;
- Collingtree;
- Dallington;
- Derngate;
- Duston;
- Great Billing;
- Great Houghton;
- Hardingstone;
- Holy Sepulchre;
- Kingsley Road (with Article 4 Direction);
- Kingsthorpe;
- Kingsthorpe (High Street/Manor Road);
- St Giles;
- Weston Favell;
- Wootton.

2.87. The preservation of buildings of architectural significance is important, but equally new development should be beneficial to the overall environment. Where development is proposed which would enhance the appearance of the street and improve the quality of environment this should be encouraged.

2.88. New development should make a positive contribution to the enhancement of the character of a conservation area. This could be achieved by new development which respects and harmonises with the existing buildings. Insensitively designed buildings and alterations to streets can be obtrusive and detrimental to the character of conservation areas. The form of new development must therefore be of high quality and complement its setting.

2.89. In considering the merits of planning applications within a conservation area, account is taken of sympathetic design and detailing, choice of traditional materials and method of construction, quality of landscaping, protection of existing trees, appropriate lighting and highway detailing.

E26 PLANNING PERMISSION FOR DEVELOPMENT, OR EXPRESS CONSENT FOR ADVERTISEMENTS, IN CONSERVATION AREAS WILL BE GRANTED SO LONG AS THE DEVELOPMENT:

A) PRESERVES OR ENHANCES THE CHARACTER AND APPEARANCE OF THOSE AREAS

B) DOES NOT INCLUDE THE DEMOLITION OF ANY BUILDING OR BUILDINGS WHICH MAKE A SIGNIFICANT CONTRIBUTION TO THE CHARACTER OR APPEARANCE OF THE AREA, AND ARE CAPABLE OF APPROPRIATE ALTERNATIVE USE.

2.90. In conservation areas, detailed examination of the design, siting and layout of proposals is necessary in order to achieve high standards of development and preserve the character of the area. Generally a standard requirement for any development involving new buildings or additions within conservation areas is that they must be supported by detailed proposals. Therefore, where outline planning applications relating to sites within conservation areas are submitted, the Council will require further details of design, layout and form.

2.91. An Article 4 Direction applies in respect of the Conservation Area at Kingsley Road. This historic part of the town retains much of its original Victorian character. All the properties except the Racecourse Pavilion are unlisted. To maintain the intrinsic character of this area, it is essential that the unlisted properties are protected by restricting permitted development rights. Without it, the Conservation Area would be subject to development permitted under the General Development Order 1988 and this would be undoubtedly detrimental to its character.
2.92. In particularly sensitive locations and where there is the possibility that new "permitted" development would be detrimental to a conservation area it will be appropriate to seek further designations of this kind, and therefore the Council will continue to review the need to make such directions.

2.93. The Planning (Listed Buildings and Conservation Areas) Act 1990, places upon local authorities a duty to formulate and publish proposals for the preservation and enhancement of their conservation areas and have regard to views expressed following public consultation. Many schemes in Northampton have already taken place and there is commitment to such projects where they are desirable and resources permit. Schemes will continue to be prepared where these would assist in protecting and enhancing the character of conservation areas including footpath improvements, streetlight enhancements, floodlighting of historic buildings, landscaping including tree planting, restoration of old buildings and traffic calming.

2.94. It is recognised that overhead cables have a marked detrimental effect on the appearance of conservation areas. Various schemes have been undertaken with the assistance of statutory undertakers to put cables underground and have proved very successful.

2.95. The Council will formulate and publish proposals for the preservation and enhancement of conservation areas, including the identification of schemes for the concealing of cables, and will continue to review the need to declare further conservation areas.

2.96. Advertisements will have to acknowledge the historic character of a conservation area because their display in terms of design, location and illumination can have a profound effect on the appearance and character of the area. This is particularly relevant to those in the town centre which are being spoiled by the signing on shop fronts and offices. In these cases, the character and traditional appearance may be restored by actively pursuing measures to remove the worst examples of both illuminated fascias and especially projecting signs in the town centre conservation areas.

2.97. The Council will seek to improve the character and appearance of conservation areas by ensuring that advertisements, including fascia and projecting signs, positively contribute to the character and surroundings of the area.

ENVIRONMENTAL IMPROVEMENTS

2.98. The environment and the quality of life it offers is an important consideration to residents and visitors alike but it is also important in improving the image and strengthening confidence in the town. A programme of improvement works including resurfacing, lighting, cleaning and landscaping has been implemented in the town centre. This can greatly improve the quality of the environment. The Council intends to apply this comprehensive approach to enhancement and improvement to other parts of the town to assist regeneration and develop civic pride.
2.99. Environmental improvements can take many forms, from the redevelopment of vacant sites to the upgrading of facades, but all can have a significant impact on the attraction of the town. It is important to recognise that a high standard of design and detailing is essential and that areas, particularly the town centre, be well managed and maintained.

2.100. In the past few years the Council has completed many improvement schemes through its own urban enhancement programme. Encouragement and design guidance has also been provided to developers in carrying out redevelopment schemes. It must be recognised that both public and private sector involvement can play a key role in improving the face of the town.

2.101. Derelict or vacant sites and buildings mar the character and appearance of the town. The effects of this can be reduced and the Council has taken steps to ensure this, or has encouraged owners to reduce the extent of dereliction. Such measures not only provide environmental benefits in removing eyesores, but also help to bring forward better use of these sites.

2.102. The Council will support proposals which secure the re-use or re-development of redundant, derelict or vacant land providing that they accord with other policies of the plan, in order to limit the amount of derelict and vacant land in the Borough.

2.103. The pedestrianisation of Abington Street and Fish Street has transformed the character and vitality of the central shopping area. It is now an attractive area and this has been beneficial to the residents of the town, to the business community and also encouraged tourism. The aim of removing traffic from a substantial part of the town centre by creating areas of pedestrian priority is critical to the future programme of environmental improvement.

2.104. The Council will prepare a programme of environmental improvements involving pedestrian priority for the following areas in the town centre under the urban enhancement programme:

- All Saints Church area (including Mercers Row, George Row and Wood Hill);
- Guildhall Road;
- St Giles Square;
- The Historic Alleyways;
- Drapery;
- Abington Street (central part) and part Wellington Street.

2.105. Vacant upper floors have become an environmental problem particularly in the town centre resulting in deteriorating fabric and appearance. In the past, living over the shop was a common use of upper floors which helped to retain life in the town after business hours.

E28 PLANNING PERMISSION WILL BE GRANTED FOR RESIDENTIAL OR OTHER APPROPRIATE USES OF VACANT OR UNDER-USED UPPER FLOORS OF SHOPS OR OTHER COMMERCIAL PREMISES WHERE THIS WOULD RETAIN OR ENHANCE THE EXISTING CHARACTER OF THE TOWNSCAPE.

ART IN PUBLIC SPACES

2.106. The Council is keen to see the provision of works of art in public spaces. The aim is to make development more interesting and to improve the quality of the environment. Works of art in public spaces such as sculptures, murals, water features, and lighting displays, can make a considerable impact and add to the visual interest of the town.
2.107. "Percent for Art" is a method by which a proportion of the cost of projects is devoted for commissions to artists including painters, sculptors, photographers, textile artists and designers of glass. No single percentage is specified although at least one per cent is the norm for Percent for Art schemes in Europe. Many local authorities have already adopted voluntary Percent for Art policies as part of the planning system in order to improve the quality of the environment by using the talents of artists and craftspeople.

2.108. The Council will in appropriate cases, encourage the provision of new works of art as part of major development. In determining an application for planning permission the Council will have regard to the contribution made by any such works to the appearance of the scheme and to the amenities of the area. Where a proposed development forms part of a larger scheme, developers will be encouraged to consider making their voluntary contribution to the commissioning of a single work of art.

SHOPPING ENVIRONMENT

2.109. The shopping environment is usually the focal centre and major attraction of any town and Northampton is no exception. Many features contribute to the shopping environment including the diversity and design of shop fronts, layout and surfacing of streets, street furniture, signs and planting schemes. All these need to be managed, co-ordinated and continually monitored to ensure that the shopping environment, particularly that of the town centre, continues to appeal to the local population and to the many shoppers and visitors from outside Northampton.

2.110. In determining applications for retail development, whether in local centres, district centres or the town centre the provision of a good shopping environment is paramount. Where appropriate this will be expected to include pedestrian only areas, convenient access to car parking and public transport, sheltered seating, places to eat and drink, public toilets, ease of access for disabled people and the infirm and proposals for the management and maintenance of such facilities.

2.111. Planning proposals for retail development will be expected to demonstrate an acceptable shopping environment. In assessing this the Council will have regard to the ambience to be created including ease of access and movement, levels of comfort and convenience, visual benefits, facilities and security.

2.112. A significant influence on the shopping environment is the design of shop fronts. They may augment the character of a building and create a positive and substantial contribution to the townscape which enhances the shopping environment. When considering applications for new shop fronts or alterations to existing ones, it is necessary to assess the impact of the proposal on both the character of the building and the locality. Proposals should clearly show that these factors have been taken into account and reflected in the new design.

2.113. The Council has been successful in bringing about substantial improvements in the design of new shop fronts and advertisements by negotiations with the applicants. It is intended that this approach be continued, and therefore the Council will produce a guide for shop front designs with advice upon suitable materials, lighting and colour, including advice relating to listed buildings and buildings within conservation areas.

E29 PLANNING PERMISSION FOR NEW OR REPLACEMENT SHOP FRONTS WILL BE GRANTED WHERE:

A) THE QUALITY OF DESIGN COMPLEMENTS THE CHARACTER OF THE BUILDING AND ITS LOCALITY

B) THE QUALITY AND USE OF MATERIALS COMPLEMENTS THE TOWNSCAPE
C) THE PROPOSAL DOES NOT DETRACT FROM THE CHARACTER AND APPEARANCE OF THE STREET SCENE

D) PROVISION HAS BEEN MADE FOR AN ADVERTISEMENT AS AN INTEGRAL PART OF THE OVERALL DESIGN

E) THE PROPOSAL WOULD NOT INVOLVE THE REMOVAL OF AN HISTORIC SHOP FRONT.

SHOP FRONT SECURITY

2.114. It is recognised that the need to deter crime and vandalism in shopping areas has made the installation of external security shutters commonplace. Such installations are likely to constitute development requiring planning permission. However, ill-considered design of fittings can harm the visual quality of premises, both during and after business hours. When a high proportion of premises has external protection, even if the fittings are of relatively good design, the combined effect is to create a hostile environment and detract from the appearance of the street scene. Consequently, external security protection should be used as an exceptional response to a demonstrable problem rather than the rule. Its provision is likely to be particularly inappropriate on listed buildings and in conservation areas whose character the Council are required to preserve or enhance.

E30 PLANNING PERMISSION WILL BE GRANTED FOR EXTERNAL SECURITY PROTECTION TO NEW AND EXISTING SHOP FRONTS WHERE THE FITTINGS:

A) ALLOW VISIBILITY INTO THE PREMISES WHERE THEY ARE FITTED

B) ARE COLOUR COATED, PREFERABLY IN A FACTORY-APPLIED COLOUR IN KEEPING WITH THE SHOP FRONT

C) ARE DESIGNED TO BE AS UNOBTRUSIVE AS POSSIBLE DURING BUSINESS HOURS

D) WILL NOT HAVE AN ADVERSE EFFECT ON THE CHARACTER OR APPEARANCE OF A LISTED BUILDING OR CONSERVATION AREA.

TELECOMMUNICATIONS

2.115. With the progress in telecommunications, domestic satellite antennae are becoming commonplace. Planning permission is required to install antennae which exceed 70cm in diameter or which would exceed the highest part of a roof or chimney. However in a conservation area, specific planning permission is needed to install any antennae on chimneys and walls/roof-slopes fronting the highway. In any area it is necessary for equipment to be sited so that its effect on the external appearance of the building is minimised but in sensitive locations, such as conservation areas, it is especially important to prevent installations which would damage visual amenity.

E31 PLANNING PERMISSION WILL NOT BE GRANTED FOR DOMESTIC SATELLITE ANTENNAE AND OTHER SUCH EQUIPMENT WHICH BY REASON OF ITS SITING, WOULD BE INTRUSIVE TO VISUAL AMENITY.

2.116. The development of modern telecommunications has led to increased demand for commercial telecommunications equipment. The location of such equipment (antennas, satellites) is often constrained by technical considerations but obligations on operators under the Telecommunications Act 1984 (the Telecommunications Code) ensures that environmental considerations are taken into account before
equipment is installed. Much minor telecommunications development is “permitted development” under the Town and Country Planning General Development Order 1988, although in certain cases the Council will need to consider details of the siting and appearance of the development. In the case of larger telecommunications development, where full planning applications are needed, protection from visual damage and the implications for subsequent network development will be important considerations. It is important that clear criteria are set out to guide commercial telecommunications development where the involvement of the Council is necessary.

**E32**

PLANNING PERMISSION FOR TELECOMMUNICATIONS EQUIPMENT OR APPROVAL FOR THE SITING AND APPEARANCE OF SUCH WILL BE GRANTED SO LONG AS:

A) Taking into account the need for operational efficiency, it does not cause substantial harm to local amenity

B) Any antennae are, so far as is practicable, sited to minimise their effect upon the external appearance of the building upon which they are installed

C) In respect of large masts, there is no practicable possibility of erecting antennae on existing buildings, masts or other structures

D) The development has sufficient additional structural capacity to cater for the likely demands of network development, including that of other operators.

**ADVERTISEMENTS**

2.117. Advertisements, both illuminated and non-illuminated, aim to attract and they can have very marked effects on the character and appearance of an area. It is therefore essential that they are of a suitable design for the locality in which they are to be positioned. Internally illuminated fascias and partially illuminated projecting signs are generally not considered to be acceptable in conservation areas or on listed buildings. The size and position of advertisements should not lead to undue prominence or clutter on any building or frontage.

2.118. Shops may have multiple uses on several floors all of whom want signs to advertise their presence. The effect is a jumble of advertisements, appropriate only in the most chaotic and cluttered city centre and there is no part of Northampton where this description can be applied and where its introduction would be appropriate. A significant problem in the shopping areas of this town is the excessive size and projections of advertisements at the shop front all which often combines to obstruct visibility and create untidiness.

**E33**

EXPRESS CONSENT WILL NOT BE GRANTED FOR ANY ADVERTISEMENTS WHICH BY REASON OF SIZE, DESIGN OR PROJECTION OR POSITION FROM THE BUILDING ARE DETRIMENTAL TO THE CHARACTER OF THE BUILDING AND THE AMENITY OF THE AREA.

2.119. Advertisements set out to attract attention and are often sought at locations close to the highway. In so doing they may be unduly distracting to drivers of vehicles and other road users.

**E34**

EXPRESS CONSENT FOR ADVERTISEMENTS WHICH ARE LIKELY TO CAUSE DANGER TO ROAD SAFETY BY REASON OF SIZE, LOCATION OR ILLUMINATION WILL NOT BE GRANTED.
2.120. Areas which are distinctive in character such as groups of listed buildings and conservation areas need to be protected from unduly prominent signs and illumination which are out of keeping. The Council is keen to restore the historic architectural character of areas such as the Market Square. Considerable efforts have already been made to protect and enhance the character of these areas by carefully considering the impact of advertisements.

2.121. The Council will investigate and subsequently propose to the Secretary of State that orders are made, defining appropriate parts of the town centre as “Areas of Special Control of Advertisements”. Areas for consideration will be those where there are important architectural, archaeological, historical or visual characteristics and where a stricter degree of control is essential to preclude the display of advertisements which would otherwise be permitted.

E35 EXPRESS CONSENT WILL NOT BE GRANTED FOR INTERNALLY ILLUMINATED SIGNS ON LISTED BUILDINGS AND BUILDINGS IN CONSERVATION AREAS WHERE THEY SIGNIFICANTLY DETRACT FROM THE VISUAL AMENITY OF THE AREA.

ADVERTISEMENT HOARDINGS

2.122. Advertisement hoardings play an important role in the advertising business and have a significant visual impact. They can be obtrusive but they can also be used effectively to screen sites. Whilst some hoardings may become accepted as part of the street scene, all too often commercially attractive locations are not acceptable in relation to visual amenity. It has been the policy of the Council to seek their removal in inappropriate locations and to encourage their provision on sites where they have a positive role by screening derelict or vacant sites. It is also important to consider the visual aspect of their rear elevation.

E36 EXPRESS CONSENT WILL BE GRANTED FOR ADVERTISEMENT HOARDINGS WHERE THEY MAKE A SUBSTANTIAL POSITIVE CONTRIBUTION TO THE ENVIRONMENT BY SCREENING DERELICT OR VACANT SITES OR BY HELPING TO ADD APPROPRIATE COLOUR AND INTEREST TO A DRAB AREA. THOSE CONSIDERED TO BE DETRIMENTAL TO THE AMENITY OF THE AREA BY REASON OF NUMBER, SIZE AND APPEARANCE, WILL BE REFUSED CONSENT.

ACCESS FOR PEOPLE WITH DISABILITIES

2.123. Section 76 of the Town and Country Planning Act 1990 requires local planning authorities when granting planning permission to draw the attention of the applicant to sections 4 and 7 of the Chronically Sick and Disabled Persons Act 1970. That Act requires developers of specified types of buildings (buildings open to the public, places of employment and education etc.) to provide suitable means of access, parking and toilet facilities to meet the needs of people with disabilities where practicable and reasonable. The Council considers it essential that, where possible and reasonable, adequate provision be made for disabled people in all new developments and refurbishment schemes where the public will have access, in accordance with the relevant legislation and design guidance.

2.124. Proposals for new development or refurbishment schemes to premises to which the public will have access, (including places of employment and educational establishments) should demonstrate that adequate consideration and provision has been made for people with disabilities and mobility problems, with particular regard to the design and layout, surface levels, finishes, furniture and facilities.

ARCHAEOLOGY AND HISTORIC LANDSCAPES.
2.125. Northampton contains many important archaeological monuments of prehistoric and more recent date. Archaeological remains are a finite, non-renewable resource which is often vulnerable to damage and destruction by development. Well preserved historic landscapes exist such as the medieval rural landscape and post medieval parkland at Upton. There are also important historic sites such as the site of the Battle of Northampton (1460) in Delapre Park, which is included on English Heritage's Register of Historic Battlefields.

2.126. The Government's Planning Policy Guidance Notes 15 (Planning and the Historic Environment) and 16 (Archaeology and Planning) both stress the importance of protecting the historic environment and the Council wishes to ensure that attention is paid to this issue at the outset of the development process.

2.127. The County Council maintains an up to date Sites and Monuments Record (SMR) which provides information about the locations where archaeological remains are known or thought likely to exist. Some nationally important archaeological monuments in Northampton are included on the schedule of ancient monuments under the Ancient Monuments and Archaeological Areas Act 1979 (as amended) but many are not currently scheduled. At present, the following monuments are "scheduled" and identified on the Proposals Map:

- Hunsbury Hill Camp;
- The Queen Eleanor Cross;
- St John's Hospital;
- Northampton Castle, remains of;
- Saxon Palace complex and Saxon and medieval urban deposits in the centre of Northampton;
- Upton deserted medieval village;
- Upton bowl barrow.

2.128. Many other monuments exist which are considered to be of national, county, local or uncertain importance. The SMR contains over a thousand records within Northampton Borough and it is therefore not possible to identify all archaeological monuments on the Proposals Map. However the main areas within the Borough where extensive archaeological remains and/or historic landscapes of national or county importance exist are shown on the Proposals Map as "Areas of Acknowledged Archaeological Value". These are as follows:

- Kings Heath Neolithic causewayed enclosure and Iron Age settlement;
- Upton Park medieval village and field system remains and post medieval parkland;
- Northampton Saxton and medieval urban area;
- Delapre Park - site of the Battle of Northampton, Delapre Abbey and post medieval parkland;
- Abington Park - medieval village and field system remains and post medieval parkland.

2.129. The Council intends to prepare supplementary planning guidance relating to Areas of Acknowledged Archaeological Value in Northampton.

2.130. Developers are advised to consult the SMR prior to submission of a planning application in order to determine the archaeological significance of the site concerned. Where a development may affect important archaeological remains, adequate information regarding the character and extent of the remains will not always be available. In such cases archaeological evaluation will be needed in order to assess the importance of the site and the implications of the proposed development.

2.131. Nationally important archaeological remains should be preserved whilst remains of county importance should either be preserved or, where this is not achievable within a development, they should be archaeologically excavated and recorded. Where development has only minor archaeological implications, the developer may be required by condition to afford access to the County Archaeologist to carry out a watching brief during development.
E37 PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENT ON SITES WHICH HAVE A POTENTIAL FOR BEING OF NATIONAL OR COUNTY ARCHAEOLOGICAL IMPORTANCE UNLESS ADEQUATE INFORMATION HAS BEEN SUBMITTED TO THE COUNCIL DEMONSTRATING:

A) THAT NO ARCHAEOLOGICAL REMAINS OF MORE THAN LOCAL IMPORTANCE EXIST ON THE SITE

OR

B) IN RELATION TO ARCHAEOLOGICAL REMAINS OF COUNTY IMPORTANCE, THAT APPROPRIATE AND SATISFACTORY PROVISION HAS BEEN MADE EITHER TO PRESERVE THESE REMAINS WITHIN THE DEVELOPMENT OR FOR ARCHAEOLOGICAL EXCAVATION AND RECORDING BEFORE OR DURING DEVELOPMENT

OR

C) IN RELATION TO ARCHAEOLOGICAL REMAINS OF NATIONAL IMPORTANCE, THAT APPROPRIATE AND SATISFACTORY PROVISION HAS BEEN MADE TO PRESERVE THE REMAINS WITHIN THE DEVELOPMENT.

2.132. Development proposals should not adversely affect the character or setting of an important historic landscape or visible ancient monument. Such sites can often have a significant amenity and educational value in understanding the past, especially where visible remains survive. Planning applications which affect the character or setting of such a site will need to be accompanied by sufficient information to determine the visual and amenity impact of the development, including details of any proposed mitigation.

E38 PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENT WHICH WOULD ADVERSELY AFFECT THE CHARACTER OR SETTING OF A NATIONALLY IMPORTANT ANCIENT MONUMENT (WHETHER SCHEDULED OR NOT), IMPORTANT HISTORIC LANDSCAPE OR THE SITE OF THE BATTLE OF NORTHAMPTON.

RENEWABLE ENERGY

2.133. There is increasing interest in the development of facilities to generate energy from non-fossil based sources in response to the growing awareness of the need to develop sustainable sources. The Council has already approved one proposal to develop a power generating facility from waste products and in view of the increasing development of renewable energy sources it is necessary to outline a policy under which future proposals will be assessed.

E39 PLANNING PERMISSION FOR DEVELOPMENT INVOLVING RENEWABLE ENERGY INSTALLATIONS (DESIGNED TO GENERATE ENERGY FROM THE SUN, WIND, WATER OR WASTE MATERIALS) WILL BE GRANTED WHERE:

A) THE DESIGN AND APPEARANCE OF THE INSTALLATION WILL NOT CAUSE UNDUE DETRIMENT TO THE AMENITY OF THE LOCALITY;

B) ANY NOISE AND DISTURBANCE CREATED BY THE PROPOSAL ARE CONSIDERED ACCEPTABLE IN RELATION TO SURROUNDING LAND USES;

C) THE PROPOSAL DOES NOT ADVERSELY AFFECT IMPORTANT VIEWS OR SKYLINES OR THE CHARACTER OF THE SURROUNDING AREA.
CRIME AND VANDALISM

2.134. It is important in evaluating proposals for new development that consideration be given to the prevention of crime. An attractive and well managed environment can help to discourage anti-social behaviour. All development proposals should take the security of people and property fully into account but it is at the initial stage of the development process, when the layout and design of developments is being considered that measures can be incorporated which have a considerable influence on controlling crime. Appendices 7 and 8 include detailed advice on these measures which should be taken into account to help attain such ends.

E40 PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENT UNLESS ITS DESIGN, LAYOUT AND LANDSCAPING PAY ADEQUATE REGARD TO THE NEED TO DETER CRIME AND VANDALISM.

MINERAL RESOURCES

2.135. In accordance with government guidance contained in Mineral Planning Guidance Note 1 and also policy MIN 1 of the Northamptonshire Structure Plan, the Council will ensure that access to known mineral resources in Northampton Borough is not jeopardised by the granting of planning permission. Mineral consultation areas have been prepared by the County Council in order to identify the areas most likely to contain mineral resources and are shown on Figure 23 in Appendix 30.

2.136. Proposals for development on or in proximity to land containing known mineral resources as identified in Figure 23 (Appendix 30) will be considered with regard to the need to safeguard these resources.
CHAPTER 3.
HOUSING

INTRODUCTION

3.1. Northampton is in the East Midlands Region but it is also closely associated with and affected by the economy of the South East. It is the smallest of the four major towns within the region, but unlike Leicester, Nottingham and Derby, the population of Northampton is increasing. Between 1981 and 1988 the town's population increased by 14.6%, compared with the overall 3% in the East Midlands, 2% in the South East and 1.5% nationally.

3.2. Therefore Northampton has been sustaining a growth of population and household formation nearly ten times the rate for the rest of England, and the reverse of that being experienced by other major towns in the region. Much of this has been due to the town expansion programme started in the early 1970s under the aegis of the former Northampton Development Corporation (NDC). This resulted in two areas of major new housing development in the south and east of the town (southern and eastern expansion areas). These jointly account for nearly one third of the current housing stock. This is also reflected in the following 1989 figures which show that nearly half the housing in Northampton has been constructed since 1964.

<table>
<thead>
<tr>
<th>Period</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pre 1919</td>
<td>22%</td>
</tr>
<tr>
<td>1919-1944</td>
<td>19%</td>
</tr>
<tr>
<td>1945-1964</td>
<td>11%</td>
</tr>
<tr>
<td>Post 1964</td>
<td>48%</td>
</tr>
</tbody>
</table>

3.3. The NDC was successful in establishing Northampton as a major regional growth centre and although it was disbanded in 1985, the pressure for development has not abated. Over the Plan period, a significant proportion of the new housing provision is attributable to net inward migration which emphasises this continuing trend.

3.4. Although Northampton has a relatively small land area in comparison to its population size, a significant part of the town remains free from development. In particular the town has many large parks, a network of open space throughout the expansion areas incorporating existing woodland and other natural features, and extensive areas of undeveloped land in the river valleys. One of the main objectives, therefore, of the Local Plan is to ensure that the proposed high level of housing development can be accommodated but not to the detriment of the open character and landscape structure of the town or at the expense of other environmental considerations.

SITES FOR MAJOR NEW RESIDENTIAL DEVELOPMENT

3.5. The provision for residential development is in accordance with Alteration No. 1 to the Northamptonshire Structure Plan approved in 1992. Until amended, the Structure Plan, (approved in February 1989) provided for 16,550 dwellings in the 18 year period between 1983 and 2001. Alteration No. 1 provides for 20,000 dwellings in Northampton between 1988 and 2006. As both Plans cover an 18 year period this represents a comparative increase in the proposed rate of development. The 1989 Structure Plan identified areas for major residential development within the town. These were the Southern District, Wootton, Upton, Duston and Kings Heath. In approving Alteration No. 1, the Secretary of State for the Environment deleted reference to these specific areas. Apart from the southern expansion areas where virtually all of the sites scheduled for development have now been completed or
are under construction, virtually no development has commenced on the remaining sites and it is considered that these still represent the most suitable areas for future major residential development.

**H1 MAJOR NEW RESIDENTIAL DEVELOPMENT WILL BE DIRECTED TO WOOTTON FIELDS, UPTON, BERRYWOOD AND KINGS HEATH.**

3.6. Within proposed or emerging primarily residential areas, specific sites have been identified as being required for future educational use in consultation with the Education Authority. These are located within West Hunsbury, Moulton Leys and Wootton Fields where population change as a result of house building may in the future lead to future school requirements. It is important that such sites are identified and reserved. Unless the Council is satisfied that these sites are no longer required for educational use they should be identified for school purposes on the Proposals Map and not developed in any other way. Within the proposed primarily residential area at Upton/Berrywood the exact siting of the required school provision has, at this stage, not been finalised. There is a need however to safeguard the appearance of development on high ground adjoining St Crispins Hospital and this can be achieved by identifying a school reservation site which it is expected would be low rise development.

**H2 SITES FOR FUTURE SCHOOL PROVISION IN MOULTON LEYS, WOOTTON FIELDS, CAMP HILL, SHELFLEYS, LADYBRIDGE DRIVE, SPRING PARK AND BERRYWOOD ARE IDENTIFIED ON THE PROPOSALS MAP. PLANNING PERMISSION WILL NOT BE GRANTED FOR USES OTHER THAN EDUCATION PURPOSES ON THESE SITES UNLESS IT HAS BEEN ESTABLISHED THAT SCHOOL PROVISION IS NO LONGER NEEDED.**

3.7. Also within Wootton Fields but not within the area granted planning permission is a small industrial development known as Wootton Trading Estate. The estate also contains electrical plant and equipment which it is understood is under the control of the relevant statutory undertaker. The estate is obviously not compatible with the housing that will eventually adjoin its boundaries as part of the Wootton Fields development. It is appropriate therefore that the site be developed for housing, but accessed only from within the adjoining Wootton Fields development rather than retain the existing access onto the Newport Pagnell Road (B526). Similarly it would be inappropriate to retain the electrical installation within a residential development.

3.8. In the event of an extension being required to the proposed local centre at Wootton Fields, the southern part of the Trading Estate site would be considered suitable, subject to access being obtained from within the proposed local centre.

**H3 PLANNING PERMISSION WILL BE GRANTED FOR THE RESIDENTIAL DEVELOPMENT OF THE WOOTTON TRADING ESTATE AS SHOWN ON THE PROPOSALS MAP, SUBJECT TO THE CLOSURE OF THE EXISTING VEHICULAR ACCESS ONTO THE NEWPORT PAGNELL ROAD (B526).**

3.9. The development of Upton and Duston will be guided by proposals developed in the South Western District Plan which was approved by the Council in 1989 following public consultation. These have been incorporated into the Local Plan. The South West District Plan dealt with an substantial area of some 870 hectares much of which is open countryside within the Nene Valley but it also includes the extensive grounds of St Crispin hospital (referred to as the Berrywood area). In addition to a residential content of approximately 4,125 dwellings, the proposals include business development, a country park and other recreational uses. It will be by far the largest area of housing built since town expansion and therefore every consideration has been given to safeguarding where possible the environment and the existing natural features, whilst still enabling the redevelopment of the site.

3.10. Already in considering a major outline application covering development of most of the residential areas, there has been full consultation concerning the provision of infrastructure. It is not considered appropriate
to allocate specific sites for these uses at present in order to allow appropriate flexibility. However it is important to state clearly through local plan policy the types of provision considered necessary for residential development in this area. The resulting list within Appendix 3 is considered reasonable in scale and kind, when considered against the potential significance of the development of Upton and Berrywood. The Council will be prepared to review the list should circumstances alter which make this necessary.


3.11. The development of the Kings Heath area will generally be defined on its northern boundary by the NW bypass and on its eastern boundary by the Greenspace of the River Valley. Further development beyond the proposed bypass or a development which would cause a significant intrusion into the river valley would seriously detract from its attractive open character. Much of Kings Heath is situated on high ground relative to the rest of the town. Development in this area will be limited together with the provision of effective landscaping both within and around the development to minimise its visual impact. The routes of the road proposals, the sites for retailing and the detailed boundaries of housing development at Kings Heath as shown on the Proposals Map should not be interpreted as explicit or prescriptive in terms of location at this stage.

3.12. The Kings Heath area has long been acknowledged as being of potential archaeological value and recent surveys have established the existence of a series of settlements consisting of a Neolithic causewayed enclosure, an iron age settlement and a Saxon settlement. Their importance is such that they need to be preserved not only as individual sites but jointly in the context of a wider area of historic landscape. This is identified as a site of archaeological value on the Proposals Map and is referred to in paragraph 2.127. The Northamptonshire County Archaeologist will be recommending that the site is scheduled under the Ancient Monuments and Archaeological Areas Act 1979. Proposals put forward by the landowner have indicated that the Kings Heath residential development area (referred to also as Dallington Heath) could provide approximately 2000 dwellings.

H5 PLANNING PERMISSION WILL BE GRANTED FOR RESIDENTIAL DEVELOPMENT AT KINGS HEATH (DALLINGTON HEATH) SUBJECT TO THE SECURING OF MATTERS A, B, AND C AND THE SAFEGUARDING OF MATTERS D, E, F AND G:

A) THE PROVISION OF ADEQUATE STRUCTURAL LANDSCAPING
B) THE PROVISION OF EDUCATION AND COMMUNITY FACILITIES
C) THE PROVISION OF SUITABLE LEVELS OF PUBLIC OPEN SPACE
D) THE VIEW OF THE SKYLINE
E) KNOWN FEATURES OF ARCHAEOLOGICAL INTEREST
F) EXISTING FOOTPATHS AND BRIDLEWAYS
G) THE RELATIONSHIP OF THE DEVELOPMENT TO THE PROPOSED NORTH WEST BYPASS AND THE TOWN CENTRE LINK ROAD.
3.13. In relation to annual completion rates, the contribution made by small sites is significant. Many of these include changes of use and conversion to flats or other houses in multiple occupation. An assessment of their contribution to the overall housing provision is contained in paragraph 3.24.

3.14. In considering applications for development of small sites the Council will apply the relevant control policies to ensure an acceptable layout, density and design and to prevent the development of new housing in inappropriate locations. These are further amplified in the policies contained in this chapter and elsewhere in the Written Statement.

H6 Within the primarily residential areas identified on the proposals map, planning permission for residential development will be granted except where:

A) The development would be at a scale and density which would be detrimental to the character of the surrounding area or would result in an over intensive development of the site

B) The development would not comply with the Council’s highway design guide (Appendix 8) and guide to parking standards (Appendix 11)

C) The development would be piecemeal in character and likely to prejudice the possible satisfactory development of a larger area

D) The development would result in the loss of, or the loss of potential for garaging, parking, social, educational, recreational or other facilities for which there is a need in the area, or trees or land of significant amenity value.

H7 Outside the primarily residential areas identified on the proposals map, planning permission for residential development will only be granted where:

A) A satisfactory residential environment can be achieved

B) The development would not be at a scale and density which would be detrimental to the character of the surrounding area or would result in an over intensive development of the site

C) The development would comply with the Council’s highway design guide (Appendix 8) and guide to parking standards (Appendix 11)

D) The development would not be piecemeal in character and likely to prejudice the possible satisfactory development of a larger area

E) The development would not result in the loss of, or the loss of potential for garaging, parking, social, educational, recreational or other facilities for which there is a need in the area, or trees or land of significant amenity value.
3.15. The areas identified in paragraph 3.5 for major residential development are all "green field" sites except the hospital buildings at St Crispin and isolated houses at Upton. Whilst there are no similar sites in the remainder of the town there are other sites with a development potential which need to be realised if the Structure Plan (Alteration No 1) target is to be achieved. Taking June 1993 as the base date, proposed sites which are 0.4 hectares or more in area and which do not have the benefit of planning permission are listed in Appendix 4. Sites which have been the subject of planning applications and on which the Council has resolved to grant permission subject to the applicant entering into an agreement with the Council, sites which have permission but have not yet started and sites which are under construction are listed in Appendix 5.

3.16. The Council recognises the part that residential accommodation can play in revitalising town centres. Accordingly, town centre schemes will be encouraged to include a residential content where appropriate. This type of housing has the advantage of not exacerbating peak hour traffic and in recent years there have been several successful schemes that have brought residents into the town centre. Further additions to these can only be of benefit.

H8 PLANNING PERMISSION WILL BE GRANTED FOR THE RESIDENTIAL DEVELOPMENT OF THE SITES AS LISTED IN APPENDIX 4 AND THOSE SITES IN APPENDIX 5 LISTED AS HAVING "APPROVAL IN PRINCIPLE".

3.17. Some of the older houses in the town have extensive grounds which have been suitable for residential development. In granting planning permission, the Council has sought to ensure that the amenities of the existing house and adjoining properties have been retained in accordance with policies H6 and H7. The Council will continue to apply these policies in determining further applications for this type of development, and will also ensure that it complies with the design criteria as set out in Appendix 7. In so doing it may decide that additional development would adversely affect the amenities and character of a particular area, in which case further applications would be refused.

H9 SUBJECT TO OTHER POLICIES OF THE LOCAL PLAN PLANNING PERMISSION WILL NOT BE GRANTED FOR THE CONSTRUCTION OF ADDITIONAL RESIDENTIAL UNITS IN THE CURTILAGE OF DWELLINGS IN THE AREAS LISTED BELOW:

COLLINGTREE PARK
GREAT BILLING PARK
THE AVENUE, DALLINGTON
THORBURN ROAD AREA

(A FULL LIST OF STREETS IS CONTAINED IN APPENDIX 6).

3.18. Many of the houses in the former suburban areas of the town have exceptionally long rear gardens. In certain circumstances these have been developed without adversely affecting the amenity and privacy of the houses at the front. However, this is rarely achieved in the case of "backland development", consisting of one house immediately behind another and sharing the same access, although much will depend on the size of the plot and its relationship to adjoining dwellings. A better result is usually achieved if the development consists of several plots comprehensively laid out. In assessing whether a proposal complies adequately with Policy H10 the main source of guidance is Appendix 7 (residential design guide).

H10 PLANNING PERMISSION FOR THE DEVELOPMENT OF RESIDENTIAL BACKLAND WILL NOT BE GRANTED UNLESS IT CAN BE SHOWN THAT THE SITING AND LAYOUT OF THE DEVELOPMENT WILL NOT BE DETRIMENTAL TO THE CHARACTER AND AMENITY OF THE LOCALITY AND WILL NOT CAUSE DISTURBANCE TO OR ADVERSELY AFFECT THE PRIVACY OF ADJOINING DWELLINGS. THIS INCLUDES EXISTING DWELLING(S) WITHIN WHOSE CURTILAGE THE DEVELOPMENT IS PROPOSED.
3.19. In recent years there have been a large number of schemes for the residential development of commercial property in the older residential areas, either by redevelopment or conversion. This not only removes what has often been a "bad neighbour" use but also often provides relatively low cost housing in areas which are usually in need of rejuvenation and as such is encouraged by the Council. In so doing, the normal off-street parking requirement has occasionally been relaxed where it is considered that it can be justified overall in terms of the environmental improvement to be gained from the scheme.

H11

PLANNING PERMISSION WILL BE GRANTED IN PRIMARILY RESIDENTIAL AREAS FOR THE DEVELOPMENT OF EXISTING COMMERCIAL PROPERTY FOR RESIDENTIAL DEVELOPMENT, EITHER BY CONVERSION OR REDEVELOPMENT, SO LONG AS THE OVERALL EFFECT WOULD BE TO MAINTAIN OR IMPROVE THE APPEARANCE AND CHARACTER OF THE AREA.

HOUSING LAND AVAILABILITY

3.20. Since the introduction of Department of the Environment Circular 15/84 "Land for Housing", there has not been a problem in identifying a five year supply of available housing land in Northampton, indeed it has invariably been met from unimplemented planning permissions. However, there has been concern at the rate of development in relation to the overall Plan period and the Structure Plan (Alteration no 1) housing allocation. Of the 16,550 dwellings to be provided in the former (1989) Structure Plan during the 18 year period between 1983 and 2001, approximately 8,200 were completed between 1983 and 1988, i.e. virtually half of the allocation in less than a third of the Plan period.

3.21. The Structure Plan (Alteration No. 1) figure of 20,000 dwellings means an average build rate of 1,111 dwellings per annum. Between 1983 and 1988 the average rate of completion was over 1,600 and even between 1988 and 1989 (June 1988-July 1989) when the downturn in house building had begun to take effect, 1,470 were completed, although in the following 4 years (June 1989-July 1993) the average has dropped to 823. Whilst this situation may continue for some time, it is reasonable to expect that build rates will eventually increase again, although not necessarily to their former levels.

3.22. Whilst the Council would not wish to restrict house building on a year by year basis, it does recognise the need to ensure that the supply of housing land is not exhausted during the early part of the Plan period, particularly as once the sites referred to in policy H1 and Appendices 4 and 5 have been developed there is little scope for additional provision of any significance. Furthermore, were there to be an early and rapid take up of land it would inevitably result in pressure for the development of other land which the Council would wish to remain undeveloped. In terms of land availability it is estimated that the figure of 20,000 represents the town's capacity for additional housing development beyond 1988 although such estimates can never be precise. However it is quite clear that the previous annual build rates of the mid 1980s cannot be sustained throughout the Plan period within the town boundary unless other land allocations are changed.

3.23. In view of the continuing decline in housing development and take up of housing land, it is considered that there is no need to include policies for the phasing of residential development at this stage. The need for such policies will be considered at the first review of the Local Plan.

3.24. On the basis of the following information and assumptions, the Structure Plan (Alteration No.1) requirement of 20,000 dwellings would be achieved as follows:

1. Housing Completions July 1988 - June 1993 
   (Sites > 10 dwellings) 4,302

2. Housing Completions July 1988 - June 1993 459
(Sites < 10 dwellings)

3. Unimplemented planning permissions at June 1993 including those awaiting planning agreements and under construction (Appendix 5) (9154 less a "lapse factor" of 5%)

All figures are "net" in that any loss of existing dwellings, either by conversion or redevelopment, is taken account of for example the conversion of a house into 3 flats would be listed as 2 dwellings.

4. Sites less than 0.4 hectare

An allowance is made of planning permission being granted for 150 dwellings per annum:
i.e. 1993-2006 = 13 years x 150

5. Sites in the range 0.4 hectare - 1 hectare

An allowance is made of planning permission being granted for 72 dwellings per annum (80 less a "lapse factor" of 10%) i.e. 1993-2006 = 13 years x 72

6. Proposed Housing Sites (Appendix 4).

Whilst it is difficult to make an accurate assessment of their potential, it is estimated that the development of all of the sites would provide 1,252 dwellings

7. Kings Heath

8. Addition for changes made due to accepting the recommendations of the Local Plan Inquiry Inspector

Total 1-8:

* the "lapse factor" is the average annual percentage of planning permissions that will expire in any one year.

It should be noted that the allowance for sites of < 0.4 ha and between 0.4 ha and 1 ha has been based on the 4 years between 1988 and 1992 which because of the cut back in house building is less than could normally be expected.

DESIGN, LOCATION AND LAYOUT

3.25. Whilst there have been some notable exceptions, the appearance of much of the housing development in the town, although acceptable, is uniform and lacking in character. In the eastern and southern expansion areas the former NDC did create attractive and functionally successful layouts by the use of imaginative designs, integrated with carefully considered landscaped areas and other facilities. As a result this has set something of a precedent for subsequent development in those areas following the demise of the NDC. Also the mutual competition resulting from many developers operating in the same area, particularly in recent years, has in itself resulted in some improvement in the standard of development. However, it is desirable that further improvements to the overall standard of design and external appearance should be achieved.

3.26. Annex A of Planning Policy Guidance Note 1 makes quite clear the role of the local planning authority on the control of design. In the preparation of the Local Plan, the Council has reviewed its design policies and whilst not wishing to impose restrictions which would be contrary to government advice it is seeking to improve the overall standard of development.
3.27. "Secured by Design" is a South East police initiative aimed at encouraging the house building industry to adopt crime prevention guidelines in both home and estate design. In 1991 the project was launched in the Midlands and was welcomed by the Council. In dealing with applications for residential estate development the Council refers to the Police Architectural Liaison Service and incorporates its advice where possible in the grant of planning permission.

3.28. In many recent developments there has been a tendency not only to reduce the amount of space available for garden areas and car parking but also to ignore the spatial relationship between dwellings. Much of this is undoubtedly due to a desire to maximise densities for economic reasons although this further emphasises the need to re-assess the criteria for good design. In a rapidly expanding town like Northampton there has been pressure to develop land which because of its location in relation to adjoining development has been incapable of providing a proper living environment. This has been resisted. Where permission has been granted, consideration has been given to safeguarding against potential nuisances such as the effects of traffic noise from major roads. New housing development adjacent to major roads shall be in accordance with the requirements of Department of Environment Circular 114/75 and Department of Transport Circular 2/88.

H12  **PLANNING PERMISSION FOR HOUSING DEVELOPMENT WILL NOT BE GRANTED UNLESS ITS DESIGN AND LAYOUT ARE BROADLY IN ACCORD WITH THE DESIGN, LAYOUT AND PARKING STANDARDS IN APPENDICES 7, 8 AND 11 TO THE LOCAL PLAN.**

H13  **PLANNING PERMISSION WILL NOT BE GRANTED WHERE THE EFFECTS OF EXISTING DEVELOPMENT IN TERMS OF ITS MASSING, EMISSION OF NOISE, SMELLS AND GENERAL DISTURBANCE WOULD PREVENT A SATISFACTORY RESIDENTIAL ENVIRONMENT BEING ACHIEVED.**

3.29. The inclusion of areas whose sole use is to cater for children's play is not normally required within new developments. In many instances where these have been provided in the past, particularly by the Northampton Development Corporation in the eastern expansion areas, their use has been abused and the equipment vandalised to the extent that instead of being a facility they have become a nuisance to nearby residents. Therefore, in recent years, such facilities have generally only been located within areas of amenity open space which have been provided as part of the overall residential development. By this arrangement it is still possible to ensure ready access from nearby housing whilst minimising any potential disturbance.

H14  **WHERE THE COUNCIL CONSIDERS THAT AMENITY OPEN SPACE SHOULD BE PROVIDED IN ASSOCIATION WITH NEW RESIDENTIAL DEVELOPMENT BY REASON OF THE LOCATION, SCALE AND CHARACTER OF THE SITE, PLANNING PERMISSION WILL NOT BE GRANTED UNLESS FACILITIES FOR CHILDREN'S PLAY ARE ACCOMMODATED WITHIN THE AMENITY OPEN SPACE.**

3.30. The road layout of residential development is dealt with in the County Council's publication "The Layout of Roads in Residential Areas" which is a guide aimed at introducing a more flexible attitude to road layout in residential areas in line with Design Bulletin 32 "Residential Roads and Footpaths". The guidelines are intended to serve as a basis for design rather than to impose a set of rigid design requirements. Alternatives and variations will be considered on their merits depending on the situation involved. However, not all of the guidelines have been accepted by the Council in exercising their function as a local planning authority, and others have been modified. Details of these are contained in Appendix 8.
Housing

DEN SITY

3.31. In seeking to achieve an acceptable standard of development, it is considered that the application of rigid density standards is inappropriate. The number of dwellings in a development will normally only be limited by density where it is necessary to ensure that it is not harmful to the character of the site or the character and amenity of the surroundings, including any existing features within the site that are to be retained, or the need to restrict the traffic generation to a certain level in relation to other highway considerations. Otherwise, the density will be determined by the design criteria set out in Appendix 7.

3.32. Due to the increasing cost of housing in recent years there has been growing pressure for the provision of low cost "starter homes", often as one or two bedroom terraces or clusters of dwellings in relatively high density layouts. Undoubtedly this type of housing makes a valuable contribution to the overall housing stock which the Council would seek to encourage where appropriate.

3.33. Under the provisions of the Town and Country Planning General Development Order 1995, owners of some residential properties have the right to carry out certain works referred to as "permitted development" which do not require planning permission. Where the density of development is high, extensions or other building developments within their curtilages, undertaken as permitted development, could give rise to loss of privacy, loss of amenity or inadequate space around buildings. In such circumstances the Council may remove these rights by a condition on the planning permission and planning permission must then be obtained for each proposal.

H15 PLANNING PERMISSION WILL NOT BE GRANTED IN RELATION TO A PARTICULAR SITE UNLESS, IN DECIDING UPON THE PROPOSED LAYOUT AND THE ENSUING RESIDENTIAL DENSITY, ADEQUATE REGARD HAS BEEN PAID TO:

A) THE CHARACTER OF THE SITE
B) THE CHARACTER AND AMENITY OF ADJACENT PROPERTY
C) THE HIGHWAY IMPLICATIONS OF THE PROPOSED DEVELOPMENT
D) THE DESIGN CRITERIA AS SET OUT IN APPENDIX 7.

HOUSING FOR THE ELDERLY

3.34. As would be expected with a town that has experienced a major influx of population in the younger age groups over the last twenty years, the number of elderly people as a proportion of the total population has slightly decreased. This is in marked contrast to the national situation. However, during this period the Council has provided a large amount of specialist housing for the elderly including 72 warden assisted schemes. Although the population will continue to grow, net inward migration will all but have ceased by the end of the Plan period, and it is reasonable to suppose therefore that the proportion of elderly people in the population will begin to increase. This will also be linked to some extent to a possible movement of dependent relatives of the original "migrant" population into Northampton.

3.35. In areas of major private residential development provision has been made for sheltered housing for the elderly for example at East Hunsbury and Collingtree Park. Reserve sites for elderly persons dwellings/sheltered housing are being negotiated as part of the Upton and Berrywood housing development in order to ensure that new residential areas provide opportunities for different housing needs to be met. The Council will continue to negotiate provision by the private sector in major residential development where appropriate, in addition to its own schemes.
3.36. Where sites for sheltered housing are provided, either by way of a planning permission or a formal agreement with the Council, only in very exceptional cases will they be allowed to be developed as non-specialist housing or other type of use. This also applies to any agreement on a minimum age requirement.

H16 WHERE ANY MAJOR RESIDENTIAL DEVELOPMENT IS CONSIDERED APPROPRIATE IN RELATION TO ITS TOPOGRAPHY, EXISTING OR PROPOSED COMMUNITY/ MEDICAL/RETAIL FACILITIES AND ACCESS TO PUBLIC TRANSPORT, THE COUNCIL WILL NEGOTIATE THE PROVISION OF PURPOSE BUILT HOUSING SUITABLE FOR THE ELDERLY AT A SCALE REFLECTING THE ESTABLISHED LOCAL NEED FOR SUCH PROVISION.

HOUSING FOR PEOPLE WITH DISABILITIES

3.37. The results of a housing needs survey commissioned by the Council in 1994 projects 8,378 households (11.8%) as having a member with a disability and 5,094 (7.2%) with a member with a long term illness. Providing suitable housing for disabled people is an important component of community care and where possible this should be included within "conventional" housing estates thereby helping to remove some of the stigma often attached to disability. This is particularly relevant in that, of the 2,000 households containing ill or disabled persons projected by the survey as requiring housing over the next three years, in 1,820 (91%) cases the disabled person wished to move with the rest of the household.

3.38. Mobility housing is defined as dwellings suitable for easy adaptation for a disabled person, including those confined to a wheelchair, without structural alteration and encompassing suitable sized rooms, doors and external access. This can be achieved by constructing standard house types to mobility standard whereby certain features are provided which are suitable for both able-bodied and disabled people, for example wider doorways than standard, ground floor toilet and staircases capable of taking a stair lift. Appendix 9 gives a guide to minimum design standards for housing identified as having mobility provision.

H17 WITHIN NEW RESIDENTIAL DEVELOPMENTS AND WHERE THERE IS AN ESTABLISHED LOCAL NEED, THE COUNCIL WILL ENCOURAGE THE PROVISION OF MOBILITY HOUSING. IN THE CASE OF SCHEMES WITH TEN OR MORE DWELLINGS IT IS EXPECTED THAT SUCH PROVISION WILL BE NOT LESS THAN 10% OF THE TOTAL NUMBER OF DWELLINGS, WHERE PRACTICABLE DISTRIBUTED EVENLY THROUGHOUT THE DEVELOPMENT.

EXTENSIONS

3.39. Extensions to existing dwellings form a significant part of the building works being undertaken in the town at any one time. Some idea of the extent of this activity is indicated by the fact that during 1989, for every two new dwellings granted planning permission there was an application under the building regulations for an extension to a dwelling.

3.40. The majority of extensions are included within the provisions of the Town and Country Planning General Development Order 1988 and a planning application is not therefore required. The implications of these permitted development rights and their possible removal has already been discussed in paragraph 3.33 and the same consideration would apply in relation to extensions.

3.41. It is difficult, and indeed undesirable, to impose rigid design standards for extensions to all the various styles, sizes and age of dwellings. The most important considerations are the effect the extension would have on the appearance of the house and its relationship to adjoining properties, the basic criterion being whether the extended dwelling would have been acceptable as an original proposal. In assessing whether
H18 PLANNING PERMISSION FOR EXTENSIONS TO DWELLINGS WILL BE GRANTED SUBJECT TO THE FOLLOWING CRITERIA:

A) THE DESIGN AND APPEARANCE OF THE EXTENSION ITSELF BEING ACCEPTABLE

B) THE DESIGN OF THE EXTENSION BEING IN KEEPING WITH THE APPEARANCE AND CHARACTER OF THE ORIGINAL DWELLING

C) THE EFFECT UPON ADJOINING PROPERTIES.

RESIDENTIAL AMENITY

3.42. Many of the older housing areas are intermixed with industrial buildings with a variety of uses which are frequently inappropriate in terms of their operation, noise, traffic generation and overall effect on the residential nature of the area. Where these uses are located in primarily residential areas identified on the Proposals Map, the Council will resist proposals for their intensification or extension particularly where this involves the conversion or demolition of habitable residential property. However this may be allowed in exceptional circumstances for example where a single house is flanked on both sides by industry to the detriment of its amenities.

3.43. The allocation of land for primarily residential use should not exclude other uses which are appropriate to a residential area where they serve local needs. These could include a doctor's surgery, small retail outlets, post office, hairdressing and community facilities, subject to them complying with the relevant Council policies. It is considered that the introduction of other types of commercial use in primarily residential areas would be inappropriate and detrimental to the established residential character and would therefore normally be resisted. Similarly some forms of development, although not being within a primarily residential area, can by their nature and proximity to established houses be detrimental to their residential character and amenities. This is particularly so in the case of high traffic generators, uses that require evening or early morning operation and generally those uses the effect of which extends beyond their immediate vicinity.

H19 SUBJECT TO COMPLIANCE WITH OTHER POLICIES OF THE LOCAL PLAN, WITHIN PRIMARILY RESIDENTIAL AREAS IDENTIFIED ON THE PROPOSALS MAP PLANNING PERMISSION FOR:

A) DEVELOPMENT WHICH IS DETRIMENTAL TO RESIDENTIAL AMENITY WILL NOT BE GRANTED.

B) THE INTRODUCTION OF, EXTENSION TO, OR INTENSIFICATION OF EXISTING BUSINESS OR COMMERCIAL USES WHERE THOSE USES ARE CONSIDERED BY REASON OF NOISE, SMELL, FUMES, LIGHTING OR THE GENERATION OF TRAFFIC TO BE DETRIMENTAL TO RESIDENTIAL AMENITY WILL NOT BE GRANTED.

H20 OUTSIDE THE PRIMARILY RESIDENTIAL AREAS IDENTIFIED ON THE PROPOSALS MAP, THE POSSIBLE EFFECTS OF DEVELOPMENT ON THE AMENITIES OF ANY RESIDENTIAL PROPERTY WILL BE A CONSIDERATION IN DETERMINING PLANNING APPLICATIONS.

CONVERSION TO FLATS
The Council acknowledges that the conversion of suitable property to flats with a good standard of accommodation provides a much needed addition to the available stock of cheaper dwellings. Conversions can also have a marked effect on the established character and amenity of primarily residential areas which hitherto were occupied by single families. Concern that a planning permission could set a precedent for further conversions which would be detrimental to the character of a particular street or area is not in itself justification for refusing permission. Each proposal will be treated on its merits based on the situation existing at the time and not in anticipation of a situation that might prevail in the future as a consequence of similar permissions. Conversely, when it is considered that any further conversions would be detrimental to the character of an area, no further permissions will be granted, irrespective of their individual merits.

**H21 SUBJECT TO COMPLIANCE WITH OTHER POLICIES OF THE LOCAL PLAN, PLANNING PERMISSION WILL NOT BE GRANTED FOR THE CONVERSION OF A HOUSE INTO FLATS WHERE IT IS CONSIDERED THAT THE INTRODUCTION OF OR INCREASE IN THE NUMBER OF CONVERSIONS WOULD PREJUDICE THE CHARACTER OR AMENITY OF A PARTICULAR LOCALITY, IRRESPECTIVE OF WHETHER OR NOT THE HOUSE IS SUITABLE FOR CONVERSION.**

Houses which are exceptionally large for single family accommodation are particularly well suited to subdivision. Conversely, experience has shown that the typical small two storey terraced house with a narrow frontage does not normally convert without extension to acceptable standards of accommodation and is therefore better suited to single family occupation.

**H22 SUBJECT TO COMPLIANCE WITH OTHER POLICIES OF THE LOCAL PLAN, PLANNING PERMISSION WILL BE GRANTED FOR THE CONVERSION OF A HOUSE INTO FLATS SO LONG AS THE HOUSE IS LARGE ENOUGH TO ACCOMMODATE MORE THAN ONE HOUSEHOLD.**

**H23 SUBJECT TO COMPLIANCE WITH OTHER POLICIES OF THE LOCAL PLAN, PLANNING PERMISSION WILL NOT BE GRANTED FOR THE CONVERSION TO FLATS OF A DWELLING WITH A COMBINED GROUND AND FIRST FLOOR AREA (MEASURED INTERNALLY) OF 100 SQUARE METRES OR LESS AND WITH A FRONTAGE (MEASURED INTERNALLY) OF LESS THAN 4.7 METRES.**

Notwithstanding the advice contained in paragraph 6 of Planning Policy Guidance Note 3 concerning the relevance of "functional requirements within a development", a policy adopted by the Council in 1988 for flat conversion contained minimum room sizes as recommended by the Institution of Environmental Health Officers in order to avoid overcrowding or a general reduction in living standards. The policy also specified a minimum size of external amenity space, not only to maintain the amenity standard of flats, but also to safeguard the standards of neighbouring housing. Considerations of room size and amenity space are particularly relevant to flat conversion especially at the lower end of the market where developers frequently seek to maximise the number of units at the expense of acceptable living conditions. Although these standards are not planning matters, the Council will recommend to applicants that proposals should comply with the Institution of Environmental Health Officers minimum room standards and seek to provide external amenity space with reasonable access for occupants to a minimum standard of 20 square metres where 1/2 bedrooms are proposed and 40 square metres where 3 or more bedrooms are proposed.

Many schemes include proposals to use basement rooms. It is considered that these should only be brought into habitable use where the standard of accommodation and amenity, particularly daylight and outlook, is acceptable.

**H24 PLANNING PERMISSION FOR FLATS WHOLLY OR PARTLY IN BASEMENT AREAS WILL BE GRANTED ONLY WHERE ADEQUATE SELF-CONTAINED ACCESS IS PROVIDED AND THERE
IS ADEQUATE NATURAL DAYLIGHT AVAILABLE IN THE HABITABLE ROOMS AND WHERE THE OUTLOOK IS NOT UNDULY OBSTRUCTED.

3.48. Many terraced streets are heavily parked during the evenings and this can be exacerbated by an increase in the number of cars due to changes in the population structure. Every effort should be made therefore to provide off-street parking although this should not be at the expense of wholesale demolition of fit residential property or other buildings or structures which add to the character of the area. Some of the older areas of terraced housing with rear access have long gardens which can readily be utilised for parking for which a standard of one parking space per flat unit should normally apply. Where the full standard cannot be met, consideration shall be given to the on street parking situation in the evenings. Parking provision for the conversion of non residential properties to flats has already been dealt with in paragraph 3.19.

H25 PLANNING PERMISSION WILL NOT BE GRANTED FOR THE CONVERSION OF DWELLINGS TO FLATS UNLESS THE PROPOSALS INCLUDE A MINIMUM OF ONE OFF-STREET PARKING SPACE PER FLAT UNIT OR EXTERNAL SECURE STORAGE ARRANGEMENTS FOR CYCLE PARKING. WHERE THIS IS PROVIDED WITHIN THE CURTILAGE IT SHOULD BE LOCATED SO THAT THERE IS NO SIGNIFICANT ADVERSE EFFECT UPON THE AMENITY OF ADJOINING PROPERTIES.

3.49. Vacant space over many of Northampton town centre and suburban shops is commonplace - a legacy from the time when shopkeepers lived above their shops. The potential that this empty space offers for creating housing and upgrading the environment of shopping streets is significant. In recent years initiatives have been promoted to encourage the residential use of vacant space over shops and the Council will continue to welcome such proposals. Such schemes can contribute to low cost housing.

H26 PLANNING PERMISSION FOR THE CHANGE OF USE OF FLOORS ABOVE SHOPS TO RESIDENTIAL ACCOMMODATION WILL BE GRANTED WHERE THE PROPOSAL WOULD:

A) BRING BACK UPPER FLOORS INTO PRODUCTIVE USE

B) FORM AN ACCEPTABLE RESIDENTIAL ENVIRONMENT

C) PROVE ACCEPTABLE IN RELATION TO TRAFFIC AND PARKING

D) MAINTAIN OR ENHANCE THE CHARACTER OF THE SURROUNDING AREA.

HOTELS

3.50. The uses covered in this category are those included in Class C1 of the Town and Country Planning (Use Classes) Order 1987, as amended by the Town and Country Planning (Use Classes) Amendment Order 1994, and comprise hotels and boarding or guest houses.

3.51. Hotels are a specialist form of development, often with different requirements depending on their variety of activity and scale of operation. They range from the small guest house to major hotels with conference and banqueting facilities.

3.52. Although their location within primarily residential areas is generally inappropriate, a boarding house or small guest house may be acceptable subject to development plan policies and other material considerations. Premises providing long stay residential accommodation may also be suitable, particularly those which are large, detached and set in their own grounds, although much will depend on individual circumstances. In such cases, the Council may attach a condition restricting the use where it is considered
that other uses within Class C1 and their associated facilities would not be appropriate to the area. This is particularly relevant to bed and breakfast establishments, often referred to as boarding or lodging houses.

3.53. Major hotels (those with function suites, exhibition or conference facilities) are generally more appropriate in areas allocated in development plans for commercial or leisure uses. Such areas are generally more appropriate from the operator's commercial standpoint, particularly when it requires a continual 24 hour operating period and substantial on site illuminated advertisement.

3.54. The car parking standards are contained in Part C of Appendix 11 of the Plan. The question of flexibility in their application is referred to in Paragraph 2 of Appendix 11. Factors to be taken into account include whether public transport facilities, taxis and private hire, including coaches, will materially affect the demand for car parking and whether conveniently sited public parking will be available. Generous provision is necessary for major hotels, where an under provision of on site parking could seriously disrupt the use of the adjoining highway.

3.55. Although hotels are generally better suited to locations adjacent to main roads, access points should be sited so as to minimise turning movements and to avoid congestion of the highway caused by vehicles queuing to pick up or drop passengers, particularly coaches.

H27 PLANNING PERMISSION FOR THE USES DEFINED IN CLASS C1 OF THE TOWN AND COUNTRY (USE CLASSES) ORDER 1987 (AS AMENDED) WILL ONLY BE GRANTED WHERE:

A) IN THE CASE OF MAJOR HOTELS THEY WOULD BE LOCATED WITHIN OR ADJACENT TO COMMERCIAL OR LEISURE DEVELOPMENT AND IN PROXIMITY TO THE STRATEGIC ROAD NETWORK, OR IN THE CASE OF OTHER HOTELS THEY WOULD BE WELL-RELATED TO THE PRIMARY ROAD NETWORK

B) THE SITING, SCALE, DESIGN AND MATERIALS OF THE DEVELOPMENT WOULD NOT BE DETRIMENTAL TO THE CHARACTER OF THE SURROUNDING AREA OR THE AMENITY OF NEARBY RESIDENTIAL PROPERTIES

C) ADEQUATE PARKING WOULD BE AVAILABLE EITHER ON THE SITE OR CONVENIENTLY NEARBY

D) THE TRAFFIC GENERATED BY THE DEVELOPMENT WOULD NOT UNACCEPTABLY AFFECT THE SURROUNDING ROAD NETWORK

HOSTELS

3.56. Under the Town and Country Planning (Use Classes) Amendment Order 1994, the term "hostel" is no longer included in Class C1 and is now "sui generis". It includes accommodation for people who for example are homeless, on probation or ex-offenders. Whilst there is undoubtedly overall supervision of the physical well-being of occupants, this cannot be taken as being "care" as defined in the Use Classes Order 1987. Although such uses are appropriate to residential areas, as with other forms of multiple occupation, a concentration in any particular area can have a direct and a detrimental impact on the character of the locality. This is dealt with in para 3.64.

H28 WITHIN THE PRIMARILY RESIDENTIAL AREAS, AND SUBJECT TO POLICY H31, PLANNING PERMISSION FOR A HOSTEL WILL BE GRANTED SUBJECT TO THE DEVELOPMENT COMPLYING WITH THE FOLLOWING CRITERIA:
A) IT WOULD NOT SIGNIFICANTLY HARM THE CHARACTER OF THE SURROUNDING AREA OR THE AMENITY OF NEARBY RESIDENTIAL PROPERTIES

B) IT WOULD NOT RESULT IN AN OVER-CONCENTRATION OF SIMILAR USES IN ANY ONE STREET OR AREA OF THE TOWN DETRIMENTAL TO THE CHARACTER OF THAT STREET OR AREA.

RESIDENTIAL INSTITUTIONS

3.57. The uses covered in this category are those included in Class C2 of the Town and Country Planning (Use Classes) Order 1987. These include residential care homes (RCHs) and nursing homes. In this chapter, they are considered in the context of conversions of existing houses. An old established town like Northampton contains many large substantial houses, mainly within the primarily residential areas, which are attractive to those wishing to provide some form of residential institutional use.

3.58. In considering their location it is important to ensure that they are reasonably dispersed throughout the town and that localised concentrations are avoided. These can not only have an adverse impact on the amenity of neighbouring properties and the overall residential character of the locality but can also defeat the objective of trying to enable the occupants to become assimilated within a normal community environment. This was instrumental in the Council adopting a policy in 1986 whereby there was a presumption against the approval of any new RCHs in parts of the Abington, Castle, St. Crispin, St. George and South wards. This policy has not been generally endorsed on appeal and in the majority of cases each one has been determined on its individual merits.

3.59. It has been decided therefore that rather than have defined areas within which there will be a presumption against a particular form of accommodation, in this instance residential care homes, it is more appropriate to consider the overall situation in a street or locality in terms of whether there is a shift from single family accommodation to other forms of accommodation including those in Class C1 of the Town and Country Planning (Use Classes) Order 1987. This is dealt with in policy H31.

3.60. When granting permission for RCHs and nursing homes, the Council will also impose a condition requiring that the development is begun within two years to avoid the accumulation of unimplemented planning permissions. It will also continue to monitor the distribution of permissions with a view to preventing an over concentration in any areas of the town.

H29 WITHIN THE PRIMARILY RESIDENTIAL AREAS PLANNING PERMISSION FOR RESIDENTIAL INSTITUTIONS AS DEFINED IN CLASS C2 OF THE TOWN AND COUNTRY PLANNING (USE CLASSES) ORDER 1987, WILL BE GRANTED SUBJECT TO COMPLYING WITH THE FOLLOWING CRITERIA:

A) THE EXISTING PROPERTY IS CONSIDERED TO BE TOO LARGE FOR SINGLE FAMILY OCCUPATION

B) THE USE WOULD NOT HAVE A DETRIMENTAL EFFECT ON THE AMENITIES OF OCCUPIERS OF ADJACENT OR NEARBY PROPERTIES

C) THE USE WOULD NOT RESULT IN AN OVER CONCENTRATION OF SIMILAR USES IN ANY ONE STREET OR AREA OF THE TOWN, LEADING TO A MATERIAL CHANGE WHICH WOULD BE DETRIMENTAL TO THE CHARACTER OF THE STREET OR AREA

D) THE PARKING REQUIREMENT CAN BE ACCOMMODATED WITHIN THE SITE AND THE TRAFFIC GENERATED BY THE DEVELOPMENT WOULD NOT INCREASE TRAFFIC CONGESTION OR BE A DANGER TO ROAD SAFETY.
3.61. Also included in Class C2 is accommodation for people in need of care as defined in the Town and Country Planning (Use Classes) Order 1987. Where there is a proposal to locate these uses within primarily residential areas careful consideration needs to be given to their siting, particularly in respect of the possible effects on the neighbouring properties and locality. The other remaining uses in Class C2, i.e. hospital, residential school, college or training centre, are better suited to properties or sites adjacent to main roads which could also be on the periphery of primarily residential areas. Applications for planning permission for these uses will be considered with particular reference to the criteria in policy H29. The Council may attach a condition restricting the use where it is considered that other uses within Class C2 would not be appropriate.

MULTI-OCCUPATION WITHIN A SINGLE DWELLING

3.62. This includes the occupation of a residential unit by more than 6 persons living together as a single household, which would thereby require planning permission in accordance with Class C3 of the Town and Country Planning (Use Classes) Order 1987 or for any number of persons not living together as a family. It also includes bed-sit accommodation. Frequently the fabric of these buildings is poorly maintained which leads to a deterioration of the appearance and character of the surrounding area.

3.63. Although there continues to be a demand for this type of accommodation, the Council is concerned that its provision should not be to the detriment of the locality and its residents. Where appropriate, in relation to local circumstances it is prepared to relax its normal parking requirements for a house in multiple occupation.

H30 WITHIN THE PRIMARILY RESIDENTIAL AREAS IDENTIFIED ON THE PROPOSALS MAP, PLANNING PERMISSION FOR THE USE OF A RESIDENTIAL UNIT BY MORE THAN 6 PEOPLE LIVING TOGETHER AS A SINGLE HOUSEHOLD OR ANY NUMBER OF PERSONS NOT LIVING TOGETHER AS A FAMILY, WILL BE GRANTED SUBJECT TO COMPLYING WITH THE FOLLOWING CRITERIA:

A) THE EXISTING PROPERTY IS OF SUFFICIENT SIZE TO ACCOMMODATE THE PROPOSED USE

B) THE USE WOULD NOT RESULT IN AN OVER CONCENTRATION OF SIMILAR USES IN ONE PARTICULAR LOCALITY LEADING TO A MATERIAL CHANGE IN THE CHARACTER WHICH WOULD BE DETRIMENTAL TO THE AMENITIES OF NEIGHBOURING RESIDENTS AND THE LOCALITY

C) THE USE WOULD NOT CREATE A SUBSTANTIAL DEMAND FOR ON-STREET PARKING IN AREAS JUDGED TO BE EXPERIENCING LOCAL DIFFICULTIES IN THIS RESPECT.
CUMULATIVE EFFECT

3.64. The introduction of new, or extensions to the various types of accommodation previously referred to, into areas of otherwise single family accommodation can have a detrimental impact on their residential character and amenity. This is usually due to disturbance and noise arising from an increase in activity and occupation density associated with such forms of development. This is not to suggest that the individual developments need necessarily be a nuisance in themselves. Neither is it restricted to one particular type of accommodation. The problem invariably arises from their cumulative effect and this is exacerbated when they are concentrated within an area or street. Thus in certain streets the introduction of multi-occupation (this is taken in its widest sense to include hotels, hostels, RCHs, bedsits and non self contained flats) has reached a point where any further provision would be detrimental to the residential character of the area.

IN THOSE STREETS LISTED IN APPENDIX 10, PLANNING PERMISSION WILL NOT NORMALLY BE GRANTED FOR ACCOMMODATION AS DEFINED IN CLASSES C1 AND C2 OF THE TOWN AND COUNTRY PLANNING (USE CLASSES) ORDER 1987, THE CONVERSION OF DWELLINGS INTO NON SELF CONTAINED FLATS, THE USE OF A DWELLING BY MORE THAN SIX PEOPLE LIVING TOGETHER AS A SINGLE HOUSEHOLD OR ANY NUMBER OF PERSONS NOT LIVING TOGETHER AS A FAMILY.

3.65. In some streets the point has been reached and exceeded to such an extent that further provision may not detract from the existing character and amenities.

IMPROVEMENT OF EXISTING HOUSING

3.66. In the early 1970's the deterioration of the town's older housing stock, built before 1919 was remedied by clearance action and demolition. Since then the retention and improvement of existing dwellings has been a prime concern of the Council. Renovation grant funding is targeted towards the improvement of the oldest housing in the worst condition where renovation is the most appropriate course of action. In addition the Council has targeted Local Authority Housing Association Grant towards renovation of unfit empty properties in partnership with Housing Associations. This strategy is deemed necessary from the findings of an on going House Condition Survey of the towns oldest housing. This survey indicates that there are about 3200 unfit dwellings within the Borough, although these are not concentrated in any particular area.

3.67. In addition to this approximately 3000 properties have serious rising damp problems and approximately 5000 are in substantial disrepair needing renovation (although are not unfit at present). It has been estimated that the cost of remediying the unfit properties and those in need of substantial repair is approximately £56 million. Improvement of these houses will continue to be actively pursued as cost effective measures to prolong the life of these older properties suited to first time buyers and smaller families. Following the Area Improvement action of the 1970's and 1980's the Council is currently targeting older housing in the Single Regeneration Budget areas of Far Cotton, Semilong and St James.

AFFORDABLE HOUSING

3.68. It is important that those on lower incomes are able to secure access to housing. Affordable housing is considered to be housing for those with insufficient income to buy or rent adequate accommodation on the open market. In Northampton the average cost of buying a starter home requires an income of at least £10,400. Typical rent levels for the smallest privately rented property require an income of at least £10,300. Therefore in the context of Northampton affordable housing means housing which is affordable to those on incomes below this threshold.
3.69. There has been no significant affordable element in private sector housing development prior to the mid to late 1980s. This has been particularly so in the southern expansion area where affordable housing has only recently been introduced, although much of this is undoubtedly due to a reduction in demand for relatively higher priced housing together with a levelling off in the price differential. It has shown that in a buoyant housing market, developers will generally seek to provide "high cost" as opposed to "low cost" housing so long as there is a demand. Whilst this may be a generalised statement, experience in Northampton has certainly shown that the private sector cannot be guaranteed to provide adequate levels of affordable housing, and realistically there is no reason to suggest why this should be otherwise.

3.70. As planning authority, the Council's powers are limited in making adequate provision of affordable housing and currently the Council is inevitably an enabler rather than a provider. It cannot insist on the inclusion of affordable housing as a requirement of granting planning permission although it can seek to secure its provision by Section 106 agreements, and will continue to do so. The Council is also mindful of the advice contained in Planning Policy Guidance Note 3 (Revised) whereby the willingness of a developer to include an element of affordable housing on land allocated for residential use will be a material consideration in determining an application.

3.71. Northampton is an essentially urban area and although there are some areas within it which are of a rural character, there are no rural areas as such to which the rural exceptions policy, as contained in Annex A of PPG3, could be applied. Additional policies aimed at securing the provision of affordable housing will only be applied therefore to those sites where planning permission would normally be granted under other existing policies.

3.72. In 1994, the Council commissioned a survey to determine the townwide need for affordable housing and to identify specific areas within the town to which policies on the provision of affordable housing could be applied. The results of this survey suggest that the total requirement for affordable housing is 2,600 per year. The supply of affordable rented housing from the local authority is currently some 2,000 per year with housing association lettings at some 270 per year. The requirement for additional affordable housing is therefore estimated at some 330 dwellings per year up to 1998. Linking needs for affordable housing with projected population growth suggests that this requirement will fall to 190 per year by about 2005. The study recommends therefore that the overall target for affordable housing to be identified in the Local Plan is for 330 per year for the three years up to 1998, the preferred locations being the central area and Dallington/Kings Heath.

3.73. The Council will seek to negotiate on proposed housing sites of over 40 dwellings in particular in the Central and North Western areas of the town for the provision of affordable housing. It is expected that such housing will be mainly provided in the form of low cost rented accommodation or as part of a shared ownership scheme both involving a housing association in the management of the dwellings and secured through planning obligations. The Council maintains housing association partners and will encourage developers to work with them. Where a housing association is not involved in the provision of affordable housing, the Council will use planning conditions or obligations to restrict occupation of the dwellings to residents of Northampton who in the judgement of the Council's Housing Directorate are in local housing need and cannot afford access to housing on the open market.

3.74. The provision of affordable housing will also be indirectly met to some extent by bringing vacant housing units back into use, for example those above shops (policy H26), through conversions into flats (policies H21 - H25) or conversions of former offices (policy H11).

3.75. As an owner of land, the Council has taken the opportunity of entering into partnership schemes with housing associations as a result of which it can influence the accommodation mix and secure nominated occupation rights together with any long term limitations on occupation. This has been done at Pleydell Road, Far Cotton and at Kings Heath. The Council also owns further land at Kings Heath forming part of the proposed Kings Heath development area (see paragraph 3.11) where it would also be prepared to
enter into partnership agreements. It should be noted however that whilst every encouragement will be given to the provision of affordable housing, this will not be at the expense of the Council's standards for design and environmental quality.

**H32** IN GRANTING PLANNING PERMISSION FOR RESIDENTIAL DEVELOPMENTS OF 40 OR MORE DWELLINGS, THE COUNCIL WILL NEGOTIATE AN ELEMENT OF AFFORDABLE HOUSING. THE LEVEL OF PROVISION WILL DEPEND UPON THE IDENTIFIED NEED FOR SUCH HOUSING IN THE VICINITY AND SITE/MARKET CONDITIONS.

3.76. In considering the development of its own land, the Council will seek to enter into partnership schemes for the provision of affordable housing.

3.77. Planning Policy Guidance Note 3 (Revised) advises that "residential mobile homes (park homes) may have a part to play in low cost accommodation for small households". The apparent current inability of the private sector to provide low cost housing is reflected in the number of homeless people for whom the Council has been unable to find more than basic temporary accommodation. However, whilst the dependence on bed and breakfast accommodation is not a situation that the Council would wish to see continue, it considers that provision of low cost accommodation by way of mobile homes on temporary sites should be seen as a last resort and only where there is no suitable alternative. In this respect prefabricated relocatable accommodation is considered to be appropriate and the Council has provided 12 such units on a site at Cliftonville.

**H33** PLANNING PERMISSION WILL BE GRANTED FOR THE ESTABLISHMENT OF SITES FOR RESIDENTIAL MOBILE HOMES AS A MEANS OF PROVIDING AFFORDABLE HOUSING ONLY WHERE THERE IS NO OTHER SUITABLE ALTERNATIVE.

**GYPSY CARAVAN SITES**

3.78. There is an established site for gypsy caravans on the eastern side of the town at Ecton Lane which provides 35 pitches. However, the use of unauthorised sites has greatly increased. Local authorities no longer have a statutory duty to provide sites for gypsies and it is expected that this could lead to more applications for private gypsy sites. It is important therefore to set out policies for gypsy site provision to enable future applications to be considered against clear and reasonable criteria.

**H34** PLANNING PERMISSION FOR THE PROVISION OF A GYPSY SITE WILL BE GRANTED IF THE SITE IS:

- **A)** READILY ACCESSIBLE TO THE PRINCIPAL ROAD NETWORK
- **B)** ACCEPTABLE IN RELATION TO THE DISTRIBUTION OF OTHER EXISTING AND PROPOSED SITES
- **C)** ACCEPTABLE IN TERMS OF EFFECT UPON THE LOCAL ENVIRONMENT AND AMENITIES
- **D)** ACCESSIBLE TO SCHOOLS, SHOPS AND OTHER FACILITIES.
CHILD CARE FACILITIES

3.79. Increasingly working parents create a need for childminders, nurseries and out of school care. Most childminding situations are on a small scale and are ancillary to normal domestic use. Where this involves more than three children, planning permission may be required.

3.80. The Council wishes to encourage those arrangements which make convenient provision for parents and children whether these are in existing or new premises; but must at the same time safeguard the amenities of adjoining occupiers and its decision on each application will have particular regard to any noise and traffic implications. A major problem in some housing areas is lack of off-street parking space and it is important that cars bringing and collecting children are able to park safely and do not obstruct other road users.

H35 PLANNING PERMISSION FOR CHILDMINDING, PLAY SCHEMES, NURSERY OR CRECHE FACILITIES WILL BE GRANTED UNLESS THEY GIVE RISE TO DISTURBANCE FOR ADJOINING OCCUPIERS, WHERE THERE ARE ADEQUATE PARKING FACILITIES AND THERE IS NO DETRIMENT TO HIGHWAY SAFETY.
CHAPTER 4.

BUSINESS, INDUSTRY AND DISTRIBUTION

INTRODUCTION

4.1. This chapter relates to business and industrial development in the context of the following use classes of the Town and Country Planning (Use Classes) Order 1987:

B1  Business (offices/light industry)
B2  General Industry
B8  Storage and Distribution

Other employment related development such as retailing, tourism and leisure will be referred to in the appropriate chapter. Unless otherwise stated in this chapter, the term "business" is used to apply to the uses above, within the "B" use classes.

4.2. Northampton's central position, its location in relation to the national motorway network and planned expansion under the New Towns Act have resulted in a healthy and diverse local economy. The town is the major focus of employment within the County and will continue to be its largest growth area.

4.3. The most significant economic change in Northampton over the past 20 years has been the shift away from manufacturing industry as the dominant source of employment. The number of jobs in this sector has declined sharply and in 1991 provided only 21% of employment in the town. The relative prosperity which the town now enjoys is to a large extent the result of growth in service industries which accounted for 73% of the 91,000 jobs recorded by the 1991 Census of Employment.

4.4. The work force within the town and its commuting area is expected to increase by 18,500 over the Plan period. This represents a higher growth rate than the national average. Northampton will be affected to a lesser degree by the reduction in the number of school leavers entering work owing to the relatively "young" population structure. These characteristics will enhance Northampton's attractiveness to employers.

4.5. In the late 1980's development pressures were intense, particularly for business park and office campus projects and the town is still a favoured location for the distribution business. This acceleration in growth resulted in a contraction in the number and range of sites available, higher levels of employment and a resulting shortage of employees particularly in skilled trades.

4.6. Future changes are likely to include further enlargement of the service and distribution sectors and a shift of businesses away from the town centre and older industrial sites into "green field" developments which will provide better opportunities for expansion.

4.7. A positive contribution can be made to the town's economic growth and the expansion of employment opportunities by allocating land for business and industrial development and by setting out clearly the circumstances in which development is appropriate. The Council's Economic Development Unit provides a service to promote the economic well being of the town and foster good relations with the business sector.

4.8. The Council will seek to consolidate the established economy of Northampton and provide for growth and expansion of employment opportunities by:
a) identifying sufficient land for business purposes

b) seeking to ensure a continuous supply of land throughout the plan period

c) promoting a diverse range of sites, uses and premises to cater for the growth of local businesses and new business and industrial development

d) encouraging, where appropriate, the redevelopment and refurbishment of older premises, unsightly business areas, redundant property and derelict land

e) supporting the suitable use of older business premises located outside business areas and seeking to prevent "bad neighbour" uses.

LAND ALLOCATIONS FOR BUSINESS AND INDUSTRY

4.9. The Northamptonshire Structure Plan (Alteration No 1) makes provision for 450 hectares of industrial and commercial development in Northampton in the period 1988-2006. This implies an annual average rate of land development of 25 hectares.

4.10. The principal locations proposed to accommodate this provision are at Brackmills, Crow Lane, Milton Ham, Moulton Park, Northampton Business Park, Pineham (the former Watermills area with additional development, adjacent to the M1 motorway) and Waterside (Bedford Road). Planning applications have been made on these areas for business uses and the principle of development agreed. Together with other smaller sites, this land will allow for the continued growth and development of Northampton's economy. Major new business development will be permitted at Brackmills, Crow Lane, Milton Ham, Moulton Park, Northampton Business Park, Pineham, Riverside Park and Waterside.

4.11. During the period 1983-92 the average annual amount of land developed for business in Northampton was 14.6 hectares. However, in the period 1988-1992 the average annual rate has been 18.6 hectares. Therefore the proposals made in policy B1 amounting to a net increase of 357.5 hectares over a 14 year period (implying an average of 27.5 hectares per year) will provide for continued local economic growth. When land developed since 1988 is added (93.1 hectares) this satisfies the provisions of the Northamptonshire Structure Plan (Alteration No 1).

4.12. A list of proposed business sites and a register of sites already developed since the commencement of the Structure Plan (Alteration No 1) period is contained in Appendix 12 to demonstrate the ability of the town to satisfy the Structure Plan (Alteration No 1) allocation.

B1 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF 357.5 HECTARES OF LAND FOR BUSINESS, GENERAL INDUSTRIAL AND STORAGE & DISTRIBUTION USES (AS DEFINED IN CLASS B1, B2 AND B8 OF THE TOWN AND COUNTRY PLANNING (USE CLASSES) ORDER 1987) OVER THE PERIOD 1993-2006 AT THE PROPOSED SITES FOR BUSINESS DEVELOPMENT LISTED IN APPENDIX 12 AND IDENTIFIED ON THE PROPOSALS MAP.

B2 PLANNING PERMISSION WILL BE GRANTED FOR BUSINESS, GENERAL INDUSTRIAL AND STORAGE AND DISTRIBUTION USE (AS DEFINED IN CLASS B1, B2 AND B8 OF THE TOWN AND COUNTRY PLANNING (USE CLASSES) ORDER 1987) AT EXISTING BUSINESS AREAS AS LISTED IN APPENDIX 13 AND IDENTIFIED ON THE PROPOSALS MAP.
4.13. Extensive provision has been made for business development in Northampton and given the need to protect the local environment, there is no case for expansion of, or the establishment of large business & industrial development outside existing or proposed business areas.

B3 **SUBJECT TO COMPLIANCE WITH OTHER POLICIES OF THE LOCAL PLAN, PLANNING PERMISSION WILL NOT BE GRANTED FOR BUSINESS DEVELOPMENT:**

A) WHICH EXTENDS THE BOUNDARIES OF THE EXISTING AND PROPOSED BUSINESS AREAS IDENTIFIED ON THE PROPOSALS MAP AND LISTED IN APPENDICES 12 AND 13

B) ON SITES IN EXCESS OF 1 HECTARE OUTSIDE THE EXISTING AND PROPOSED BUSINESS AREAS IDENTIFIED ON THE PROPOSALS MAP.

4.14. It is recognised that minor development of less than 1 hectare which arises from the cessation or contraction of another land use can help revitalise the urban area. Indeed where limited business/industrial development would enable buildings to be reused, particularly those important for their architectural quality or provide a means of conserving local heritage, it is to be welcomed.

B4 ON SITES OF LESS THAN 1 HECTARE OUTSIDE THOSE BUSINESS AREAS IDENTIFIED ON THE PROPOSALS MAP AND LISTED IN APPENDICES 12 AND 13, PLANNING PERMISSION WILL BE GRANTED FOR BUSINESS PURPOSES PROVIDING THAT THE SCALE, CHARACTER AND ENVIRONMENTAL EFFECT OF THE PROPOSALS WOULD NOT BE DETRIMENTAL TO OTHER LAND USES OR THE AMENITY OF THE LOCALITY (PARTICULARLY WHERE RESIDENTIAL), AND WOULD BE ACCEPTABLE IN TERMS OF THE EFFECTS ON THE HIGHWAY NETWORK.

**DEVELOPMENT POLICIES FOR PROPOSED BUSINESS AREAS**

4.15. The expansion of the business area at Brackmills and the new business areas at Pineham and Milton Ham will provide the opportunities for major development. The Council will require each area to provide a high quality environment which will be attractive to new investment and enhance the character and image of the town. The developments will be visible from many aspects and this reinforces the need for a very good standard of design and layout.

4.16. The principles for development of each business area need to be established by means of a plan and development brief which illustrates the relationship of the proposals to the surrounding area, takes account of existing land form and constraints, and respects natural features worthy of conservation. The Council expects a safe, pleasant, convenient and attractive environment to be created and careful consideration needs to be granted to the likely needs of all users of the area. It is essential that effective areas of amenity open space are laid out in addition to planting on individual developments. Phased amenity space should be planted well in advance of development of individual plots (structural planting) and provision made for its maintenance, if necessary by means of a legal agreement with the Council.

B5 **PLANNING PERMISSION WILL BE GRANTED FOR BUSINESS DEVELOPMENT AT BRACKMILLS PHASE THREE, MILTON HAM AND PINEHAM AREAS SUBJECT TO THE FOLLOWING MATTERS BEING SECURED OR SAFEGUARDED:**

A) MEANS OF ACCESS TO AND ANY IMPROVEMENTS OF THE STRATEGIC ROAD NETWORK

B) ROAD LAYOUT
C) ZONES FOR DEVELOPMENT AND AREAS TO BE DEVELOPED PRIMARILY FOR B1, B2 OR B8 PURPOSES

D) ANY MAJOR INFRASTRUCTURE WORKS INCLUDING SCREEN PLANTING AND NOISE ATTENUATION WORKS

E) PUBLIC COMMERCIAL VEHICLE ROUTES, FOOTPATHS AND CYCLE ROUTES

F) RESERVED SITES FOR ANCILLARY FACILITIES

G) AREAS OF OPEN SPACE AND LANDSCAPING

H) PRINCIPLES FOR BUILDING FORM, HEIGHT, AND SITING.

SUPPORT SERVICES

4.17. Large business areas need to include their own element of service provision. At Brackmills and Moulton Park, the proliferation of roadside snack bars is evidence of the poor level of permanent catering facilities for site employees and transport drivers. Equally there is an increasing demand for nursery/creche facilities to promote equality of employment opportunities and this should not be constrained by lack of suitable sites or premises.

4.18. There are current proposals for business support centres at Pineham, Milton Ham and Brackmills; these could include for example, banking, restaurants, minor retailing, social and conference facilities. The Council feel that such provision should address as fully as possible the needs of the working community, with an allowance for future, as yet unspecified, requirements.

B6 DEVELOPMENT FOR BUSINESS PURPOSES AT BRACKMILLS AND PINEHAM SHALL INCLUDE RESERVE SITES OF APPROXIMATELY 1 HECTARE FOR SERVICES ASSOCIATED WITH EACH AREA.

IN EXISTING AND EMERGING BUSINESS AREAS, THE COUNCIL WILL SUPPORT PROVISION OF SUCH SERVICES APPROPRIATE TO THE NEEDS OF THE EMPLOYEES WITHIN BUSINESS AREAS.

BRACKMILLS

4.19. In the early 1980's, the Secretary of State allowed expansion of the Brackmills employment onto land south east of Houghton Lane. This was part of a larger area once proposed for residential development. Due to the scale of the industrial buildings on this area, the remaining land is no longer considered suitable for new housing. Policy B1 of the Local Plan now allocates this land for business uses and development has commenced on part of the site.

4.20. The County Highway Authority has indicated that improvements to the strategic highway network are required in association with further development of Brackmills in order to deal with resulting increase in traffic volumes. This could either mean providing a new southern road link to the A508 south of Wootton and/or improvements to Nene Valley Way and its junction with the existing Brackmills area which is referred to in the Transportation chapter (policy T8).

4.21. Residents of both Great Houghton and Hardingstone have expressed great concern about the environmental impact of further development. The generation of noise and disturbance from buildings...
and from the traffic generated by the proposals plus fears about pollutants are major considerations, as is the impact of high buildings.

4.22. The Council considers that it will therefore be necessary to minimise the impact of new development on the two villages and also to protect views of the prominent skyline to the south of the site. This can be achieved by careful control of building heights and ensuring major planting is implemented in advance of development particularly around the perimeter of the extension. This will facilitate an extension of the public footpath/bridleway and open space and is dealt with in policy E10. The following policy therefore seeks to ensure that high buildings are restricted to the central parts of the Brackmills extension. It is noted that rising ground levels around the fringes of the site mean that existing ground levels may vary within a single plot. In such circumstances the Council will assess the height of proposed building in relation to a nominal ground level for the whole plot determined at the time of application.

B7 PLANNING PERMISSION FOR BUSINESS DEVELOPMENT AT BRACKMILLS WILL NOT BE GRANTED FOR DEVELOPMENT EXCEEDING THE FOLLOWING HEIGHTS ABOVE EXISTING GROUND LEVEL IN THE AREAS IDENTIFIED IN FIGURE 1:

- AREA A - 25 METRES
- AREA B - 20 METRES
- AREA C - 15 METRES.

NORTHAMPTON CATTLEMARK

4.23. Land adjoining Brackmills off Liliput Road is a suitable site for the relocation of Northampton Cattlemarket for which a site is required. The site is level, adjoins an existing business area, and has good road access. In order to meet anticipated legislation for animal welfare, any new cattlemarket should include an area of lairage (grazing) which can most readily be achieved on a site on the edge of the built up area of the town. Equally the built/commercial element of the development is also appropriate in relation to the adjoining Brackmills development. For this reason, buildings should be located at the western end of the site, nearest to Liliput Road, with the remainder of the site kept free from built development and used primarily for lairage. This form of development will help safeguard the undeveloped land between Brackmills and Great Houghton village. Provision of mounding and landscaping around the southern and eastern borders of the built development will help ensure that the development is visually acceptable. Access to the site from the Bedford Road would be unacceptable for reasons of highway safety and must be from Liliput Road, within the Brackmills Industrial Estate.

B8 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF A CATTLEMARK AT LAND OFF LILIPUT ROAD, BRACKMILLS AS DEFINED ON THE PROPOSALS MAP, SUBJECT TO:

A) BUILDINGS BEING LOCATED WITHIN THE WESTERN PART OF THE SITE ADJOINING THE EXISTING BRACKMILLS EMPLOYMENT AREA WITH THE EASTERN PART OF THE SITE BEING FREE FROM ANY BUILDINGS AND USED SOLELY FOR THE PURPOSES OF LAIRAGE (GRAZING)

B) THE PROVISION OF A LANDSCAPED MARGIN INCLUDING SCREEN PLANTING ON THE SOUTHERN AND EASTERN BOUNDARIES OF THE BUILT DEVELOPMENT

C) THE RETENTION OF THE EXISTING TREE BELT ON THE WESTERN BOUNDARY OF THE SITE INCLUDING THE RETENTION OF SUFFICIENT LAND TO PROVIDE A POSSIBLE FOOTPATH ACCESS FROM LILIPUT ROAD TO THE FORMER PIDDINGTON RAILWAY LINE
**D) VEHICULAR ACCESS TO THE SITE BEING FROM LILIPUT ROAD, BRACKMILLS.**

**PIN HAM AND MILTON HAM**

4.24. The extent of the proposed business development in this area was identified in the South Western District Plan. This was an informal document but its proposals were subject to public consultation and subsequent modification before being approved by the Council.

4.25. The Council has granted planning permission for B1, B2, and B8 uses at Pineham, and offices (B1) at Milton Ham and a planning application has been made for further business development. These proposals are generally reflected in the business allocations of the Plan having careful regard to their impact on adjoining environmentally sensitive areas.

4.26. All these sites are constrained for development until flood balancing works are implemented. The new Junction 15A on the M1 motorway needs to be improved in terms of capacity. The full development of Pineham cannot be realised until new major roads, including a new dual carriageway with grade separated junctions, are constructed between the A45 at Kilslingbury and the existing roundabout at the junction of Upton Way/Danes Camp Way (See policies T4 & T6).

4.27. The development of these areas will have a significant impact upon their surroundings - principally the Nene Valley to the north of Pineham, the Northampton Arm of the Grand Union Canal, and to the east and north of Milton Ham and therefore no extension of business development in these areas will be allowed. To ameliorate the impact there will be a requirement for structural planting works to be implemented in advance of development on both areas and careful control of building height and form. It should be stated that if the proposals to widen the M1 motorway should affect landscaping, policies B9 and E14 shall still apply.

**B9 DEVELOPMENT AT PINEHAM AND MILTON HAM MUST INCLUDE A LANDSCAPING ZONE OF 50 METRES DEPTH ALONG:**

THE M1 MOTORWAY
THE BOUNDARY OF KISLINGBURY PARISH
THE PROPOSED COUNTRY PARK
THE KISLINGBURY GRANGE TRIBUTARY
BANBURY LANE
WOOTTON BROOK
THE CANAL
THE NORTHERN BOUNDARY OF MILTON HAM WEST FROM A LINE 20 METRES TO THE EAST OF THE EASTERN BOUNDARY OF MILTON HAM

THE FIRST 20 METRES SHALL COMPRIZE LANDSCAPING WORKS ONLY AND WITHIN THE REMAINING 30 METRES PLANTED AREAS SHALL NORMALLY PREDOMINATE. THESE REQUIREMENTS MAY BE RELAXED FOR APPROPRIATE BUILDINGS AND APPROPRIATE USES FRONTING THE CANAL AND WOOTTON BROOK TO THE NORTH OF BANBURY LANE.

**B10 ON LAND AT PINEHAM LOCATED BETWEEN THE PROPOSED KISLINGBURY WAY AND COUNTRY PARK PLANNING PERMISSION WILL NOT BE GRANTED FOR BUSINESS PURPOSES OTHER THAN THOSE FALLING WITHIN CLASS B1 OF THE TOWN AND COUNTRY**
Business, Industry & Distribution

PLANNING (USE CLASSES) ORDER 1987 OR FOR BUILDINGS EXCEEDING 8 METRES FROM GROUND TO EAVES LEVEL ON ANY ELEVATION.

B11 AT MILTON HAM PLANNING PERMISSION WILL NOT BE GRANTED FOR BUILDINGS LOCATED WITHIN 50 METRES OF THE NORTHERN BOUNDARY WHICH EXCEED 9 METRES FROM GROUND TO EAVES LEVEL ON ANY ELEVATION.

RIVERSIDE PARK

4.28. The planning proposals for the eastern area of Northampton, approved in 1972 allocated a development area of 30 hectares south of the Lumbertubs Way/Neve Valley Way junction, for business use. The area remained undeveloped, until 1993 following the granting of planning permission for retail and business development. Policy D15 in the Development Sites chapter applies to this area.

4.29. The eastern part of the area comprising 12 hectares adjoins part of the Billing Aquadrome leisure area occupied by holiday homes and it will be necessary to provide screen planting and ensure appropriate land uses along the boundary. The land also forms a visible part of the river valley and development should be confined to low rise buildings of good design.

B12 WITHIN THE EASTERN PART OF RIVERSIDE PARK AS IDENTIFIED ON THE PROPOSALS MAP, PLANNING PERMISSION WILL BE GRANTED FOR COMMERCIAL LEISURE USES AND BUSINESS USES WITHIN CLASS B1 AND B8 OF THE TOWN AND COUNTRY PLANNING (USE CLASSES) ORDER 1987. NO DEVELOPMENT OTHER THAN LANDSCAPING WORKS SHALL BE SITED CLOSER THAN 20 METRES TO THE EASTERN AND SOUTHERN BOUNDARIES OF THE SITE.

BRINGING LAND FORWARD FOR DEVELOPMENT

4.30. The Council monitors planning permissions granted for business purposes and examines the availability of this land. Most of the undeveloped land allocated for business use is currently constrained by the need to provide roads, road improvements or drainage works.

4.31. The Council will continue to monitor the availability of land proposed for business purposes in this plan and will where appropriate, adopt a co-ordinating role to sustain its continuous supply. The Council will help to co-ordinate development through the forming of appropriate conditions or agreements.

4.32. It has not been Council policy to fund advance works to assist and promote private developments. The responsibility for this will have to continue to be borne by the developer. Nevertheless, the Council has already taken a positive attitude to promoting development of the areas identified for business use at Brackmills, Milton Ham and Pineham. The Council is committed to this important co-ordinating role which aims to reconcile the interests of developers, infrastructure agencies and environmental considerations in order to secure the release of new business land at the earliest possible opportunity.

B13 PLANNING PERMISSION FOR THE DEVELOPMENT OF AREAS FOR BUSINESS USE WILL NOT BE GRANTED UNLESS THE NECESSARY RELATED INFRASTRUCTURE IS PRESENT, OR ITS PROVISION HAS BEEN SECURED.

LAND USE ON BUSINESS AREAS

Northampton Local Plan, Adopted Proposals

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4.33. In considering planning applications for business use, the Council will aim to promote a diversity of business activity and job opportunities, and conserve land resources by guarding against excessive land take for development with low density employment.

4.34. It is important to ensure that both proposed and existing business areas offer opportunity for a wide range of business activity - small offices, starter units for industry, larger units for manufacturing, high technology industry and storage and distribution uses.

4.35. In Northampton there continues to be a strong demand for large sites for distribution purposes. The redistribution of heavy goods traffic onto new routes (for example the A14 M1/A1 link road) may have an effect upon this but if the trend were to continue then it is possible that remaining land could be developed with relatively few jobs created as a consequence. At Brackmills where a large number of distribution companies are located, the average number of jobs per hectare of land is half that of other business areas in the town.

4.36. Office development is increasingly requiring good parking facilities and spacious, high quality surroundings and buildings. This has led to a demand for office development out of the town centre. In 1978 only 5% of the town's office floorspace was located on business areas or new sites outside the town centre. In 1990 this figure had risen to 37%.

4.37. The combined effect of demand for office and distribution development and the diminishing land supply within the town has created a shortage of sites for the relocation and expansion of manufacturing industry which is a vital part of the town's economy. It is therefore necessary to continue to monitor the situation, promote sites suitable for a wide range of industries and guard against excessive areas being developed with a small amount of resultant employment.

4.38. Guidance on business land use relating to existing and proposed business areas is necessary to deal with this issue in more detail. The main principles underpinning this are as follows:

a) that large storage and distribution uses (B8) should be guided to sites with maximum accessibility to the principal road network and with minimal detriment to the environment

b) that adequate areas should be promoted as suitable for general industrial (B2) use in order to allow for the relocation, expansion and modernisation of manufacturing industry, providing that the environmental effects are acceptable.

4.39. Giving a more specific encouragement to business uses will assist developers and businesses in submitting proposals likely to be acceptable to the Council. More widely it will help to demonstrate that land has been identified for the needs of different uses and ensure that environmental and transportation policies expressed elsewhere in this Plan are fully taken into account.

4.40. The Council encourages the following business land uses at the proposed business sites and business areas listed below:

General Industry (B2)

Brackmills; Crow Lane; Far Cotton; Lodge Farm; Moulton Park; Pineham (south of the proposed Kislingbury Way); St James Mill; Westgate; Weedon Road.

Storage and Distribution use (B8) (over 235 square metres)

Brackmills; Crow Lane; Lodge Farm; Moulton Park; Pineham (south of the proposed Kislingbury Way); Round Spinney; Westgate.
Further guidance will be contained in development briefs. In considering applications for General Industrial or Storage/Distribution development, the Council wishes to see proposals which contribute to improved standards of design and layout.

DEVELOPMENT FOR NON-BUSINESS USES IN BUSINESS AREAS

4.41. In recent years proposals have been made and some implemented for non-business purposes such as leisure uses in business areas. Often this arises when properties have been vacated and an alternative planning permission would help to market the property. Such changes need to be approached with caution. Each one represents a loss of business premises and may result in loss of local job opportunities. However, if the former activity was an established "bad neighbour" use or if support services are to be provided for the business area, then change of use may bring positive benefit. The Council has a responsibility to seek to ensure the provision of business premises and it is important that planning policies seek to retain as much existing business floorspace as is practicable, especially in the older business areas which are likely to offer the cheapest premises.

B14 WITHIN EXISTING AND PROPOSED BUSINESS AREAS PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENT OUTSIDE THE BUSINESS USE CLASSES OF THE TOWN AND COUNTRY (USE CLASSES) ORDER 1987, UNLESS SUCH DEVELOPMENT WOULD BE OF SIGNIFICANT BENEFIT TO THE LOCAL COMMUNITY AND WOULD LEAD TO SUBSTANTIAL EMPLOYMENT OPPORTUNITIES.

RENEWAL OF OLDER BUSINESS AREAS

4.42. Although the number of jobs in older business areas is a relatively small proportion of the total, they still have an important function within the town. Premises in these areas can be a source of established, smaller and often cheaper property for new and expanding businesses. They are relatively accessible to the local communities and so provide jobs close to home without the need for long trips by car or other transport.

B15 IN THE FOLLOWING BUSINESS AREAS PLANNING PERMISSION WILL BE GRANTED FOR NEW BUSINESS DEVELOPMENT, AND SCHEMES TO REHABILITATE OR RENEW OBsolescent BUILDINGS, PROVIDED THESE ARE NOT DETRIMENTAL TO THE AMENITY OF THE LOCALITY:

BEDFORD ROAD (NORMANDY GATE); BUNTING ROAD; FAR COTTON; GLADSTONE ROAD; HORSLEY ROAD; KETTERING ROAD NORTH; ST JAMES MILL; STUDLAND ROAD; WEEDON ROAD.

4.43. It is not possible to forecast how changes to local industry and the better environment and communication links of proposed areas for business will affect demand for older premises. Demand is likely to remain especially for small labour intensive uses. Buildings may need to be adapted or renewed to meet changing requirements and the provision of better parking and access may be necessary. Such improvements should be encouraged where appropriate.

B16 PLANNING PERMISSION WILL BE GRANTED FOR THE RENOVATION OR RENEWAL OF, OR EXTENSIONS TO, BUSINESS PREMISES SO LONG AS THERE IS NO OVERALL HARM TO:

A) THE DESIGN AND APPEARANCE OF THE BUILDINGS
B) PARKING, TURNING AND SERVICING SPACE FOR CARS AND HEAVY VEHICLES
C) THE AMENITY OF NEARBY LAND USES

D) THE CHARACTER OF THE SURROUNDING AREA.

USE OF LAND FOR OPEN STORAGE, SALVAGE AND RECYCLING

4.44. Waste items including metal, paper, pallets, and tyres have a commercial value and there is a considerable trade in storage, salvage, disposal and recycling of products which requires suitable locations. There has been considerable growth in provision of skips for domestic waste items for collection and recycling which are usually sited ancillary to a main use e.g. car park or foodstore. Further land for commercial recycling and salvage operations is expected to be required over the plan period in order to help increase the proportion of waste materials which are capable of being recycled. These business uses are usually unattractive and a source of environmental pollution. Consequently the best sites are those not visible from main entrances into the town and primarily residential areas. Many of these uses are presently in the area of Ransome Road and South Bridge, Far Cotton, in Martins Yard off Spencer Bridge Road and Harvey Reeves Road.

4.45. The main priority is to ameliorate environmental problems caused by these sites and planning permission must be conditional on landscaping works being fully implemented and further examination of strategic landscaping works to screen the sites.

B17 PLANNING PERMISSION FOR OPEN STORAGE, SALVAGE AND RECYCLING WILL BE GRANTED WHERE THE DEVELOPMENT:

A) WOULD HAVE NO SIGNIFICANT ADVERSE EFFECT ON THE AMENITY OF NEARBY RESIDENTIAL PROPERTY

B) WOULD INCLUDE AN ACCEPTABLE DETAILED SCHEME FOR THE SCREENING AND LANDSCAPING OF THE SITE

C) WOULD BE WITHIN THE EXISTING CURTILAGE OF AN ESTABLISHED COMMERCIAL SITE.

EXISTING BUSINESS PREMISES IN PRIMARILY RESIDENTIAL AREAS

4.46. Many firms operate from premises built earlier this century as an integral part of the areas of terraced housing around the town centre. These old factories many of which were associated with the shoe trade in Northampton constitute a valuable part of the local economy. They provide a valuable source of local employment, within a community and comparatively cheap premises. They continue an important link with the towns past industrial base and culture.

4.47. In the late 1980's, increasing residential values and the consequences of recession particularly in the shoe industry, left many properties vacant or having a residential value greater than the industrial one, which resulted in a number of these buildings being converted into flats. Others have been subdivided into smaller industrial units, or changed to leisure uses but the great majority remain. Re-development can also contribute to meeting affordable housing objectives.

B18 PLANNING PERMISSION WILL BE GRANTED FOR THE RE-DEVELOPMENT OF EXISTING BUSINESS PREMISES FOR RESIDENTIAL PURPOSES WITHIN PRIMARILY RESIDENTIAL AREAS. PROPOSALS FOR BUSINESS USE WITHIN THESE AREAS WILL ONLY BE APPROVED IF THE
COUNCIL IS SATISFIED THAT THE USE IS NOT DETRIMENTAL TO THE AMENITY AND CHARACTER OF THE AREA.

4.48. In considering planning applications for expansion of or new business uses in primarily residential areas the need to protect the amenity and character of the surrounding dwellings must be paramount. A careful balance has to be maintained between existing business activity and adjoining housing areas. Development resulting in the gradual expansion of business uses will, if permitted, prejudice the quality of the residential environment and must be resisted. Storage uses other than small concerns can be a source of traffic nuisances, and General Industrial (B2) uses are by their nature not compatible with primarily residential areas.

4.49. However certain works and changes of use are already "permitted development" within the terms of the General Development Order 1988 and it would not be reasonable to restrict other minor alterations which can be accommodated in a satisfactory manner.

B19     WITHIN PRIMARILY RESIDENTIAL AREAS, PLANNING PERMISSION WILL NOT BE GRANTED FOR:

A)  THE EXTENSION OF EXISTING BUSINESS PREMISES OR THE INTENSIFICATION OF EXISTING BUSINESS USES WHERE THE DEVELOPMENT WOULD HAVE A SIGNIFICANT ADVERSE EFFECT ON RESIDENTIAL AMENITY

B)  DEVELOPMENT OF STORAGE AND DISTRIBUTION (B8) USES WHERE FLOORSPACE EXCEEDS 235 SQUARE METRES

C)  GENERAL INDUSTRIAL (B2) USES OR ANY SPECIAL INDUSTRIAL USES

D)  USES INVOLVING NOTIFIABLE QUANTITIES OF HAZARDOUS MATERIALS OR USES INVOLVING THE COLLECTION AND DISPOSAL OF WASTE MATERIALS.

WORKING FROM HOME

4.50. The Council is aware that many small businesses are started by people working in their own homes. Home working provides a valuable source of employment to residents who cannot travel to work or who prefer to work at home. Such use of part of a house does not necessarily involve a material change of use where the use does not change the overall character of the residence. The need for planning permission depends in each case upon the degree of non residential use of the house.

B20     PLANNING PERMISSION WILL BE GRANTED FOR A CHANGE OF USE FROM RESIDENTIAL TO AN EMPLOYMENT USE TO ENABLE HOME WORKING TO BE CARRIED OUT PROVIDED THAT:

A)  THE HOME WORKING IS CARRIED OUT BY THOSE WHO LIVE IN THE SAME RESIDENTIAL UNIT

B)  THERE IS NO LOSS OF AMENITY TO NEIGHBOURING RESIDENTS

C)  THE USE REVERTS TO RESIDENTIAL ONCE THE HOME WORKING CEASES

D)  THERE IS NO LOSS OF A RESIDENTIAL UNIT.

IF THE SCALE OF THE BUSINESS USE EXPANDS TO CONFLICT WITH THE RESIDENTIAL CHARACTER OF THE AREA THE COUNCIL WILL PURSUE ENFORCEMENT ACTION.
Approximately 3 hectares of land has been identified for potential business development at the western end of the existing business area at Old Towcester Road. The site is part of a larger identified development site which covers some 51 hectares of land on the south side of the river between the former Power Station at Nunn Mills and the Towcester Road retail development (see policy D17 in Chapter 8). The existing area, used for a variety of unsightly purposes including scrap metal, aggregates and waste, has now become more conspicuous particularly from the elevated section of Towcester Road. The opportunity exists therefore for development and improvement of the area.

This location would be ideal for small business units, but any scheme will need careful design, especially where the development adjoins the Northampton Arm of the Grand Union Canal. A Canal Corridor Study has been carried out by British Waterways in conjunction with the Council and approved as a document to provide a context for improvement measures surrounding the Canal. It is important that adjoining development is designed in such a way that the Canalside environment is not adversely affected.

The Council encourages new businesses by providing small units in various areas of the town and there is an ongoing programme of adaptation as premises become vacant. Purpose built units have been developed recently at Lyttleton Road and William Street, and the programme includes the leasing of buildings at Council premises in various parts of the town. Although the demand for these small units fluctuates, further opportunities will be explored as they arise. Most of the units managed by the Council are in or close to residential areas and this has limited the possible range of uses.

The private sector is playing an increasing role in providing for small businesses, although business units tend to be larger than those built by the public sector. It may be necessary to look to partnership with the private sector to provide additional small business units during the Plan period to cater for the evident demand.

A major issue in Northampton is the need for small, inexpensive premises for car repair firms. Approximately 75% of complaints received by the Planning Division are about nuisances from this activity, many concerning businesses using unauthorised sites and buildings in residential or other inappropriate locations.
areas. Vehicle repair generates a considerable need for off-street parking space and it is important that proposals for this have adequate parking provision.

**B23** PLANNING PERMISSION WILL BE GRANTED FOR THE USE OF SMALL BUSINESS UNITS FOR VEHICLE REPAIRS IN EXISTING OR PROPOSED BUSINESS AREAS IDENTIFIED ON THE PROPOSALS MAP PROVIDING THAT THE SCHEME CONFORMS WITH THE COUNCIL’S PARKING STANDARDS (APPENDIX 11) AND IS COMPATIBLE WITH ADJOINING LAND USES.

OFFICES

4.57. In recent years there has been a marked growth in the number of planning applications for new office schemes in Northampton. Until 1970 there was very little office development in the town. The establishment of Barclaycard and the Nationwide Building Society at Moulton Park as well as the general growth of the service sector has led to increased office building.

4.58. The main demand in recent years has been for smaller, well designed premises with ground floor access and car parking. Small office development can be achieved in a variety of ways - by changing the use of houses or factories, by using the upper floors of shopping frontages on radial routes or in the case of larger schemes through the creation of purpose built “office parks” such as at Pavilion Drive adjacent to Brackmills.

4.59. Department of the Environment Circular 22/80 advises that many small scale businesses can be carried on in residential areas without causing unacceptable disturbance and this is echoed in paragraph 14 of Planning Policy Guidance Note 4. However offices in such areas rarely have sufficient parking. Increases in car ownership have in the past overtaken the Council’s former standards and led to increased on street car parking. Development results in the loss of residential property and consequently changes the character of the area. These are matters which cause the Council to consider office development more carefully particularly in the residential areas of town.

4.60. Proposals made in policy B1 could increase existing B1 office floorspace in Northampton by as much as 82%. The Business Use Class (B1) as defined in the Town and Country Planning (Use Classes) Order 1987 has made it difficult to be precise about likely office floorspace. Current proposals could result in over 250,000 square metres of new office floorspace being built outside the town centre during the Plan period.

4.61. Allowing for the new perception of office development and the recent surge of developer interest this represents a generous supply in Northampton, both for the short term and long term, exceeding that which has been built previously. The Council considers this provision to be more than sufficient and there appears to be no justification in providing additional sites for this use.

**B24** PLANNING PERMISSION FOR B1 OFFICE DEVELOPMENT WILL BE GRANTED ONLY IN:

- THE TOWN CENTRE
- DISTRICT CENTRES (WITHIN OR IMMEDIATELY ADJOINING)
- EXISTING OR PROPOSED BUSINESS AREAS.

4.62. A growing demand for quality, space and accessibility for new offices has made the concept of the business park a reality in parts of the UK. Proposed business areas identified in policy B1 will provide for business parks - a mix of offices and light industry - in Northampton. Already two office parks - at Northampton Business Park near Brackmills and Waterside, Bedford Road are under development.
4.63. Offices and business parks can create many jobs adding significantly to the problems of congestion, particularly during peak hours. Many companies have adopted "flexi-time" to offset these difficulties but the Council will need to be assured that further new development is not going to aggravate the situation.

4.64. The increasing problem of traffic congestion and problems of parking makes further major office development in the town centre unattractive. However there remains a need in the town centre for prestigious development. The design and the external appearance needs to be high quality with traditional materials and any scheme should not place additional stress on traffic and parking.

4.65. On the periphery of the town centre demand for small offices has resulted in changes from the original residential use in these areas. Since the early 1970's planning policies have controlled and guided these changes to ensure that residential use is retained wherever appropriate. This has been successful and the policies have been renewed and incorporated with minor revisions into this Plan.

4.66. Billing Road (York Road to Alfred Street - see figure 2)

Most of these large and imposing buildings, originally in residential use have already been converted to offices or are used for clinics or surgeries. Many have no provision for car parking which causes problems on Billing Road and in nearby residential areas. Any extensions to these properties need to be sympathetic in scale and appearance to the main building.

4.67. Billing Road (Vernon Terrace to the Cemetery - see figure 3).

This is a terrace of smaller properties used as housing and offices where planning policies have been used successfully to resist changes of use from residential to offices where the property continues to be suitable for residential occupation.
4.68. York Road

York Road forms an important part of the inner ring road and is part of St Giles Conservation Area. On the eastern side, the majority of properties have been converted to office use, and there is little opportunity for additional off-street parking provision. Opposite, the delightful terrace, numbers 1-12a, is listed and change has been resisted so that it remains in residential use, except the end property. This policy will be sustained. It is not considered that any change of use is acceptable. All the buildings in York Road are comparatively small and most have no rear access. Proposals for use of the forecourt for parking have been refused and upheld on appeal.

4.69. Albion Place

At numbers 3-18 Albion Place within the Derngate Conservation Area there are two terraces of former houses which front a narrow lane. Although many of these are now used for office purposes some remain as dwellings. The Council is mindful of the vitality which residential accommodation can bring to the town centre and considers that further conversions should be refused.

B28. At York Road and Albion Place within the area identified on the inset area of the proposals map, planning permission will not be granted for change of use of existing dwellings. Planning permission will be granted to restore existing property to residential use.

4.70. Cliftonville and the Avenue (see figure 4)

This is a mixed area comprising a number of former large detached residential properties which have been converted and extended or redeveloped to create offices. The buildings are mainly mid Victorian in origin, often set well back from the road with a frontage of mature trees. Several at the northern end of Cliftonville are listed as buildings of architectural or historic interest. From Cliftonville the appearance of the area is one of a relatively spacious low density environment. However, Green Park, a housing area off The Avenue has experienced problems with parking from nearby office development and the Council has been required to make traffic orders. The former car parking standards applied to these office schemes were not sufficient.

B29. At Cliftonville and the Avenue planning permission will not be granted for new office development unless the Council’s parking standards (Appendix 11) can be met on site. Any new development must reflect the residential character of the area by virtue of its scale and appearance.

4.71. Many small offices are accommodated within shopping areas and policies in chapter 6 (Retail) deal with those at ground floor level in shopping areas. Offices may also be located at first floor level above an existing shop and fulfil an important function in maintaining the fabric of upper floors.

B30. Planning permission will be granted for the use of upper floors of shops for B1 use so long as:

A) The proposal is not detrimental to the character and amenity of the locality

B) The proposal does not lead to unacceptable traffic or parking problems.

ENVIRONMENTAL IMPACT OF BUSINESS DEVELOPMENT

Northampton Local Plan, Adopted Proposals

June 1997
4.72. Many nuisances arising from business activity occur in the older parts of the town where premises were established prior to planning legislation. Difficulties may include noise, vibration or smells from industrial processes or working "unsocial" hours. Few established premises are subject to any restrictions. The Council recognises that in many cases "good neighbour" relations with adjoining housing depends upon careful management and respect for the neighbourhood. The Council provides guidance on the siting of businesses and advises upon measures needed to lessen the impact of business development upon the locality.

4.73. Except in a few cases during the era of General Improvement Areas during the 1970's, it has not been the Council's policy to remove and relocate businesses (non-conforming uses) from residential areas, except where nuisances could not be resolved. In fact very few businesses were removed from within any of the GIAs.

4.74. The Council will seek to control and improve the environmental impact of business development and in considering development will impose appropriate controls when granting permission to ensure that the effects upon the environment are acceptable. The Council will give sympathetic consideration to planning applications which would result in the relocation of businesses causing environmental problems.

B31 PLANNING PERMISSION FOR THE RELOCATION OF A BUSINESS USE WHICH ADVERSELY AFFECTS THE ENVIRONMENT OF ITS SURROUNDINGS WILL BE GRANTED WHERE THE CHARACTER AND ENVIRONMENT OF THE NEW LOCALITY WOULD NOT BE SIMILARLY AFFECTED.

B32 WHERE AN EXISTING BUSINESS USE ADVERSELY AFFECTS THE ENVIRONMENT OF THE LOCALITY, PLANNING PERMISSION WILL BE GRANTED FOR DEVELOPMENT WHICH WOULD RESULT IN AN AMELIORATION OF THE PROBLEMS.

4.75. In the town certain sites and pipelines are designated by the Health & Safety Executive (HSE) as notifiable installations. Generally these sites are business premises where petroleum products or liquefied petroleum gas are stored. A problem experienced in Northampton is that of incremental development by which a use is intensified without the need for planning permission to the point where it may become listed as a major hazard. The General Development Order lists the materials which if stored on any particular site in the operation specified then result in the site being notifiable. To this end the Council will seek the advice of the HSE on the suitability of that development in relation to the risks that the notifiable installation might pose to the surrounding population.

4.76. The area covered by the Plan already contains a number of installations handling notifiable substances, including high pressure natural gas transmission pipelines. Whilst they are subject to stringent controls under existing health and safety legislation, it is considered prudent to control the kinds of development permitted in the vicinity of these installations. For this reason the Council has been advised by the HSE of consultation distances for each of these installations. In determining whether or not to grant consent for a proposed development on land within these consultation distances, the Council will take account of advice it receives from the HSE about risks to the proposed development from the notifiable installation.

B33 PLANNING PERMISSION WILL NOT BE GRANTED FOR HAZARDOUS DEVELOPMENT, OR WITHIN THE VICINITY OR CONSULTATION ZONE OF AN EXISTING HAZARDOUS INSTALLATION, WHERE THE PROPOSAL WOULD CONSTITUTE OR CARRY A SUBSTANTIAL ELEMENT OF RISK.

4.77. The Environmental Assessment Regulations 1988 set out those developments which must, and those which may, require an Environmental Impact Assessment (EIA) to be made prior to determination of a planning application. It will be for the Council to decide which schemes require an EIA within the latter
category; it is likely that many developments will not come within the scope of the regulations. Nevertheless the size and scale of large projects is increasing and having regard to the sensitivity of areas adjoining the proposed new business areas there is a need for general guidance.

4.78. Many business activities which may not require an EIA are complex and involve substances or processes which could result in potential harm to the environment. The growth of concern for the effects of pollutants and industrial processes has become an important planning issue. Where necessary, detailed study of the likely impact of a scheme upon the environment will be needed in order that proper consideration of all relevant matters can take place.

4.79. Where a full Environmental Impact Assessment is not required under the terms of the Town and Country Planning Assessment of Environmental Effects Regulations 1988 but there are environmental issues of concern, the Council will require the developer to provide additional information.

B34 THE COUNCIL WILL NOT DETERMINE AN APPLICATION FOR BUSINESS PURPOSES INVOLVING A BUILDING OVER 20 METRES ABOVE GROUND LEVEL OR A SITE OF OVER 20 HECTARES UNLESS IT IS ACCOMPANIED BY A DETAILED STUDY OF THE LIKELY IMPACT OF THE SCHEME UPON THE ENVIRONMENT.
CHAPTER 5.

TRANSPORTATION

INTRODUCTION

5.1. Traffic congestion on the roads into Northampton, particularly in the town centre is a daily occurrence. Forecasts by Central Government (May 1989) showed that nationally the volume of traffic has increased 35% since 1980 and that there is likely to be a further increase of between 40% and 60% over the Plan period.

5.2. The "high traffic growth" figures forecast in 1989, give an artificial picture within the short term, owing to the temporary effects of the recession. However the long term ebb and flow of the economy means that during the plan period a high traffic growth estimate coupled with growth due to development should be anticipated.

5.3. The Department of Transport's "Roads for Prosperity" White Paper (May 1989) outlined the intention of doubling investment in the strategic road system to £12 billion over the next 15 years, but was aimed at the trunk road and motorway programme and makes no reference to urban congestion. The latest Department of Transport report on trunk roads is "Trunk Roads in England 1994 Review" seeks to prioritise previous commitments and takes account of the environmental consequences of further road building.

5.4. Northamptonshire County Council is the highway authority and most of the main roads within the town are the responsibility of the County Council, but a section of Weedon Road (A45) at Upton, the A43 south of Danes Camp Way/Upton Way roundabout and a section of A428 east of Liliput Rd remain as trunk roads, which are the responsibility of the Highways Agency of the Department of Transport. Some highway matters are undertaken by the Borough Council under an agency agreement - these consist mainly of new estate roads, street lighting, traffic management, signing, cycleways and parking.

5.5. In terms of public transport the town is served by several bus companies. Northampton Transport operate mainly within the boundaries and United Counties Omnibus Company, with others, serve the outer areas of the town and the neighbouring districts. Greyfriars bus station is the main terminus for these services and it is also a stopping point for long distance coach services.

5.6. The main line rail network bypasses Northampton which is on a loop off the west coast main line. The result is that Northampton, one of the region's largest towns is served mainly by British Rail's Network South East.

FUTURE STRATEGY

5.7. Northampton's projected growth over the Plan period will place further strain on the roads and parking facilities in the town. If this growth were to be accommodated merely by highway improvements then it will result in severe damage to the urban form and environment.

5.8. Even if development was artificially constrained, natural increases in traffic growth would bring about unacceptable congestion by the year 2000. It is important that a comprehensive transportation strategy for Northampton is prepared with the aim of combating traffic congestion in step with steady and planned
Transportation growth. Such a strategy will incorporate existing initiatives by the County Council in highway improvement, traffic management, and road safety.

5.9. A transportation strategy should further examine alternative measures for accommodating traffic growth to 2006 and aim to reduce the volume of traffic and remove unnecessary vehicle movements within the town centre and through district centres. Such measures will include:

a) land use management;
b) parking inside and outside the town centre;
c) increase the emphasis on and facilities for public transport;
d) "park and ride";
e) traffic management;
f) light rapid transit (LRT) and other forms of transport in the town;
g) traffic calming;
h) flexible working hours and car sharing;
i) new road construction;
j) vehicular, pedestrian and cycle networks for the town centre;
k) removal of superfluous traffic;

5.10. Whilst it may not be possible to apply some of these measures until later in the Plan period, this early evaluation is essential. Park and ride is increasingly being adopted in urban areas on a daily, Saturday or seasonal basis. Peak hour bus priority lanes - desirably related to park and ride but also operating along other congested main routes could bring about a reduction in car journeys as well as lessening demand for long stay town centre parking allowing a shift to more profitable short stay. The right combination of these and other measures can ensure that traffic levels are controlled to an acceptable level and Northampton continues to be an attractive place to live and work.

5.11. The Council will produce an integrated transportation strategy for Northampton in conjunction with the County Council.

PROPOSALS FOR MOTORWAYS AND TRUNK ROADS

5.12. Northampton is located adjacent to the M1 motorway midway between London and Birmingham. Only 19 kilometres to the north is the new M1 - A1 link road (A14). On the M1, junctions 15, 15a and 16 provide access to the town with links to the A508, A43 and A45 respectively.

5.13. The excellent motorway access facilities have led to great development pressures on land adjoining the motorway. The South Western District Plan published by the Council after public consultation in 1989 identified the main development areas and the highway network to facilitate this growth.

5.14. Development adjacent to motorway and trunk road junctions is subject to a policy (EMP 4) included in the County Structure Plan (Alteration No 1). The Secretary of State recognised the development pressures on strategic locations in the vicinity of motorway and major trunk road junctions and introduced this policy setting out the criteria against which major business or industrial development in the vicinity of existing and proposed motorway and principal road junctions can be examined.

5.15. In Northampton two motorway junctions - 15 and 15A - are affected by Structure Plan (Alteration No 1) policy EMP 4. The Local Plan identifies new development areas adjoining junction 15A to the north of Rothersthorpe Services on the M1, where a large area of land is suitable for business and industrial development. At Junction 15 Collingtree within Northampton Borough, hotel development has been
permitted at a site close to the junction, but no other development is proposed in order to retain the open space surrounding Collingtree residential area and to prevent further traffic generation on an extremely congested part of the towns road network.

**T1** PLANNING PERMISSION WILL NOT BE GRANTED FOR MAJOR DEVELOPMENT IN THE VICINITY OF JUNCTION 15 OF THE M1.

5.16. Major development associated with any motorway or trunk road junction will have a significant impact on the existing road network. If the proposals are otherwise permissible it is essential that such traffic can be adequately accommodated into the network, or that satisfactory and acceptable improvements can be made. Where appropriate such improvements may be implemented in a phased form, secured by legal agreement and implemented by the Highways Agency with developer contribution.

**T2** MAJOR DEVELOPMENT ASSOCIATED WITH MOTORWAY AND TRUNK ROAD JUNCTIONS WILL ONLY BE PERMITTED WHERE THOSE JUNCTIONS AND TRUNK ROADS AND THE ADJOINING LOCAL ROAD NETWORK CAN:

A) ADEQUATELY ACCOMMODATE THE LIKELY TRAFFIC GENERATION, OR

B) BE SATISFACTORILY IMPROVED TO ACCOMMODATE SUCH TRAFFIC.

5.17. The Highways Agency of the Department of Transport (HA) is considering options for the widening of the M1 motorway including the section through Northamptonshire. The HA must be notified of all planning applications within 67 metres of the centre line or 30 metres beyond the boundary of the M1 (whichever is the greater). As general guidance, any major development proposals close to the M1 should be notified to the Highways Agency’s East Midlands Regional Office at Nottingham. The 1989 Government White Paper, “Roads for Prosperity”, gives the proposed widening standard as dual four lane motorway and indicates that a widening technique, which involves building a new carriageway alongside the existing motorway could be adopted. The HA is continuing to assess the longer term capacity of the M1 corridor.

5.18. The DTP trunk road programme for Northamptonshire includes the A43 Moulton-Broughton Improvement, north of the Round Spinney roundabout. It is the Council's view, that in order to improve traffic flows at this junction, a grade separated junction should be provided to connect the Moulton-Broughton Improvement directly with A43 Lumbertubs Way.

5.19. The Council will urge the local highway authority to make appropriate junction improvements aimed at increasing traffic flows at Round Spinney in association with the construction of the A43 Moulton bypass.

**PROPOSALS FOR MAIN DISTRIBUTOR AND PRIMARY ROADS**

5.20. The County Structure Plan (policy TRANS 5) states that "main distributor routes in the Primary Road Network will normally only be improved and developed where:

a) a long term increase in traffic capacity is required;
b) here is a high accident record;
c) the environmental conditions of the area can be improved;
d) public transport operation is improved;
e) links to areas of new development are necessary;
f) the scheme will assist the economy and increase job opportunities;
g) the existing road structure requires major maintenance works."
5.21. The County Council's annual transport policies and proposals document (1995/6) contains a "package" of measures for the Northampton area. It's aim is to provide an integrated transport system that will improve the quality of life for all people living and working in the town. Completion of a ring road around the town will enable all through traffic, including the traffic generated by new development areas and most existing cross town traffic to avoid using the town centre and unsuitable residential roads. Schemes required to complete the ring road are the North West bypass, the Northern Industrial Relief Road, and Kislingbury Way. Within the ring road, traffic flows will be restrained by the introduction of traffic priority measures, especially those which benefit public transport, cyclists and pedestrians. In the town centre, priority will be given to pedestrians, public transport and essential service traffic. The package will take several years to implement and has been prepared taking account of the land use proposals contained in the Local Plan. It is consistent with the land use transportation policies set out in this chapter.

5.22. The TPP recognises the importance of road schemes which may be provided and funded by developers. There are some areas of Northampton where a particular land use might be acceptable but development will be frustrated by highway constraints. These may be overcome by the developer funding - either in whole or in part - appropriate measures including contributions to road schemes or the provision or improvement of other transport facilities.

5.23. The Council will support the funding of road schemes in whole or in part by developer contributions.

5.24. In allocating land for future development in the Local Plan it is necessary to identify the routes for several road proposals which are associated with future development. Therefore in addition to the schemes listed in the TPP, a road link is proposed to link Brackmills and the Newport Pagnell Road (B526) to relate to further development of Brackmills. Within Brackmills (phase 3) the completion of the present internal road is proposed. At Pineham it is proposed to link junction 15A with the proposed Kislingbury Way to facilitate access from the proposed business area directly to M1 junction 15A. It is also proposed to continue the long term objective of extending St James Mill Road to cross the railway line and complete the link to Towcester Road (Southern Approach Road).

5.25. Where the route of a road proposal has already been defined and the alignment is known, the route itself is to be safeguarded. Where the exact route has not been defined and remains uncertain, a corridor is safeguarded.

T3 PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENT WHICH WOULD PREJUDICE THE FOLLOWING ROAD PROPOSALS IDENTIFIED ON THE PROPOSALS MAP OR IN THE NATIONAL ROADS PROGRAMME OF TRUNK ROAD IMPROVEMENT SCHEMES:

SAFEGUARDED ROUTE:
- NORTH WEST BYPASS STAGE 1 (A428 HARLESTONE ROAD TO A50 WELFORD ROAD)
- BRACKMILLS PHASE 3 INTERNAL ROAD
- NEWPORT PAGNELL ROAD (B526) - LONDON ROAD (A508) LINK

SAFEGUARDED CORRIDOR:
- BRACKMILLS - NEWPORT PAGNELL ROAD (B526) LINK
- KISLINGBURY WAY
- KISLINGBURY WAY - M1 JUNCTION 15A LINK
- A43 MOULTON - BROUGHTON IMPROVEMENT
- ROUND SPINNEY INTERCHANGE
- NORTH WEST BYPASS - TOWN CENTRE LINK
- ST JAMES MILL ROAD LINK
- NORTH WEST BYPASS STAGE 2 (NORTH OF WEDDON ROAD)
- M1 WIDENING.
5.26. With the exception of Phase 1 of the North West Bypass and the Round Spinney Interchange, no major County road schemes in the town are currently programmed for construction within the Plan period. Any new development having a significant impact on town traffic will therefore have to accommodate its generated traffic by the provision of new roads or improvements to existing roads in a format to be agreed by the Borough and County Councils and the Highways Agency of the Department of Transport. Appendix 14 lists the road improvements considered, on the basis of existing information, most likely to be required.

T4 PLANNING PERMISSION FOR MAJOR DEVELOPMENT WHICH, BECAUSE OF ITS SCALE AND THE LEVEL OF TRAFFIC GENERATION, REQUIRES MAJOR IMPROVEMENTS TO EXISTING OR PROPOSED ROADS OUTSIDE THE APPLICATION SITE WILL NOT BE GRANTED UNLESS IT CAN BE DEMONSTRATED THAT THE NECESSARY WORKS WILL BE IMPLEMENTED BY THE DEVELOPERS OR BY OTHER MEANS.

NORTHAMPTON NORTH WEST BYPASS AND TOWN CENTRE LINK

5.27. The County Council's Northampton Ring Strategy, described in the TPP, advocates the completion of the missing link of the Northampton Ring Road to the north and west of the town, with the aim of relieving much of the through traffic at present using the radial routes through the town centre. The alignment of the North West bypass - part of which lies within Daventry District - together with Kislingbury Way will facilitate this outer ring whilst the Town Centre Link will form a route into the town centre from the north, serving development of Kings Heath, and taking traffic away from Harborough Road, Gladstone Road and Kingsthorpe.

5.28. The Council will press for the County Council to pursue all options for the early construction of the A508 North West Bypass from Weedon Road (A45) to Harlestone Road (A428) and Welford Road (A50) with related developer contributions.

5.29. Development of land north of Kings Heath could accommodate an estimated 2000 houses. It is not realistic or desirable to defer all development at Kings Heath pending provision of the whole of the Town Centre Link and it is intended to progress site development in step with enhancement of highway capacity, culminating in provision of the Town Centre Link.

5.30. A full traffic appraisal of the impact of the proposed Kings Heath development on the local road network will be required which will determine necessary highway improvements or infrastructure and to assess what degree of development may be supported within the existing highway network.

T5 PLANNING PERMISSION FOR THE HOUSING DEVELOPMENT OF LAND NORTH WEST OF KINGS HEATH WILL ONLY BE GRANTED FOLLOWING A FULL TRAFFIC APPRAISAL OF THE IMPACT OF THE DEVELOPMENT ON THE LOCAL ROAD NETWORK AND SUBJECT TO SECURING THE PROVISION OF OR MAKING AN APPROPRIATE CONTRIBUTION TOWARDS THE HIGHWAY IMPROVEMENTS AND INFRASTRUCTURE REQUIRED BY THAT ASSESSMENT.

ROUTES TO BE ABANDONED

5.31. Proposals for an Eastern Approach Road, Western Approach Road and Kingsthorpe Grove to Moulton Park link, had been included within the County Council's "Approved but unprogrammed" section of the TPP. It has been mutually agreed by both Councils that these roads would have presented very great physical and environmental problems and are therefore undesirable and unattainable. It has been agreed to abandon them as protected routes.
5.32. The abandoning of the Eastern and Western Approach Roads must be offset by improving the road capacities and/or network around the south of the town centre. These are most achievable and effective on Weedon Road, Danes Camp Way/Mere Way and Bedford Road.

5.33. In response to the abandoning of the eastern and western approach roads the Council will support the County Council in:

a) seeking improvements to the flow capacities of the existing primary routes into the town from east and west;

b) the widening of sections of the southern ring road and associated junction improvements.

SOUTHBRIDGE AREA

5.34. The regeneration of land to the south of the River Nene within a corridor stretching from St James Mill through Cotton End to Nunn Mills is a project which will depend on improved road access to the area. It is possible that a new route could be established linking St James Mill with Bedford Road, but there could also be other means of providing improved access to the Southbridge corridor. The Council will, as a matter of priority, determine the most likely alternatives and, until access to the area is finalised, planning permission will not be granted for development which would prejudice the provision of access via any of these alternatives.

PINEHAM, UPTON AND BERRYWOOD AREA ROAD NETWORK

5.35. Interest in the development of the Pineham, Upton and Berry Wood areas has arisen due to the provision of Junction 15a on the M1 motorway. The areas designated for development will ultimately require the construction of a new road (Kislingbury Way) between the A45 at Kislingbury and Danes Camp Way. The additional traffic generated by full development of this area will require in addition to the provision of Kislingbury Way, improvements to Junction 15a, Danes Camp Way and Weedon Road.

5.36. Major development in the Upton, Berrywood, Pineham and Milton Ham areas will require extensive highway infrastructure with ultimately Kislingbury Way, a link to and improvements of motorway junction 15A and grade separation of Danes Camp Way/Upton Way roundabout. Some development may be permissible with localised highway infrastructure where acceptable to the Council and Highway Authority as part of a phased programme of highway provision to be agreed between the developer and the Council in consultation with the County Council as Highway Authority and the Highways Agency of the Department of Transport.

5.37. Traffic problems on Berrywood Road and Main Road, in particular the Main Road/Berrywood Road junction, should not be added to by further development. St Crispin Hospital, which is currently undergoing a programme of closure and rationalisation has access onto Berrywood Road, as does the adjoining Princess Marina Hospital. The existing traffic problems on Berrywood Road are such that there should be no net increase over and above past traffic generation levels associated with the hospital complex, in traffic generation onto Berrywood Road arising from any development of either the St Crispin or Princess Marina sites.

Development in the Pineham, Berrywood and Upton areas will only be permitted when it can be demonstrated that adequate additional measures to accommodate anticipated traffic volume are to be secured without unacceptable detriment to the surrounding road network.
5.38. Commercial development adjacent to the M1 motorway will be designed to achieve access through the new road system to junction 15a. No access will be permitted onto Banbury Lane from the business areas. It is important that the attractive rural nature of Banbury Lane and also that of the canal is not destroyed by highway works.

T7 THERE SHALL BE NO VEHICULAR ACCESS FROM THE PINHEM BUSINESS AREA ONTO BANBURY LANE. ANY HIGHWAY CROSSING OF BANBURY LANE AND THE GRAND UNION CANAL WILL BE SUBJECT TO APPROPRIATE ENVIRONMENTAL AND LANDSCAPING SAFEGUARDS.

BRACKMILLS BUSINESS AREA

5.39. Further business development at Brackmills Phase 3 requires associated highway development. This could be achieved through the upgrading and widening of Nene Valley Way. An alternative means of accommodating some of this additional traffic between Brackmills and the A508 would be to provide a link between Caswell Road and London Road Wootton via the proposed peripheral road serving the Wootton Fields development.

T8 PLANNING PERMISSION FOR THE FURTHER DEVELOPMENT OF BRACKMILLS PHASE 3 SHALL BE CONDITIONAL ON THE PROVISION OF ADDITIONAL ROAD CAPACITY AND NEW ROAD ACCESS TO THE A508. ANY NEW ROAD LINK BETWEEN BRACKMILLS AND THE A508 SHALL BE DESIGNED AND LANDSCAPED TO INCLUDE APPROPRIATE ENVIRONMENTAL SAFEGUARDS FOR PROTECTION OF THE EXISTING AND PROPOSED PRIMARILY RESIDENTIAL DEVELOPMENT AT HARDINGSTONE AND WOOTTON.

TRAFFIC MANAGEMENT AND ROAD SAFETY

5.40. The Council recognises that there are areas in the town which continue to suffer from serious traffic congestion and other problems which cannot be overcome by the provision of new highways, improvements or the control of development. Northampton generates considerable vehicular and pedestrian traffic and their conflict, especially where highway capacities are overburdened, are a source of danger, traffic congestion and not least detrimental to health.

5.41. The County Council has indicated that casualty reduction is to be achieved under three main categories - accident reduction, facilitating vehicle movement, and vehicle and pedestrian safety. In addition to this the Council considers that safety to cyclists and pedestrians is of equal importance and must be given the same consideration.

5.42. The Council supports the County Council in its aim to alleviate problems of traffic management and road safety by:

- improving the flow of traffic;
- improving safety for pedestrians and cyclists;
- enhancing the environment;
- reducing excessive traffic speeds;
- removing unnecessary traffic from residential areas;
- removing unnecessary traffic from the town centre.

Wherever possible, the County Council will carry out improvement of the main radial routes into the town centre from the outer ring road, and other main distributors, by junction improvements, traffic management and widening within existing highway boundaries.
5.43. The Council is concerned that new development or redevelopment of any areas of the town should not put further strain on the highway network by reason of extra traffic. The Council will require that any necessary measures to deal with additional generation of traffic should be financed/provided as part of the development, and at the developer’s expense. In this the Council is mindful of the advice contained in Annex C to Planning Policy Guidance Note 13 which states that developers should not be expected to fund improvements to resolve existing deficiencies in the road network which would not be made worse by the development or which are programmed for improvement by the highway authority in the plan period.

IN CONSIDERING NEW DEVELOPMENT PROPOSALS, THE COUNCIL WILL REQUIRE THAT THE VEHICULAR TRAFFIC GENERATED CAN BE ACCOMMODATED ONTO THE HIGHWAY NETWORK WITHOUT DETRIMENT TO SAFETY AND THE ENVIRONMENT. WHERE A DEVELOPMENT PROPOSAL IS OTHERWISE ACCEPTABLE IN LAND USE TERMS, BUT IS NOT ACCEPTABLE IN TERMS OF ITS EFFECT ON THE HIGHWAY NETWORK, THE PROVISION OF (OR CONTRIBUTION TOWARDS) THE NECESSARY HIGHWAY INFRASTRUCTURE REQUIRED TO MITIGATE THE EFFECTS OF THE DEVELOPMENT WILL BE REQUIRED AND SECURED THROUGH APPROPRIATE LEGAL AGREEMENTS.

5.44. Northamptonshire County Council have produced a code of practice as a guideline to developers in the construction of new roads to be adopted as public highways. The Borough Council as highway agents to the County Council will adhere to this approved code of practice in its assessment of private development schemes.

5.45. Many development schemes will require modifications to the highway system for example new roundabouts. The Council will advise and instruct developers of appropriate standards in dealing with such planning applications.

PLANNING PERMISSION FOR DEVELOPMENT INVOLVING ALTERATION TO THE HIGHWAY WILL BE GRANTED ONLY WHERE:

A) LAYOUT, ACCESS, EGRESS AND ROAD DESIGN IS CONSIDERED ACCEPTABLE

B) THERE IS A SATISFACTORY RELATIONSHIP BETWEEN HIGHWAY STANDARDS, SAFETY AND ENVIRONMENT.

HEAVY GOODS VEHICLES

5.46. High handling costs for goods have increased pressures for heavier lorries to be used. By 1999, the 40 tonne lorry is due to be legalised in the UK Northampton's attraction as a distribution centre has resulted in a relatively high proportion of heavy lorries. Whilst these will mainly seek to use the primary routes, they will inevitably need to travel on "normal" town roads nearer their destination. Facilities to transfer goods to smaller vehicles for distribution within the town would be encouraged.

5.47. Heavy goods vehicles (HGV's) have no place in residential streets, which are sometimes seen as convenient short-cuts and the larger ones should be deterred from the inner part of the town. Positive action to sign and direct these vehicles along suitable roads - even if congested - is essential. Weight restrictions will have to be introduced where persistent abuse occurs within residential areas.

5.48. The Council will direct heavy goods vehicles to use appropriate routes away from residential areas and the town centre by the use of signing, and will introduce weight restrictions where there is evidence of heavy goods vehicles diverting from the primary strategic network other than for loading requirements. Public commercial vehicles would need to remain unrestricted.
5.49. Lorry waiting, parking and manoeuvring presents a problem in areas of mixed business/residential development - particularly in older commercial premises with insufficient lorry storage facilities. Street parking may occur to the inconvenience of local residents. Where a planning permission is sought for these types of premises, efforts should be made to alleviate the problem.

5.50. The Council in line with many other agencies, uses the Freight Transport Association's advisory document "Design for Deliveries" as a guideline in achieving satisfactory standards for HGVs.

T11 PLANNING PERMISSION FOR DEVELOPMENT OF COMMERCIAL USES IN A PRIMARILY RESIDENTIAL AREA WILL BE CONDITIONAL UPON THE PROVISION OF ADEQUATE WAITING, MANOEUVRING AND PARKING FACILITIES SUBJECT TO THEIR BEING NO ADVERSE EFFECT ON THE PRIMARILY RESIDENTIAL AREA.

PLANNING PERMISSION WILL NOT BE GRANTED IN AREAS WHERE WEIGHT RESTRICTIONS ARE IN OPERATION.

T12 PLANNING PERMISSION FOR DEVELOPMENT REQUIRING SERVICING BY COMMERCIAL VEHICLES WILL BE CONDITIONAL ON ADEQUATE PROVISION FOR PARKING MANOEUVRING AND SAFETY FOR BOTH OPERATORS AND USERS.

5.51. Lorry parking by drivers who choose to park and leave vehicles near their home or overnight accommodation is becoming a severe problem. A lorry ban has been imposed in Semilong and Greenwood Road areas. Existing lorry parks are available at the Cattlemarket and St Andrews Road. Where lorries are parked overnight in residential areas, particularly in the eastern part of the town, examination should be undertaken with the view to providing more lorry parks, and if necessary imposing lorry parking bans.

5.52. The Council will:

a) seek provision of proper overnight lorry parking facilities within reach of residential areas identified as suffering from unauthorised lorry parking, and consider the imposition of street lorry parking bans where appropriate;

b) in partnership with others, identify a site on the periphery of the town for a freight transfer centre having rail interchange facilities where possible (with overnight lorry parking facilities) to promote the efficient movement of goods within the town.

5.53. Present facilities for drivers of HGVs are inadequate. The establishment of mobile cafes on principal routes in Northampton is illegal. Only four mobile cafes are currently authorised by the Council. Roadside restaurants generally used by motorists are not used by the HGV drivers to any great degree, and the need by drivers for eating places and resting results in many illegal and sometimes dangerous sites. Positive action to allow more of these facilities at strategic locations coupled with an intensified prohibition on other areas will be needed.

5.54. The Council, in conjunction with the County Council will determine an acceptable number of roadside cafes, seek to identify suitable locations and where necessary extend street prohibition to prevent a proliferation of unauthorised and undesirable sites.

T13 PLANNING PERMISSION FOR THE PLACEMENT OF MOBILE ROADSIDE CAFES WILL BE GRANTED SUBJECT TO:

A) THE LOCATION OF THE USE NOT PREJUDICING THE PROPER USE OF THE HIGHWAY
B) THE PROPOSED USE NOT CAUSING DEMONSTRABLE HARM TO THE AMENITIES OF THE OCCUPIERS OF PROPERTY IN THE VICINITY

C) THE PROPOSED USE BEING LIMITED TO A SINGLE MOBILE STRUCTURE THAT CAN READILY BE REMOVED.

PUBLIC TRANSPORT

5.55. Public transport is the greatest single means of alleviating traffic pressures on the town's highway network by providing an alternative mode of transport to the car. Measures to enhance public transport services and facilities will be encouraged, and when determining planning applications the Council will give greater consideration to the role of public transport.

5.56. The Council will support the promotion of public transport services and facilities in the town.

RAIL SERVICES

5.57. The Council recognises the importance of good rail services for the local economy. Rail transport in general, and light rail in particular can also provide an effective alternative to road transport and thus help to reduce the congestion and environmental damage caused by motor cars and heavy goods vehicles.

5.58. With the expected increase in the town's population and employment, together with increasing traffic congestion, demands upon rail transport are likely to increase. Currently there are no express services to Birmingham, and only limited express services to London. With Northampton being on a loop line of the west coast main line, the town is not served by British Rail "InterCity" services. The regional importance and anticipated continual growth of Northampton will require the improvement of connections with the InterCity services. This could be achieved either by upgrading the loop line to InterCity standards to enable Northampton to be served directly, or by the provision of a "parkway" station on the west coast main line at Roade, which would provide an interchange for local and Inter City services. The Council will therefore support measures to improve services to and from Northampton and means of connecting with InterCity services.

5.59. There is currently some interest in the possibility of re-opening dis-used railway lines and creating new lines for light rail networks. These possibilities will be examined jointly between the Borough and County Councils and the promoters as part of the integrated transportation strategy referred to in paragraph 5.11. Where such routes enhance links with Northampton and are of benefit to the town's residents, support will be given for their opening. In particular, the introduction of a passenger line between Northampton and Oxford via Milton Keynes will be encouraged.

5.60. The Council encourages:

a) the provision of improved express services to London and Birmingham;

b) the improvement of connections with InterCity services and in the longer term the upgrading of the loop line to enable an InterCity service via Northampton to be provided;

c) the provision of a parkway station to the south of the town as a means of connecting with InterCity services;

d) measures to re-introduce services which improve links with Northampton.
There currently exists within Northampton two rail corridors that are not used to their full potential. The Brackmills to Briar Hill corridor is only partly used for British Rail training purposes, and the Boughton Crossing to Town Centre corridor has no services running between Boughton Crossing and the loop line. These corridors could provide alternative transport routes into the town. These routes have the potential to accommodate systems such as guided buses, trams and light rapid transit although these are expensive and may only be justified where large numbers of passengers are to be carried. Full evaluation of the potential for a public service vehicle route within these corridors and the type of appropriate transport will be undertaken as part of a transportation strategy. These routes need to be protected from development that could restrict the future use of these corridors for public transport services.

The Council will investigate the feasibility of a public service vehicle route between Briar Hill and Brackmills and northwards to Kingsthorpe as part of a transportation strategy.

The railway running from Castle Station to Brackmills is used for freight purposes and there is the possibility that the route could become more intensively used in the future owing to the fact that it could be extended further into the Brackmills industrial estate. It is important to ensure that all such routes whether disused or partly used are not unnecessarily severed by new buildings and non transport related land uses, especially where there is a reasonable chance that such routes may be put to such use in the future.

Planning permission for development or use affecting existing rail corridors will not be granted prior to their potential for other alternative forms of transportation having been investigated and evaluated.

At Castle Station, Far Cotton and to the north of Spencer Bridge there are rail sidings which are apparently under-used. Some business areas within the town are located near to or adjoining these sidings. Where businesses within these areas are likely to undertake freight transportation it is sensible that existing rail facilities are used to try to limit the pressure being placed on the highway network.

The Council will encourage existing and proposed commercial development to use existing nearby rail lines for freight purposes. Further provision and expansion of freight facilities in the town will be evaluated as part of a transportation strategy.

Bus Services

For a large section of the population the bus is the sole means of transport. However, it is subject to the same traffic congestion as the car, making accurate time keeping difficult in peak hours. With a more widespread use of buses, up to 60% of the travelling public could in theory be carried using only 4% of the road space, and with a reduction in air pollution to only 1% of total emission by all vehicles. Whilst deregulation does not permit direct influence of bus management by the Council, it is important that operators are stimulated towards maintaining and improving an essential service.

The Council will encourage the bus operators to expand existing bus services, particularly in housing and business areas.

In housing and business areas bus operators have traditionally only provided a service to a business or residential community when they become large enough to justify a service on economic grounds. Although services do eventually follow development by this time residents and workers will have become entrenched in the use of cars. Operators, given advance notice of emergent residential and business development may be able to build up custom by the use of a mini-bus service - later graduating to more...
and larger buses. Major new housing and business areas at Pineham, Upton, Berrywood, Kings Heath, Brackmills and Wootton Fields, should provide road layouts conducive to the effective operation of bus services, and bus facilities (such as bus stops, shelters and information systems) to provide for the needs of passengers. Provision of these and early consultation with bus operators should enable the establishment of effective bus services.

5.69. The Council will consult the bus operators upon receipt of planning applications involving the provision of local and district distributor roads for housing or business areas.

T15 IN GRANTING PLANNING PERMISSION FOR THE MAJOR HOUSING AND BUSINESS AREAS LISTED BELOW, THE COUNCIL WILL REQUIRE THE PROVISION OF ROAD LAYOUTS THAT WILL ALLOW THE EFFECTIVE OPERATION OF BUS SERVICES AND THE PROVISION OF BUS FACILITIES:

BERRYWOOD; BRACKMILLS; KINGS HEATH; PINEHAM; RIVERSIDE PARK; SIXFIELDS; UPTON; WOOTTON FIELDS.

The Future Role of the Bus

5.70. If traffic congestion mainly resulting from the use of private cars is to be reduced the role of the bus will need to be enhanced. The bus can provide an effective alternative to the motor car, however the service must be equally attractive in terms of speed, convenience, cost and comfort. A transportation strategy would need to examine how some of these elements could be improved. Measures which improve the speed of bus journeys in particular will be supported by the Council. In appropriate circumstances the movement of buses needs to be given priority over cars. Bus priority measures (such as bus lanes and junction priority systems) can be an effective means of achieving a faster service, particularly if coupled with "limited-stop" express services or park and ride.

5.71. The Council together with the County Council will:

a) encourage the bus operators to expand their role and investigate the feasibility of -

* a system of bus priority measures serving the town centre;
* park and ride;
* limited stop services;

b) promote such schemes as can be demonstrated to be beneficial to the overall operation of the town's transportation network.

Park and Ride Car Park Sites

5.72. Park and ride will form a major part of a transportation strategy and it is important to take advantage of opportunities which may emerge for sites suitable for park and ride. Park and ride car parks are best located outside the main traffic congestion points and at a location capable of collecting a maximum number of commuter cars. In this respect locations in the Lumbertubs Way area of the A45 in the east and Weedon Road/ Upton Way area in the west would be ideal.

5.73. The Council will pursue the development of park and ride facilities for the east and west side of the town in conjunction with the bus companies.
Buses and Pedestrianisation

5.74. Whilst pedestrianisation is generally considered to be beneficial to town centres and shopping areas in terms of environmental improvement and traffic reduction, it can restrict the movement of buses. If buses are to provide an effective alternative to car transport, their movement should be restricted as little as possible. Any future pedestrianisation schemes in the town will need to ensure that essential bus routes are not restricted and bus facilities can be provided.

5.75. The Council will ensure that existing bus movements are catered for within any pedestrianisation schemes and that bus facilities can be provided.

Coaches

5.76. The bus can provide an effective alternative to the motor car as has previously been discussed. Coaches enhance bus services by providing a national network of services which link Northampton to other towns and cities. This is particularly beneficial where rail links do not exist but they also provide generally a cheaper alternative form of travel that is more suited to some sections of the public. Coaches can provide an immediate solution or alternative where rail improvements have not yet been implemented. With such promotions and an increase in tourism, a need is developing for additional coach parking facilities.

5.77. National Express have opened a limited service stopping at Rothersthorpe Service Area on the M1 motorway with connections to Greyfriars Bus Station. This service is welcomed by the Council as a useful addition to the town's transportation system. Further expansion of the system to provide an extended and frequent service will be encouraged.

5.78. The Council will:
   a) encourage the improvement and additional use of coach services especially where rail services do not exist;
   b) seek the provision of additional coach parking facilities at a suitable location in the town;
   c) encourage coach facilities linking the M1 motorway at junction 15a with the town centre.

TAXI SERVICES

5.79. Taxis provide efficient, alternative transport, which is not restricted to specific routes and, consequently extremely adaptable to the individual requirements of passengers. Many people, such as those without a car, the elderly, and disabled people may be unable to use other transport or experience problems in doing so, and will rely heavily on the taxi. If measures are taken to inhibit a massive growth in the use of private cars within the town, taxis may provide an increasingly valuable service in parallel with buses.

5.80. "Hackney Carriage" taxis can provide readily available transport especially in the town centre where taxi ranks are located in Mercers Row and Lady's Lane. A rank also exists in the Weston Favell Shopping Centre. The convenience of these is mainly appreciated by shoppers who use the service to avoid carrying heavy bags on buses, or where time and convenience are paramount. The rank at Castle Station provides rail travellers with immediate transport to any part of the town. Taxi ranks and the ease of movement of taxis will need to be taken into account if future pedestrianisation of the town centre is planned.
5.81. "Private Hire" taxis provide especially useful services where or when bus/train services are unavailable particularly at night time. Whilst the use of such vehicles is encouraged, new operators will be required to ensure minimum disturbance to nearby residents and protection of the environment.

5.82. The Council will:
   a) seek to permit a number of taxis in the town consistent with a level of demand which may evolve from possible constraints upon the use of private motor vehicles;
   b) ensure that taxi movements are catered for within pedestrianisation schemes.

T16 Planning Permission for the Use of Premises to Operate Taxis/Private Hire Cars Will Only Be Granted Where There Is Adequate On Site Parking Facilities and There Would Be No Detriment to the Amenity of the Locality.

INLAND WATERWAYS

5.83. At Northampton the canal network, via an arm of the Grand Union Canal is connected to the east of England river and waterway system through the River Nene. Although mainly used for recreational purposes and dealt with in Chapter 7 of the Plan accordingly, the canal and river system offers potential as a means to carry freight. The Council wishes to see the canal and river used to its full potential, both for recreation and commercial purposes and will support any proposals to develop the canal and river system in order to promote the carriage of freight.

PARKING

Parking for New Developments

5.84. New developments within the town will continue to require adequate provision for on-site parking to prevent highways from being used for car parking. A County-wide Guide to Parking Standards in line with the Town and Country Planning (Use Classes) Order 1987 was published by the County Council in 1990. This has been slightly modified by the Borough Council and is set out in Appendix 11. These standards have been prepared to give guidance as to the operational minimum amounts of parking provision which should be made for broad classes of development. In using them, the Council will adopt a flexible approach in areas of good access to other means of travel than the private car and elsewhere to the wishes of developers where there are no significant road safety or traffic management implications.

T17 The Provision for Parking in All New Developments Shall Be in Accrendance with the Council’s Guide to Parking Standards as Set out in Appendix 11 Unless:

A) The Development is Located in Areas of Good Access to Other Means of Travel, and

B) There Are No Significant Road Safety or Traffic Management Implications of Accepting Reduced Provision.
Transportation

Private Car Parks

5.85. Although the Council does not control the management of private car parks, there may be times when these are not in use e.g. Saturdays, when public use of private car parks could be encouraged to relieve the need for additional public parking facilities in the town centre or in district centres. Equally, local employers should be encouraged to introduce flexible working hours and car sharing to reduce the demand for parking spaces in the town.

5.86. The Council will encourage:

a) the use of private car parks by the public when not otherwise in use;

b) participation in a town wide park and ride scheme as an alternative to private parking provision where appropriate;

c) initiatives by local employers to introduce flexible working hours and car sharing.

5.87. For development requiring large parking facilities it may be preferable for suitable contributions to be made to a town wide park and ride scheme in the interests of conserving scarce land resources and minimising both road congestion and atmospheric pollution.

Residents' Parking Schemes

5.88. In many of the older residential areas close to the town centre, street parking continues to be a problem. To offset this residents parking schemes were introduced in some areas adjoining Billing Road and these have been generally accepted as an asset to local residents. Their effectiveness is directly related to the level of policing - which is relatively costly. Further schemes would be considered providing the administration and policing problems can be overcome.

5.89. In the older local authority housing areas, where land is available and finance permits, new parking bays are being provided by the Council to alleviate parking problems.

5.90. The Council will continue to provide or improve parking facilities for residents by a variety of means where there are acknowledged deficiencies.

Public Car Parking

5.91. The major public car parks are in the town centre. A transportation strategy should examine the provision of parking facilities on the edge of the town to be allied with possible park and ride schemes and balanced against town centre parking and highway capacities.

5.92. Park and ride schemes will be promoted where they can be demonstrated to be beneficial to the overall operation of the town's transport network. This strategy will be pursued in association with the implementation of car parking policies to provide alternative facilities for both long and short stay town centre parking, in order to reduce the demand for additional town centre car parks and the need for private car trips to the town centre.
On Street Parking

5.93. On street parking is a valuable aid to short stay visitors or customers but it should not be allowed to impede traffic movement particularly in or on the periphery of the town centre and the strategic routes. The strategic route/main distributor network is as follows:

- North West bypass (proposed)
- Town Centre Link (proposed)
- Kislingbury Way (proposed)
- A45 (primary and trunk)
- Southern Ring Road (Danes Camp Way/Mereway)
- Southern Approach Road
- A428
- A50
- A508
- A43

Planning permission for development likely to result in a significant increase in parking on the strategic route/main distributor network will not be granted.

Cycling

5.94. Cycling continues to be a mode of transport which could be more popular in a better environment. Unlike motor vehicles cyclists cause no environmental problems. However cycling on main roads is becoming more dangerous. To reduce conflict between cyclists and vehicles it is essential to remove cyclists from main roads. Partly for this reason, the Council has been providing cycle routes in several areas of the town. The main routes that exist are at Kingsthorpe, in the Eastern and Southern expansion areas and in the Brackmills area. It is the intention of the Council to expand this network, and to encourage its use by cyclists so that hazardous journeys on main roads can be avoided.

5.95. The existing cycle routes within the town are shown on the Proposals Map. Proposed routes are also shown which will link with existing ones to form a comprehensive network. Ideally cyclists should be separated from both vehicles and walkers but in reality it is rarely possible to achieve this. It is often sensible and convenient to combine main footpaths and cycleways. Providing that such combined cycle/foot paths clearly distinguish the domain of each user, the potential conflict between walkers and cyclists poses far less danger than that created by cyclists sharing main roads with motorists. The Council's priority will therefore be to separate cyclists from motorists, even where it may be necessary to create combined cycle/footpaths.

5.96. The Council supports and will actively encourage appropriate measures directed towards the improvement of facilities and conditions for cyclists. This will entail expanding and safeguarding the network of existing cycle routes and provision for secure cycle parking in suitable locations.

5.97. The means of expanding the cycleway network will in future largely stem from provision by developers, in those instances where development is situated upon or adjacent to the proposed network. In addition to the cycle routes shown there will be a requirement for a cycleway link between St James Mill Road and Bedford Road as part of the Southbridge Corridor.

Planning permission for development including or adjoining the proposed cycleway network will be conditional upon the provision of cycleways. These may be joint cycleway/pedestrian routes where practicable and...

PEDESTRIAN MOVEMENT

5.98. By far the greatest type of movement in the town is pedestrian. Escalating travel times and congestion in the town will result in people walking longer distances in preference to delay and parking difficulties. It is important that pedestrian links between bus/train/car park and destination are made as safe and as pleasant to use as possible and that pedestrian areas and urban footpaths are extended and enhanced. Conversely, for shopping and business trips where carrying distances are a prime consideration, parking and bus stops or other setting down facilities should be as close as possible to the centre of attraction. Generally pedestrians should be segregated from vehicular traffic by such means as underpasses, and bridges where necessary, and footpaths separate from the roadway.

5.99. Where appropriate, the Council, in conjunction with the County Council, will improve facilities for pedestrians especially in respect of traffic conflicts, safety, surface maintenance, and environmental quality.

PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENT WHERE THE RESULTING PEDESTRIAN FLOWS CANNOT BE SAFELY ACCOMMODATED, OR THE SAFETY OF PEDESTRIANS IS JEOPARDISED BY VEHICULAR/PEDESTRIAN CONFLICT.

IN NEW DEVELOPMENT AREAS, FOOTPATHS WILL BE PROVIDED TO LINK SHOPS, BUS STOPS, COMMUNITY CENTRES, SCHOOLS AND OTHER FACILITIES WITH THE MAIN PEDESTRIAN NETWORK.

PROVISION FOR PEOPLE WITH A DISABILITY

5.100. The Council recognises the need for more and better facilities for people with mobility difficulties. This includes people who may have walking difficulties or those with sight and hearing problems, as well as those who use wheelchairs. Ramps, dropped kerbs, hand rails, textured pavements, lifts and escalators etc. are all facilities that enable easier mobility. Adequate provision of such aids should be made within all development schemes, including the workplace. Similarly, within buildings where the public access and circulate, design and location of facilities to be used by disabled people should be carefully considered. The poor siting of street furniture may often be a real problem and should be located with disabled people in mind.

5.101. The Council, in accordance with the County Council's Disabled Persons Code of Practice will seek measures to facilitate access to and movement within buildings by disabled people, for buildings frequented by the public and for buildings where people with a disability are employed.

PLANNING PERMISSION FOR SIGNIFICANT DEVELOPMENT AFFECTING A BUILDING TO WHICH THE PUBLIC WILL HAVE ACCESS WILL NOT BE GRANTED UNLESS APPROPRIATE REGARD HAS BEEN PAID TO THE NEEDS OF PEOPLE WITH A DISABILITY BY MEANS OF:

A) PROVISION FOR SUITABLE ACCESS TO BUILDING ENTRANCES FROM THE ADJOINING HIGHWAY AND CAR PARKING AREAS

B) THE PROVISION OF ADEQUATE CAR PARKING SPACES FOR DISABLED PEOPLE TO THE STANDARD SET OUT IN APPENDIX 11 TO THE LOCAL PLAN.
TOWN CENTRE

5.102. Traffic circulation and parking provision in the town centre is able to operate satisfactorily for most of the time due to the provision of an effective traffic management system. Even if no additional development were allowed within the town centre over the Plan period, the natural growth in traffic will mean that significant congestion becomes a regular feature of the town centre by the turn of the century. There is no single remedy to solve this problem. In particular the provision of more and wider roads and extra parking spaces to serve the town centre is not an acceptable answer to preserving an attractive town centre beyond the late 1990's.

5.103. It is important that the town centre is encouraged to flourish commercially and expand its services in line with the anticipated increase in population. It will be vital therefore to ensure that a series of measures are undertaken to deal with the transportation needs of an expanding centre as soon as possible. The developer retains a responsibility - which the Council will call upon - to provide solutions to deal with potential traffic overload resulting from any new development. A transportation strategy will point developers towards that solution.

5.104. The Council will continue to promote the development and enhancement of the town centre concurrently with suitable measures to accommodate the traffic generated, into the highway network.

Parking in the Town Centre

5.105. A survey of town centre car parks in March 1990 concluded that half of them were at or over official capacity. Overall the car parks within the inner ring road were at 87% capacity. This indicates that there is little spare capacity for the future. However, better utilisation of car parks is an issue the Council will study as part of a transportation strategy and will aim to provide an improved balance and distribution of long and short stay car parking in order to allow shoppers and short stay visitors easy access to the town centre, whilst encouraging commuters to use long stay car parking on the fringe of the town centre.

5.106. The Council, together with other agencies will monitor provision and use of the town's car parks to ensure adequate public and private parking in the town centre and at other appropriate sites in conjunction with the transportation strategy.

5.107. With such a high level of parking demand, further generation from large new developments cannot be accommodated. Full on-site parking standards would be required although this will strain the overloaded road system and occupy expensive land. It may be more acceptable to both developer and Council for equivalent parking to be provided by alternative means.

Planning Permission for any Major Development in the Town Centre (as defined by the Inset Area of the Proposals Map) Will Only be Granted Subject to the Provision of Suitable and Adequate Measures to Accommodate Traffic and Parking Needs Generated by that Development.

Planning Permission for Town Centre Development Will be Subject to Compliance with the Parking Standards in Policy T17 unless there is an Appropriate Agreement to Make Provision in Other Ways. Such Alternative Provision can Include Contributions to Car Parking Elsewhere and Measures to Assist Public Transport, Walking and Cycling. Where Car Parking is to be Provided it Shall be Either Concurrently With, or Within a Short Period Following the Completion of, the Development.
5.108. The Council will, as part of the transportation strategy, specify existing and proposed car parks for short or long stay parking in relation to the shopping centre and areas of employment having regard to:

a) the capacities of the strategic highway network;

b) the environmental standards desirable in the town centre.

Traffic Calming

5.109. It is estimated that 45% of total traffic volume in Northampton, converges on the town centre. Some of this traffic passes through the town centre instead of remaining on the inner ring road to cross the town. This traffic is unnecessary and adds considerably to noise, air pollution and congestion. It detracts from the ambience of the town centre environment. Such traffic should be discouraged and directed to peripheral routes. Traffic calming techniques such as chokes, humps, chicanes or differential surface materials and diversions may all be employed to discourage non essential through traffic.

5.110. The Council together with the County Council will seek to discourage through traffic from entering the town centre and direct it to improved peripheral roads.

Pedestrianisation

5.111. The existing pedestrianisation scheme in Abington Street has now matured and is welcomed as a safer, more attractive environment than previously. It now seems hard to believe that it was once choked with traffic vying with pedestrians for space. There is scope for an extension of these environmental improvements to the remaining prime shopping and civic areas of the town centre maintaining an emphasis on the pedestrian. The areas of examination for pedestrianisation will include the vicinity of All Saints Church, St Giles Square, Guildhall Road and the Drapery. Total pedestrianisation of these streets is unlikely, as exclusion of buses, taxis, and essential vehicles may not be possible or desirable. A "pedestrian priority" system with surfaces marked for vehicles and pedestrians should be possible to implement.

THE COUNCIL PROPOSES TO EXTEND PEDESTRIAN PRIORITY IN THE TOWN CENTRE TO INCLUDE ABINGTON STREET, WELLINGTON STREET, ALL SAINTS CHURCH AREA, DRAPERY, GUILDHALL ROAD AND ST GILES SQUARE.
CHAPTER 6.

RETAIL

INTRODUCTION

6.1. Northampton is a major sub-regional shopping centre providing a great variety of goods and services. The town centre dominates retailing in the Borough. In 1990 it was estimated to contain just under 185,900 square metres or 57% of the town's gross shopping floorspace. This excludes the large retail warehouses on the fringe of the town centre. Throughout the town in 1990 there was estimated to be nearly 325,000 square metres of gross retail floorspace.

6.2. The town's retail provision can be grouped into the following categories based on size and function:

a) the town centre shopping area - offering a wide range of specialist and non-food goods, with only about 4% of total sales area being used for food sales;

b) district and local shopping areas - recognised shopping areas separate from the town centre. They have a higher proportion of food shops, and generally the focus for daily shopping at district and local level. Banks, building society offices, estate agents, and food and drink establishments are often well represented in the larger areas;

c) large superstores/supermarkets - self-service stores with integral car parks selling mainly food goods. They may be stand-alone or, as in several cases in Northampton, form the nucleus of a district centre;

d) retail parks/warehouses - out-of-centre large stores with integral car parks specialising in the sale of major household goods and bulky DIY items. A retail park is defined as a group of three or more retail warehouses.

6.3. It is important to keep pace with new developments in retailing to maintain the competitiveness of Northampton as a major centre. The recent growth of large superstores and retail warehouse parks illustrates the evolutionary nature of shopping patterns. Within existing centres, financial and professional services are increasingly seeking a High Street presence. In addition, shoppers are becoming more aware of the quality of the shopping environment, and are tending to see shopping as a leisure activity, associated with other leisure uses in close proximity to the shops.

6.4. Most towns, including Northampton, recognise these customer expectations, as is reflected in the changes in the town in recent years. Pedestrianisation in the town centre, two new multi-storey car parks, the high quality shopping accommodation of Peacock Place, the refurbishment of the Market Square, Grosvenor Centre and the Co-operative Society in Abington Street, and the construction of several out-of-centre food superstores and retail warehouse parks show how both the Council and developers are responding to the stimulus of competition with nearby centres such as Leicester and Milton Keynes.

6.5. The Council will continue to promote the role of Northampton as a sub-regional shopping centre through a planned expansion of an appropriate range of shopping and associated uses for the benefit of the town. The intention of the Local Plan policies is to concentrate major shopping development primarily in the town centre and district centres, to strengthen and enhance the range of shopping facilities to meet the needs of the town and to accommodate new forms of retailing to meet the needs of both customers and retailers.
In order to assess the future demand for retailing and seek to understand the various needs of retailers by reference to location and type of retailing, a shopping study has been commissioned by the Council since 1986 and updated at intervals. In 1990 the study provided a statistical review of the likely capacity for future retail floorspace in Northampton was produced and this was updated in 1994. The study provides forecasts of retail spending and floorspace requirements until the year 2006, with interim forecasts for 1996 and 2001. A table which summarises the forecasts is contained in Appendix 16.

It is accepted that any forecast of future floorspace depends upon a variety of factors which are difficult to calculate at present and to reliably estimate in the future. The estimates contained in Appendix 16 (i) can therefore only offer guidelines about future retail floorspace in Northampton and will need to be subject to regular review. In considering applications for retail development, the Council will have regard to the broad guidelines of retail capacity contained in Appendix 16 (i) as they will provide a background to the assessment of the effect of a proposal upon the vitality and viability of existing centres, and thereby its acceptability under policies R2 and R3.

NEW RETAIL DEVELOPMENT

The shopping, business and community facilities provided in the town centre and recognised district centres are generally accessible to all sectors of the population using public or private transport. Shopping developments outside these centres rely heavily on car-borne customers, and any deterioration in retail variety in existing centres brought about by over-provision of out-of-centre developments would be to the detriment of the significant section of the population without the use of a car.

Locating new development within or immediately adjoining existing centres has several advantages. It makes the best use of the existing infrastructure, it reduces the need for additional car journeys, thereby cutting down congestion and pollution and helps to maintain the vitality and viability of existing centres.

Planning permission will be granted for new shopping development or changes of use to shop use within or immediately adjoining recognised shopping areas (as defined on the proposals map and listed in Appendix 15) provided that:

A) the proposals are in scale and character with the surrounding area

B) the traffic and car parking requirements can be met.

Policy SHOP 1 of the Northamptonshire Structure Plan states that planning permission will not normally be given for major shopping development which would seriously affect the vitality and viability of a nearby town centre as a whole. Government guidance contained in Planning Policy Guidance Note 6 advises that when considering planning applications outside existing centres, local planning authorities should take account of the possible impact (including the cumulative impact of recent and proposed retail developments) on the vitality and viability of any nearby centre as a whole.

Large shopping development may not be appropriate to town centre or district centre locations because of its size and the associated land requirement. Such shops may be permitted outside established shopping areas, subject to satisfying the following criteria which aim to ensure that existing shopping facilities are maintained there.

Planning permission will not be granted for new retail development or changes of use to retail outside recognised shopping areas (as defined on the proposals map and listed in Appendix 15) unless:

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A) its inclusion within the existing shopping areas is inappropriate by reason of size, servicing or access requirements.

B) the vitality and viability of nearby shopping centres are not undermined, taking into account the cumulative impact of the development along with other recent or proposed retail developments.

C) the environment, amenity or flow of traffic in the locality and on the strategic road network is not adversely affected.

D) it would provide additional local convenience shops in areas (such as new residential areas) deficient in such facilities.

LARGE RETAIL DEVELOPMENT

6.12. Large retail developments are defined as those in excess of 2,500 square metres gross.

Supermarkets/Large Food Stores

6.13. The role of large food stores within the town centre and large district centres of Northampton is well established. Large food stores play a vital role in maintaining the quality and range of shopping in the centres. In Northampton most large food stores perform this role - at Weston Favell Centre, Far Cotton, Kingsthorpe, Mere Way and in the Town Centre. They thus provide an essential service for the less mobile members of the community. However the lack of suitable sites within existing centres means that other larger sites both within the urban area and on out of town sites are increasingly attractive to retailers.

6.14. If a proposal for food store development appears likely to lead to the loss of most food retailing from an existing centre, the effects on those consumers without their own means of transport will be weighed against the benefits the out of centre development can bring. The best solution is often the edge of centre foodstore which provides parking and enables shopping at the centre thereby contributing to the strength of the existing centre. These and other issues which it is considered relevant in determining the acceptability of food store proposals are indicated in Policy R3.

Non-Food Retail Warehouses & Retail Parks

6.15. In recent years there has been a substantial growth in the numbers of retail warehouses not associated with recognised shopping centres. This trend has resulted in the development of the retail park, which often combines shopping and leisure activities on the same site. The large units associated with these developments are particularly suited to traders selling bulkier products such as furniture or DIY materials. In addition, the large car parks attract the car-borne customer, and facilitate the collection of bulky purchases.

6.16. The pressure for out-of-centre retail sites needs to be acknowledged and where appropriate accommodated if Northampton is to maintain its attraction as an important shopping centre. At the same time it would be wrong to put at risk the recognised shopping centres by allowing an excess of this type of facility. Equally it is important that the effects on individual "corner shops" are recognised and considered but this is not to say that they can be retained.

6.17. An emerging concept in retailing is the "club" warehouse where membership (often free) entitles customers to buy goods in bulk at discount prices. Such activity appears to fall between retail and wholesale trading and favours industrial type sites. Where there is no clear intention to restrict operation...
to bona fide traders only (i.e. a wholesale warehouse) these uses will be considered as retailing and judged accordingly.

6.18. The traffic implications of large scale retailing are considerable, and each scheme will need careful evaluation. To derive the maximum benefit for both the community and the traders, the 35% of households without the use of a car should also be able to take advantage of the facilities on offer. Sites served by existing or proposed public transport routes may expect to receive more favourable consideration than those lacking any such service. The design and layout of the development and its relationship to the surrounding area is considered to be of major significance. Schemes should be of a high standard of architectural merit and landscaping.

6.19. In order to maintain the vitality and viability of the existing centres, only those types of retail trading needing a large floor area to display their wares are considered appropriate to retail warehouse sites. For this reason a condition imposing a minimum size of 750 square metres gross for each individual retail unit in new retail warehouse proposals will be attached to planning permissions for such use. Ancillary uses (such as restaurants) will be exempt from this condition.

R3 PLANNING PERMISSION FOR THE DEVELOPMENT OF LARGE FOOD STORES, NON-FOOD RETAIL WAREHOUSES, RETAIL WAREHOUSE PARKS OR WAREHOUSE CLUBS WILL ONLY BE GRANTED WHERE THE PROPOSAL:

A. WILL NOT UNDERMINE THE VITALITY AND VIABILITY OF NEARBY SHOPPING CENTRES (AS LISTED IN APPENDIX 15) TAKING INTO ACCOUNT THE CUMULATIVE IMPACT WITH OTHER RECENT OR PROPOSED RETAIL DEVELOPMENTS

B. WILL HAVE NO ADVERSE EFFECTS ON THE CHARACTER AND AMENITY OF THE LOCALITY

C. IS ACCESSIBLE TO THE PRIMARY ROAD NETWORK AND THE EXISTING HIGHWAYS ARE ADEQUATE

D. IS ACCESSIBLE TO PUBLIC TRANSPORT

E. MAKES ADEQUATE PROVISION FOR CAR PARKING WITHIN THE SITE

F. COMPRISSES A HIGH STANDARD OF APPEARANCE, LAYOUT, DESIGN, MATERIALS AND LANDSCAPING

G. CONTAINS INDIVIDUAL RETAIL UNITS NOT LESS THAN 750 SQUARE METRES IN GROSS FLOORSPACE.

6.20. In order to guide large retail development to appropriate locations, the following policy indicates sites proposed as a range of locations considered suitable for large retailing development. The range of locations identified should be regarded as those where the Council considers that the demand for large scale retailing could best be met during the Plan period. Applications made on these sites will be considered in relation to policy R2 (if out of centre) and policy R3 (if large scale), together with other policies in the plan and determined accordingly. It should also be made clear that policy R4 is not intended to preclude retail development on other appropriate sites which may come forward during the Plan period. Policy R1 indicates the Council’s commitment to new retail development in or adjoining established shopping areas as these are considered the preferred locations for new retail development. Shopping proposals made on non-identified sites in or adjoining town and district centres will also be supported.
The sites listed below and shown on the Proposals Map are proposed as a range of appropriate locations for large retail development:

Non-food retailing:
- Bridge St/Angel St
- Cattle Market
- Weedon Road (Gambrel Road, Millway, Tyne Road)
- Little Billing Way
- Mere Way
- Former Power Station, Nunn Mills Road
- Riverside Park
- Towcester Road (British Gas)
- Woolmonger Street

Food retailing:
- Kings Heath
- Former Power Station, Nunn Mills Road
- Woolmonger Street

TOWN CENTRE

6.21. The Town Centre for the purposes of the retail chapter of the Local Plan is defined by the Inset Area of the Proposals Map (excluding land to the south and west of St Peters Way/St Andrews Road). It contains Primary and Secondary Shopping Frontages.

6.22. The Council's objectives for the town centre are to:

a) provide a safe, convenient, and pleasant environment for shoppers;
b) improve access and parking facilities;
c) extend pedestrianisation and reduce pedestrian conflict with motor vehicles;
d) encourage covered shopping facilities where appropriate;
e) improve bus terminal facilities, and facilities for other forms of public transport and taxis;
f) encourage the siting of new developments on derelict or unused land;
g) encourage use of vacant upper floors for residential use where appropriate.

6.23. The success of the town centre as a shopping area owes much to the rapid growth of Northampton. The Council recognises the continuing need to improve the quality of shopping in the town centre. It also recognises that the allocation of suitable sites for new major shopping schemes within the town centre can in addition revitalise peripheral commercial locations and also contribute to urban enhancement.

6.24. The town centre provides the main location for comparison goods shopping such as clothing, footwear, jewellery and books. The majority of future floorspace for this type of retailing should continue to be in the town centre in order to sustain its role as the prime shopping centre of Northampton. Leisure and cultural facilities are an important part of the town centre environment and shopping proposals which integrate these uses are to be encouraged.

6.25. The Council considers that Northampton's role as a sub-regional centre can be enhanced, and to this end major retail development schemes incorporating appropriate leisure and cultural facilities will be encouraged in the town centre.
6.26. However the growth of service uses associated with shops in the town centre such as banks and building societies, estate agents, restaurants and amusement arcades, has led to increasing applications for planning permission to change the use of shop units. Although it is recognised that such uses are appropriate in shopping areas, experience has shown that too great a concentration of these can have a severely detrimental effect on the retail activity of an area. Both financial and professional services (class A2) and food and drink uses (class A3) are seen as uses which are compatible in principle with a shopping area and should therefore be permitted. However if they are being proposed in units presently used as class A1 shop use then permission must be dependant on the satisfaction of criteria (policies R5, R6 and R7) in order to retain an acceptable shopping content in the town centre such that the trading function of the town centre is not undermined.

6.27. The following policy therefore applies to changes of use from a shop (class A1) in the town centre. For changes of use in primary or secondary shopping frontages, Policies R6 and R7 should determine whether a proposal complies with Criterion B of policy R5.

R5 PLANNING PERMISSION FOR THE CHANGE OF USE FROM A SHOP (CLASS A1) IN THE TOWN CENTRE WILL BE GRANTED WHERE:

A) THE APPEARANCE AND CHARACTERISTICS OF THE PROPOSED USE WOULD BE APPROPRIATE TO THE PREMISES AND THE LOCALITY, AND

B) THE CHANGE OF USE WOULD NOT LEAD TO AN UNDUE CONCENTRATION OF SUCH USES, AND

C) THE PROPOSED USE WOULD NOT SIGNIFICANTLY HARM THE AMENITY OF NEIGHBOURING PREMISES, AND

D) THE PREMISES WOULD HAVE ADEQUATE AND APPROPRIATE SERVICING FACILITIES, AND

E) THE PROPOSED USE WOULD NOT SERIOUSLY LOWER LEVELS OF PEDESTRIAN AND VEHICULAR TRAFFIC SAFETY AND CONVENIENCE.

6.28. In the core of the town centre, where shops predominate and pedestrian flows are at their highest, certain street level frontages and shopping malls have been designated as Primary Shopping Frontages (see figure 6). It is important in these areas to retain the existing high proportion of shop uses in order to maximise retail activity in the heart of the town centre. In considering planning applications for change of use from shop use in these areas, the Council will have regard to the length of frontage of the premises which are the subject of the application and the existing proportion of shops to other premises, whether the use is complimentary to shopping uses e.g. class A2 (financial and professional services) or class A3 (food and drink) and taking account of unimplemented planning permissions. It should be noted that in the case of indoor shopping centres, the non A1 percentage is assessed as a percentage of the internal frontage of any floor of the shopping centres excluding food courts (purpose built eating facilities within the mall itself) or ancillary serving areas.
R6 WITHIN THE PRIMARY SHOPPING FRONTAGES OF THE TOWN CENTRE (AS SHOWN IN
FIGURE 6 AND ON THE INSET AREA OF THE PROPOSALS MAP) PLANNING PERMISSION FOR
THE CHANGE OF USE FROM A SHOP (CLASS A1) WILL, SUBJECT TO COMPLIANCE ALSO
WITH POLICY R5, BE GRANTED SO LONG AS:

A) THE PROPOSAL WOULD NOT RESULT IN THE TOTAL LENGTH OF SHOP FRONTAGE IN
THE RELEVANT FRONTAGE LENGTH (SEE APPENDIX 16ii) DECLINING SIGNIFICANTLY
BELOW 90%, OR REDUCE STILL FURTHER THE PROPORTION OF RETAIL FRONTAGE
WHERE THIS IS ALREADY BELOW 90%, AND

B) WOULD NOT RESULT IN TWO OR MORE ADJOINING PREMISES BEING USED OTHER
THAN AS A SHOP.

6.29. Those frontages where a lower proportion of shop uses is acceptable are identified as Secondary
Shopping Frontages (see figure 6). In these areas the pedestrian flows are lower, and the need for
maintaining continuity of shopping frontage is less critical. This will meet the need for a diversity of services
in the town centre as a whole. In considering planning applications for change of use from shop use in
these areas, the Council will have regard to the length of frontage of the premises which are the subject of
the application and the existing proportion of shops to other premises, taking into account any
unimplemented planning permissions.

R7 WITHIN THE SECONDARY SHOPPING FRONTAGES OF THE TOWN CENTRE (AS SHOWN IN
FIGURE 6 AND ON THE INSET AREA OF THE PROPOSALS MAP) PLANNING PERMISSION FOR
THE CHANGE OF USE FROM A SHOP (CLASS A1) WILL BE GRANTED SUBJECT TO
COMPLIANCE WITH POLICY R5 AND SO LONG AS:

A) THE PROPOSAL WOULD NOT RESULT IN THE TOTAL LENGTH OF SHOP FRONTAGE IN
THE RELEVANT FRONTAGE LENGTH (SEE APPENDIX 16ii) DECLINING SIGNIFICANTLY
BELOW 60%, OR REDUCE STILL FURTHER THE PROPORTION OF RETAIL FRONTAGE
WHERE THIS IS ALREADY BELOW 60%, AND

B) WOULD NOT RESULT IN THREE OR MORE ADJOINING PREMISES BEING USED OTHER
THAN AS A SHOP.

Amusement Centres

6.30. Amusement centres are not appropriate in primary shopping areas. In considering applications for
amusement centres, the Council will assess whether the noise caused by the operation of such
establishments is likely to cause unacceptable nuisance to adjacent businesses or residents. Account will
also be taken of the likely impact on the neighbourhood of any disturbance generated, for example if an
amusement centre were to become a focal point for gatherings of young people.

R8 PLANNING PERMISSION WILL BE ONLY BE GRANTED FOR AMUSEMENT CENTRES:

A) OUTSIDE THE PRIMARY SHOPPING AREA OF THE TOWN CENTRE

B) WHERE THE NOISE GENERATED IS NOT LIKELY TO CAUSE UNACCEPTABLE
DISTURBANCE TO ADJOINING OR NEARBY PROPERTIES

C) WHERE THE PROPOSAL DOES NOT GENERATE DISTURBANCE TO THE GENERAL
NEIGHBOURHOOD

D) WHERE VISUAL AMENITY IS NOT ADVERSELY AFFECTED.
6.31. The Council's aim is to strengthen and improve the facilities of the district/local centres as reflected in policy R1. Where there is scope for redevelopment within the centres, proposals for providing a variety of shopping uses and associated facilities are encouraged. Some district centres need environmental improvements to enhance their attractiveness and to maintain their role.

6.32. The Council will favourably consider new retail development in district centres where this would strengthen and improve facilities, without detriment to the amenity of the surrounding areas.

6.33. While many uses are appropriate in district and local shopping areas to provide services expected by shoppers, it is generally accepted that, as in the town centre, their character and vitality can suffer if too many uses other than shops are introduced. Several factors have to be considered - the nature of the shopping area, the type of use proposed, and the current proportion of premises which are not shops.

6.34. The older shopping centres have developed along sections of the main radial routes such as Wellingborough Road, Kettering Road, St James/Weendon Road and St Leonard’s Road. Within these centres there are types of trade and service not found in the town centre - specialist shops attracting particular customers. These take advantage of secondary and cheaper locations. The trend for small retail premises to diversify away from traditional uses in this way is beneficial.

6.35. In some centres (particularly Wellingborough Road and Kettering Road), shopping frontages are adjacent to residential areas which can be adversely affected by some changing trends, particularly late evening trading. The growth of hot food take-away shops is of particular concern; the Council is seriously concerned especially along Wellingborough Road by the effects of these on traffic, nuisance and litter. It is clear that consideration must be given to the impact of such uses on any nearby residential areas.

6.36. In the expansion areas many centres were built during the 1970's as part of the town expansion programme, often with community facilities. Various community facilities are also being added to local centres in the older parts of the town, and this extension of their role is now being encouraged.

6.37. One of the most contentious uses in district/local shopping centres are hot food take-aways. In many cases problems such as noise, smells, litter, late night trading, and on street parking have been encountered and all of these will need to be taken into account in considering how amenity will be affected in order to determine planning applications. Where centres immediately adjoin a primarily residential area, particular consideration will need to be given to the impact on residential properties. In this context it is often the case that hot food take-aways are more appropriately situated in recently developed centres where car parking and servicing areas provide space between the take-away and neighbouring dwellings where noise and smells are more easily dispersed.

6.38. Vacant floors above shops represent an important yet under-used resource within the town. Where these are not required for purposes ancillary to the use of the ground floor, they could be used where appropriate for residential purposes, providing the proposals satisfy policies H21, H22 and H23 of the Local Plan concerning flat conversion. This would help to promote activity within shopping areas outside shop hours and provide a source of low cost housing.

R9 PLANNING PERMISSION WILL NOT BE GRANTED FOR CHANGE OF USE FROM SHOP USE (CLASS A1) IN DISTRICT AND LOCAL CENTRES WHERE:

A) IT WOULD LEAD TO UNACCEPTABLE TRAFFIC PROBLEMS

B) IT WOULD ADEVERSELY AFFECT THE AMENITY OF NEIGHBOURING PROPERTIES OR THE AREA AS A WHOLE
C) IT WOULD BE DETRIMENTAL TO THE SHOPPING CHARACTER OF A CENTRE OR PART
OF A CENTRE BY AN UNACCEPTABLE INCREASE IN THE NUMBER OF NON-SHOP USES
OR INCREASING THE LENGTH OF FRONTAGE IN NON-SHOP USE TO AN
UNACCEPTABLE PROPORTION OF THE TOTAL FRONTAGE.

6.39. The cumulative effect of a series of non shopping uses on the character of shopping streets (often with
blank or uninteresting displays with no view of the interior) can detract from the vitality of a shopping
centre. Therefore it is appropriate where non shopping uses are allowed to make the planning permission
conditional on a shop front maintaining a window display and visible interior.

R10 GROUND FLOOR NON-SHOP USES IN SHOPPING AREAS SHOULD PROVIDE AND MAINTAIN
SHOP FRONTS IN KEEPING WITH SURROUNDING BUILDINGS AND APPROPRIATE TO A
SHOPPING STREET.

SHOPPING FACILITIES IN MAJOR RESIDENTIAL DEVELOPMENT

6.40. To meet the needs of the new population arising from major residential development it is important to
provide adequate shopping facilities in the form of local centres which can incorporate community facilities
and other related development.

R11 THE PROVISION OF SITES FOR ADEQUATE SHOPPING FACILITIES IN THE FORM OF A LOCAL
CENTRE WILL BE A REQUIREMENT IN THE FOLLOWING MAJOR RESIDENTIAL
DEVELOPMENT AREAS:

BERRYWOOD
KINGS HEATH
UPTON
WOOTTON FIELDS.

SHOP EXTENSIONS

6.41. Extending an existing shop unit may lead to an expansion of shopping provision, and contribute to a more
modern, attractive and accessible shopping environment. Any proposed extension should be appropriate
to the size and shape of the plot on which it is situated - overdevelopment of sites is unacceptable.
Sufficient provision needs to be made on site for bin storage, access, loading and staff car parking. In this
way, it may be possible for shops to expand within existing centres rather than seeking new locations
elsewhere. It should be noted that proposals involving the creation of new shop units is regarded as new
retail development, where policy R1 would apply.

R12 PROPOSED EXTENSIONS TO SHOPS AND OTHER COMMERCIAL PREMISES IN EXISTING
DISTRICT OR LOCAL CENTRES WILL BE PERMITTED, PROVIDED THAT THE EXTENSION
WOULD NOT:

A) RESULT IN OVER DEVELOPMENT OF THE SITE OR THE UNACCEPTABLE RESTRICTION
OF VEHICULAR ACCESS, LOADING OR UNLOADING SPACE, OR LOSS OF OFF-STREET
PARKING.

B) BE DETRIMENTAL TO THE AMENITIES OF OCCUPIERS OF NEARBY PROPERTIES BY
REASON OF NOISE, AIR POLLUTION OR VISUAL AMENITY, OR ACCENTUATE TRAFFIC
CONGESTION.
CHILDCARE FACILITIES

6.42. The design of shopping and other public areas should have regard to their use by parents and young children. There is need for short term childcare facilities whilst a parent is attending an appointment or shopping, which can be met by a creche; the parent with a baby, young or disabled child, requires easily accessible facilities for feeding, changing and resting.

6.43. The layout and services in many shopping and associated areas do not take full account of family needs. Few large stores provide even toilet facilities for their customers, and public provision in parts of the town centre is accessed via stairs or escalators which are a danger for pushchairs and wheelchairs. Baby changing rooms and toddlers toilets need to be accessible to both men and women and there should be separate facilities for infant feeding.

6.44. The Council will welcome and encourage large new retail development to provide appropriate and conveniently sited services for young children and those caring for them. It encourages the provision of childcare facilities in existing shopping centres and leisure areas and in public buildings.

SERVICING OF RETAIL PREMISES

6.45. The provision of rear service access to shopping areas reduces the inevitable traffic congestion caused by unloading vehicles, and helps to improve the shopping environment. It is recognised that there is limited scope for rear access provision within many of the existing shopping areas, but where the opportunity exists, the Council will encourage rear servicing. It is also important that development proposals do not reduce or impair the operation of service access to shops - either to the front or rear of premises. Traffic management schemes will also need to accommodate the needs of service to shopping areas and avoid prejudicing the successful operation of such areas.

PLANNING PERMISSION FOR RETAIL DEVELOPMENT WILL BE DEPENDENT ON THE PROVISION OR RETENTION OF ADEQUATE SERVICE ACCESS. PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENT WHICH WOULD:

A) INVOLVE THE LOSS WITHOUT ADEQUATE REPLACEMENT OF AN EXISTING REAR SERVICE AREA OR ACCESS, OR

B) ADVERSELY AFFECT THE PROPER OPERATION OF AN EXISTING SERVICE AREA, OR

C) INHIBIT THE POTENTIAL FOR SUCH AN ACCESS.

6.46. The Council will encourage provision of rear service access in any retail development proposals.

LARGE OPEN AIR SALES & DISPLAY AREAS

6.47. Some retail activities - such as garden centres, caravan and camping equipment sales, Sunday markets and car boot sales, require large open air display areas which invariably cannot be accommodated within the existing shopping centres. Such uses may be acceptable outside the recognised shopping areas, subject to the site and its access being suitable. A condition restricting the retail use specifically to that for which the application is made will normally be attached to any permission in order to avoid the establishment of general retailing in unsuitable locations.

PLANNING PERMISSION FOR RETAIL ACTIVITIES REQUIRING LARGE OPEN AIR SALES OR DISPLAY AREAS WILL BE GRANTED IF THE DEVELOPMENT:
A) WOULD NOT BE DETRIMENTAL TO THE AMENITIES OF THE OCCUPIERS OF NEARBY PROPERTIES

B) WOULD NOT RESULT IN OR AGGRAVATE TRAFFIC CONGESTION

C) SATISFIES THE PARKING STANDARDS AS SET OUT IN APPENDIX 11

D) WOULD NOT BE DETRIMENTAL TO THE PROPER FUNCTIONING, APPEARANCE OR GENERAL CHARACTER OF THE SURROUNDING AREA.

CAR SHOWROOMS

6.48. Car showrooms (including outside display areas) are not particularly suited to locations within established shopping centres. By the nature of their business they tend to attract vehicular traffic, are serviced by heavy and bulky delivery vehicles and require comparatively large floor areas. Often in addition to the showrooms, open display areas are required and usually some maintenance or servicing is carried out. This, and the all too often garish advertising, are considered generally to be inappropriate in the town centre or within other shopping centres. There are, however, suitable sites for such businesses alongside primary roads, on the fringe of business areas and in retail warehouse parks.

R15 PLANNING PERMISSION WILL NOT BE GRANTED FOR THE DEVELOPMENT OF CAR SALES AND SHOWROOM DEVELOPMENT IN OR ADJACENT TO RECOGNISED SHOPPING CENTRES. PLANNING PERMISSION WILL BE GRANTED ONLY WHERE A SITE CAN BE SHOWN TO BE SUITABLE BY REASON OF ITS PROXIMITY TO THE PRIMARY ROAD NETWORK AND NATURE OF THE LOCALITY.

RETAIL SALES FROM PETROL FILLING STATIONS

6.49. It is convenient for motorists to shop at petrol filling stations, and most filling stations now provide these facilities. However, it is important to ensure that this ancillary retail activity does not expand to the point where nearby residents are disturbed by increased activity at places which are often open for longer hours than most shops in existing shopping areas.

R16 PLANNING PERMISSION WILL ONLY BE GRANTED FOR RETAIL USE AT PETROL FILLING STATIONS WHERE:

A) THE RETAIL USE REMAINS ANCILLARY TO THE PRIMARY USE AS A PETROL FILLING STATION

B) THE LOCALITY IS APPROPRIATE TO A LOCAL SHOPPING FACILITY

C) THE RESULTING ADDITIONAL PEDESTRIAN AND VEHICULAR ACTIVITY WOULD NOT BE DETRIMENTAL TO HIGHWAY SAFETY, OR TO THE OCCUPIERS OF NEARBY PROPERTIES

D) THE PROPOSAL SATISFIES THE PARKING STANDARDS AS SET OUT IN APPENDIX 11.

RETAILING FROM INDUSTRIAL PREMISES
Retailing direct from industrial premises can result in congestion and nuisance caused by customers' vehicles especially where there is no on-site car parking provision. This is particularly the case with factory shops located in the older residential areas of Northampton. To enable the retail use to operate without detriment to local residents it is necessary for customer parking to be satisfactorily accommodated within the site and the retail component to remain ancillary to the main manufacturing use of the premises.

R17 PLANNING PERMISSION WILL BE GRANTED FOR RETAILING FROM INDUSTRIAL PREMISES PROVIDED THAT:

A) IT IS ANCILLARY TO THE PRIMARY USE OF THE SITE
B) THE RETAIL SALES RELATE TO THE GOODS MANUFACTURED ON THE SITE
C) RESIDENTIAL AMENITY IS NOT ADVERSELY AFFECTED
D) THE PROPOSALS SATISFY THE PARKING STANDARDS AS SET OUT IN APPENDIX 11.
CHAPTER 7.
LEISURE AND TOURISM

INTRODUCTION

7.1. Leisure makes an important contribution to the quality of life and well-being of individuals and is a central part of community life. With better living standards and a concern for health and fitness, people rightly expect a wide choice of attractive leisure facilities. Sport and entertainment in the town often draws an audience from a wide area and major new facilities would attract more visitors. Northampton is a compact town and leisure activities compete with other needs for the use of this limited land area. Policies which ensure that proper provision is made for leisure, including adequate land allocation, are essential.

7.2. The successful accommodation of many leisure activities will require the safeguarding of both existing recreational land and additional land to meet future needs. Public and private organisations provide parks, playing fields, spectator sports grounds, golf courses, allotments, indoor swimming pools, sports halls, cinemas, meeting halls, community centres, churches, libraries and museums. Schools and colleges make a valuable contribution towards this provision. The town's main entertainment venues are the Royal Theatre and the Derngate Centre. In the Nene Valley, there is considerable potential for the development of water recreation and countryside pursuits. The policies within this chapter concentrate on providing for all of these activities as part of the continuing development of the town.

7.3. There are many other facilities which cater for leisure and entertainment. These include public houses, restaurants, wine bars, snooker halls, night clubs, health and fitness centres, casinos, bingo halls and amusement centres. They are particularly concentrated in the town centre and district centres, where they help to maintain vitality especially at night. The Council recognises the need to retain and broaden this range of activities, which can be achieved by adopting a positive attitude in dealing with applications for their development. This encouragement however will need to be carefully considered because the late night use and the behaviour of the people using the facilities has in some cases caused nuisance to nearby residential and shopping areas.

7.4. Many other leisure issues, such as measures to increase participation, are beyond the scope of the Local Plan. A leisure strategy is proposed which will identify and promote such Council policies. This is discussed further at the end of the chapter.

EXISTING RECREATIONAL FACILITIES

The Need to Safeguard Facilities

7.5. Growing concern over the recent pressures to develop recreational open space is centred on the total or partial loss of private sports facilities and school playing fields. An assessment has been made of changes in playing field provision, including school grounds, over the period 1981-1993. The results in Appendix 17 illustrate that provision fell in relation to the growing population in this period. Provision in 1993 was equivalent to the minimum standard for playing fields recommended by the National Playing Fields Association (N PFA) i.e. 1.6-1.8 hectares per 1000 population.

7.6. The East Midlands Sports Council published an assessment of playing field needs in 1989, covering the period 1981-86. It established that sports grounds in Northampton were well used and largely maintained to a good standard. It also found that participation was growing, a trend which is likely to continue with local and regional bodies encouraging people to take part in sport. This assessment illustrated that current
land provision for popular sports broadly meets demand. On this basis, the retention of playing fields at a level equivalent to the minimum NPFA national requirement is directly applicable to the local situation in Northampton.

7.7. A recent joint report by sports organisations including the NPFA recommended that, within the broader NPFA standard for outdoor playing space, there should be a minimum provision for a narrower range of sports of 1.2 hectares per 1000 population. An assessment in Appendix 18 illustrates that provision in the town is well in excess of this, at 1.5 hectares per 1000 population. However, this requirement excludes provision for the popular sports of tennis, athletics and bowls.

7.8. An assessment has also been made of estimated playing field provision at the end of the plan period (2006) based on identified changes, in particular new provision in association with major new residential development. New facilities will be required both to meet the needs of the growing population and to meet demand from increasing participation. The results in Appendix 17 indicate that the NPFA minimum recommendation would be provided in 2006. This will only be achieved by:

a) the retention of all existing playing fields - any erosion of these sites would be reflected in an immediate decline below this minimum standard;

b) the provision of new playing fields in association with areas of major new residential development.

7.9. Many recreational sites have potential for more intensive or alternative use. Sites where the use of facilities is currently restricted to a private club or a school might be suitable for future use by the wider community. This may in itself justify retention especially if a site is currently under-used. The need to take full account of the potential recreational value of playing fields is stressed in Department of the Environment guidance on Sport and Recreation contained in Planning Policy Guidance Note 17.

7.10. The provision of public open space began in Northampton over 100 years ago and the town rapidly gained a reputation for an abundance of parks. Since 1970, substantial provision has been added as part of the planned expansion of the town. These areas are in full use for a wide range of formal and informal recreation and constitute the main leisure provision in the town with full public access.

7.11. Private sports clubs, firms and other organisations make a key contribution towards formal sports provision. Skill development at higher levels of play is aided by training facilities and greater practice time for which private grounds offer a major opportunity. The Council will therefore seek to ensure their retention.

7.12. Purpose-built facilities for indoor sports are an increasingly important element in both public and private provision and their retention is therefore considered to be essential. Indoor sports facilities often have a secondary role in hosting cultural or community events. Sports grounds may have a pavilion or clubroom which also meets such needs. Existing and potential use for cultural and community activities should be acknowledged in applying policy L1.

7.13. Public and private recreational open space also makes a central contribution to visual amenity and character. Larger open spaces, such as the Racecourse, Abington Park, riverside areas, Kingsthorpe Golf Course and the former Northampton Golf Course, are a particularly important part of the landscape character of the whole town. Other open spaces which connect in a linear fashion have a collective amenity value. With an increasing amount of land being built upon in the future, retaining these actively-used open spaces will enable the town's pleasant open character to be maintained. Much of this open land separates housing areas or other uses which would otherwise be incompatible in close proximity. Other open space has a more localised amenity value, but is nevertheless often essential in maintaining a pleasant residential environment. Any proposals for the development of the open space to which policy
L1 will be applied should be assessed in terms of the site's amenity value, independent from considerations relating to recreational use.

**L1**

**PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENT ON THE SITES LISTED IN APPENDIX 18 WHICH WOULD RESULT IN:**

**A)** **THE LOSS OF EXISTING PUBLIC OR PRIVATE, OUTDOOR OR INDOOR, RECREATIONAL FACILITIES FOR WHICH THERE IS AN ESTABLISHED OR POTENTIAL NEED, UNLESS SUITABLE REPLACEMENT FACILITIES OF AT LEAST AN EQUIVALENT STANDARD ARE PROVIDED WITHIN OR IMMEDIATELY ADJACENT TO THE TOWN**

**OR**

**B)** **THE LOSS OF OPEN SPACE OF ESTABLISHED AMENITY/LANDSCAPE VALUE UNLESS THE DEVELOPMENT SECURES THE MAJORITY OF THE SITE AS A FACILITY FOR SPORT AND RECREATION.**

**Community Use of Existing Schools and Colleges**

7.14. The County Council is strongly committed to the public use of recreational facilities in school premises, both by joint provision with District Councils and by dual school and community use. The Northamptonshire Structure Plan reflects this in policy REC 3. The need to retain existing playing fields has been stressed in paragraphs 7.5-7.8. The assessment in Appendix 18 shows that sports grounds in middle schools, upper schools and colleges form a third of total provision. Their retention will therefore be essential in maintaining current sports facilities.

7.15. The assessment of potential recreational value discussed in paragraph 7.9 and in Department of the Environment guidance, is especially applicable to educational land. Where it exceeds that which is required for educational use, retention for outside recreational use should be treated as a priority. Where development is permitted, a recreational or amenity open space element within the scheme may still be appropriate. Community use of lower schools is generally limited at present but they have considerable potential for greater use. For this reason, lower schools are included in the sites to which policy L2 will be applied.

7.16. School and college premises include many facilities for indoor sports and cater for arts, entertainment, and community activities. This existing value and the substantial potential for greater leisure use of buildings should be fully acknowledged in applying policy L2.

7.17. The majority of schools and colleges have grounds with considerable amenity and landscape value in a similar way to other recreational open space. This value alone may justify resisting development on individual sites.

7.18. Since recreational facilities have been provided principally for use within an educational environment, they cannot be identified separately on the Proposals Map. Accordingly, policy L2 applies to the total site area of each school and college.

**L2**

**PLANNING PERMISSION WILL NOT BE GRANTED FOR THE CHANGE OF USE, OR DEVELOPMENT FOR NON-EDUCATIONAL PURPOSES, OF ALL OR PART OF THE SCHOOL AND COLLEGE SITES LISTED IN APPENDIX 19 UNLESS:**

**A)** **IT CAN BE DEMONSTRATED THAT THE LAND OR FACILITIES LIKELY TO BE LOST ARE NOT NEEDED IN THE LONG TERM FOR ANY RECREATIONAL PURPOSES AND HAVE INSIGNIFICANT AMENITY AND LANDSCAPE VALUE, OR**
B) THE SCHEME RETAINS ALL OPEN SPACE OF SIGNIFICANT AMENITY/LANDSCAPE VALUE AND RETAINS OR PROVIDES ADEQUATE OUTDOOR OR INDOOR RECREATIONAL FACILITIES AVAILABLE FOR PUBLIC USE, OR

C) THE EXISTING SPORTS AND RECREATIONAL FACILITIES CAN BEST BE RETAINED OR ENHANCED THROUGH THE REDEVELOPMENT OF PART OF THE SITE.

Other Existing Local Open Space

7.19. The sites safeguarded by policies L1 and L2 represent the key recreational land in the town. There are many other smaller open spaces, below 0.4 hectares in size, in public or private ownership. They contribute to informal recreation and amenity in varying degrees. Some may have the potential for greater use, provided that disturbance from it would not affect the amenity of adjoining residential areas. Where applications for development arise, full consideration should be given to both the existing and potential recreational and amenity value of these open areas.

L3 PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENT WHICH WOULD RESULT IN THE LOSS OF EXISTING LOCAL OPEN SPACE, LESS THAN 0.4 HECTARES IN SIZE, WHICH HAS:

A) ESTABLISHED OR POTENTIAL VALUE FOR LEISURE USE

B) ESTABLISHED AMENITY VALUE CONTRIBUTING TO THE CHARACTER OF THE LOCALITY.

7.20. In the application of policies L1, L2 and L3 to specific sites, variations will be inevitable. Opportunities for effective replacement provision are generally limited and will vary. For example, a small area of open space within a densely developed area may be irreplaceable, whereas the partial loss of a larger area of open space may be acceptable, particularly in less densely developed areas where there is scope for alternative provision.

NEW LOCAL RECREATIONAL LAND

New Local Sports Provision

7.21. The need to retain existing playing field provision and to provide new facilities in order to meet the minimum N PFA requirement at the end of the plan period is discussed in paragraph 7.8. Provision in accordance with the N PFA minimum requirement (1.6-1.8 hectares per 1000 population) in the expansion areas since 1970 has successfully catered for popular sports. This requirement is therefore considered to be the proper basis for future land allocation, within which there will be considerable flexibility for meeting the needs of individual sports.

7.22. Good local provision will encourage the young to take part in sport. Also, the additional benefits of this open land being available for informal play and its contribution to the amenity of new development should not be underestimated.

7.23. The Council makes a central contribution to popular sports provision, particularly football where it provides the majority of pitches. It is recognised in the Regional Recreation Strategy that future provision will rely largely on public sites, with limited growth in private provision. The main opportunity to increase
the land available for local sports facilities will be in conjunction with the larger areas of new residential development.

7.24. The assessment of estimated playing field provision in 2006 (Appendix 17) illustrates that, if provision is made in large new housing areas, the NPFA minimum requirement will continue to be met. However, both existing and proposed sports provision is not evenly distributed throughout the town. Also, teams are less likely to be made up of players from a 'local' area than has been the case in the past. Most players will travel within the town to fixtures, including 'home' matches. The adequacy of facilities has therefore been assessed largely on a town-wide basis, accepting a considerable level of cross-town movement to play with variations in provision at a local level. The provision of changing and car parking facilities as part of the initial playing field development, will therefore be an essential element in the success and adequacy of new sports venues. Junior sport in particular would benefit from these associated facilities.

7.25. New public sports provision, in association with major new residential development, will be required on the following basis:-

a) a minimum playing area of 1.6 hectares per 1000 new population.

b) changing facilities and/or provision for car/coach parking may be required in association with the sports playing area.

c) a larger site area to accommodate any car parking and peripheral landscaped areas. These are excluded from the net playing area.

d) artificial playing surfaces capable of more intensive use could reduce the land requirement in accordance with NPFA advice. This might be agreed as an alternative to a traditional playing field, but the capital implications may be greater.

It is considered that viable facilities including changing accommodation and cost effective maintenance will normally only be achieved with a minimum playing area of approximately 4 hectares. The provision listed above is limited therefore to developments creating more than an additional 1000 dwellings or 2500 new population.

L4 PLANNING PERMISSION WILL NOT BE GRANTED FOR ANY MAJOR RESIDENTIAL DEVELOPMENT OF OVER 1000 DWELLINGS UNLESS PROVISION IS MADE FOR PUBLIC SPORTS FACILITIES IN ACCORDANCE WITH A STANDARD OF 1.6 HECTARES OF LAND PER 1000 POPULATION TO INCLUDE:

A) THE LAYING OUT OF PLAYING FIELDS OR AN AGREED ALTERNATIVE ARTIFICIALLY SURFACED PLAYING AREA, OR

B) THE CONSTRUCTION OF ASSOCIATED CHANGING FACILITIES AND/OR A CAR/COACH PARKING AREA AND SECURE CYCLE PARKING, AND

C) RELIABLE PROVISIONS FOR THE LONG TERM MAINTENANCE OF THE PLAYING FIELD AND ANY ASSOCIATED BUILT FACILITIES.

New Local Informal Open Space Provision
7.26. Demand for informal activities, including children's play, cannot be quantified. To a much larger extent than with formal sports areas, the very existence of an open space attracts "play" activities. Within the built-up areas of the town, there will be little opportunity for new open areas. The recreational potential of school sites represents the main opportunity for improvement here. Most opportunities for new informal open space will inevitably be found within housing developments. However, other forms of development may also provide an opportunity to provide recreational open space.

7.27. The development of the eastern and southern expansion areas has illustrated the success of grouping housing areas around open space. This will continue to be encouraged in future major developments. Within new housing in the eastern expansion area, children's play areas were often provided very close to the home and frequently caused disturbance to immediate residents. Therefore the Council has subsequently encouraged the siting of play areas away from the immediate vicinity of housing areas, within the central open spaces and will continue to promote such locations. (See Chapter 3 - paragraph 3.29 and policy H14).

7.28. Footpaths within open space should provide proper connections between housing estates and ensure that adequate access is gained to the open space itself. Walking is an important pastime and paths should be designed to combine pleasant surroundings with direct routes. The linear arrangement of open space is a particularly good way to achieve this.

WHERE THE COUNCIL CONSIDERS THAT INFORMAL OPEN SPACE PROVISION SHOULD BE MADE IN ASSOCIATION WITH NEW RESIDENTIAL DEVELOPMENT, BY REASON OF THE LOCATION AND SCALE OF THE DEVELOPMENT, PLANNING PERMISSION WILL BE GRANTED PROVIDED THAT THE OPEN SPACE PROPOSALS SATISFY THE FOLLOWING CRITERIA:

A) ACKNOWLEDGEMENT OF EXISTING TOPOGRAPHICAL AND LANDSCAPE FEATURES IN SITING LAYOUT AND DESIGN.

B) PROVISION OF AMENITY OPEN SPACE, WHICH SHOULD SEPARATE THE HOUSING AREAS

C) PROVISION OF ATTRACTIVE AND DIRECT FOOTPATH LINKS BETWEEN HOUSING AREAS AND TO OTHER AREAS OF OPEN SPACE AND COMMUNITY FACILITIES

D) INCLUSION OF CONVENIENT AREAS FOR INFORMAL LEISURE AND CHILDREN'S PLAY, AWAY FROM THE IMMEDIATE VICINITY OF HOUSING AREAS.

The Maintenance of Open Space

7.29. The proliferation of open space with rapid and substantial housing development during the period of town expansion since 1970, has placed an ever-increasing burden for its maintenance on the Council. Accordingly, it is established Council policy that new areas of open space will only normally be accepted on the basis of the developer paying a commuted sum to ensure adequate maintenance for 40 years following development. Such an agreement will not apply to those areas of open space to be privately conveyed and maintained. The agreement is normally made under Section 106 of the Town and Country Planning Act 1990. It is accepted that such agreements will only apply to small areas of public open space, in accordance with DO E Circular 1/97 - Planning Obligations.
THE COUNCIL WILL SEEK TO ENTER INTO AN AGREEMENT WITH THE DEVELOPER UNDER SECTION 106 OF THE TOWN AND COUNTRY PLANNING ACT 1990 FOR THE MAINTENANCE OF SMALL AREAS OF PUBLIC OPEN SPACE ASSOCIATED WITH NEW DEVELOPMENT, AS DEFINED IN DEPARTMENT OF THE ENVIRONMENT CIRCULAR 1/97. THE PAYMENT FROM THE DEVELOPER SHOULD BE A COMMUTED SUM SUFFICIENT TO ENSURE ADEQUATE MAINTENANCE FOR 40 YEARS FOLLOWING COMPLETION OF THE DEVELOPMENT.

Priority Areas for the Provision of Public Open Space

7.30. Large areas of public open space cater for both town-wide and local needs. In assessing existing provision, a proper distribution throughout the town is a major requirement, with the need for open space to be close to homes. Local open space, particularly for informal leisure, is important to mothers with young children, older people and other less-mobile residents. Ease of access to open space is recognised as an important part of successful provision in urban areas in Government planning guidance on sport and recreation (Planning Policy Guidance Note 17).

7.31. Two assessments of the distribution of public open space in Northampton have been carried out in order to assess deficiency in existing provision. The details are contained in Appendix 20. These reveal that the Duston area at present lacks major public open spaces i.e. areas of at least 4 hectares. This deficiency should form a priority for future provision, on the basis of the need for local and accessible public open space.

7.32. Draft proposals for the Pineham, Upton and Berrywood area were adopted by the Council in 1989, following public consultation. In this area, existing attractive open areas and landscape features have been identified for retention within the development. The proposed parks and playing fields would contribute towards meeting the deficiency referred to above.

PLANNING PERMISSION WILL ONLY BE GRANTED FOR DEVELOPMENT IN THE DUSTON AREA OF THE TOWN SUBJECT TO THE INCLUSION OF PUBLIC RECREATIONAL OPEN SPACE WHERE THE COUNCIL CONSIDERS THAT IT WOULD BE APPROPRIATE BY REASON OF THE LOCATION, SCALE AND TYPE OF THE DEVELOPMENT.

NEW MAJOR SPORTS FACILITIES

Priorities for New Sports Provision

7.33. Specialised sports facilities draw participants and spectators from varying catchment areas. Large-scale facilities and the popular sports often serve a wide area with participants and spectators travelling long distances, and Northampton is a convenient location for them. However, most sports facilities serve the town itself and an assessment of future sports requirements has been related to its projected population in 2006.

7.34. The Regional Sports Council standards have been used to assess minimum requirements for major sports facilities within the town by 2006. Where additional provision needs to be made to meet these requirements and where there is a demand for these facilities, it should be a priority within the Plan period. The deficiencies identified are broadly the same as those highlighted in both the Regional Recreation Strategy and a recent recreational assessment of the County. Details of the need for additional individual sports facilities are contained in Appendix 21.
The commitment of the County Council to greater public use of existing school and college facilities has already been mentioned. The recent County recreation assessment referred to in paragraph 7.34, stressed that increased dual-use could help to reduce deficiencies in the provision for public sport.

The Council will give priority to the provision of new sports facilities or changes to existing sports facilities, on the basis of established need, where they include sports halls, indoor swimming pools, an outdoor athletics track, indoor athletics facilities, indoor bowling greens or indoor tennis courts.

Main Spectator Venues for Sport

Major facilities for rugby football are provided at Franklin's Gardens on the Weedon Road, which is the home of Northampton Rugby Football Club - "The Saints". Northampton Town Football Club - "The Cobblers" - has moved away from its ground in Abington, which it shared with the County Cricket Club, to a new multi-purpose stadium at Sixfields.

The Northamptonshire County Cricket Club ground in Abington has benefited from the departure of the football club. Some spectator stands have been demolished and there is scope for the redevelopment of part of the site. Residential or a mix of residential and commercial uses would be beneficial in ensuring the continued use of the ground for first class cricket and improved facilities. It is essential that any such development maintains an adequate level of car parking within the ground and relates satisfactorily in its design and appearance to the adjoining neighbourhood.

Planning permission will be granted for the redevelopment of that part of the Northamptonshire County Cricket Club ground formerly occupied by spectator stands on the north and west side of the ground subject to the following:

A) That the preferred land use will be residential or residential with some commercial development

B) That it is of a scale and form of development that is not detrimental to the amenities and character of the surrounding area

C) That it does not have an unacceptably adverse affect on the existing highway network

D) That the existing car parking provision available for cricket matches is maintained together with further provision as may be considered necessary.

Golf Courses

Regional guidance issued by the Sports Council emphasises the continued growth in the popularity of golf. The majority of clubs are fully subscribed with waiting lists. There is also a considerable latent demand, where potential golfers are discouraged by lack of facilities. Increased participation is therefore largely dependent on new facilities.

Golfers are drawn from the more mobile sections of the population and research by the Sports Council suggests that the majority of players travel up to 16 kilometres to a course. As a result there is greater flexibility in the choice of location for new golf courses than there is for many other sports facilities. It is therefore felt that a more realistic assessment of provision to serve the population of Northampton can be
made by including courses within a 16 kilometre radius of the town centre, rather than adhering to the Borough boundary.

7.41. The need for additional golf courses to serve Northampton, in relation to the Regional Sports Council standard for minimum provision (1 course per 32,000 population), is detailed in Appendix 21. This indicates that the minimum requirement by 2006 would be met by existing courses which are either within the town or close to its boundary. Within the 16 kilometre radius, there is further potential provision with planning permission, which could almost double the number of courses serving Northampton.

7.42. Golf courses require large areas of land and opportunities for new provision in the town will be limited. The need to retain areas of rural character and provide for associated informal leisure on the town's fringes may also mean that golf course development is inappropriate. Additional golf facilities to serve Northampton may therefore be most effectively provided in rural locations outside the town and Appendix 21 illustrates that there are a number of outstanding planning permissions in such locations.

19. PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF GOLF COURSES WHERE:

A) THE PROPOSALS ARE LOCATED AND DESIGNED IN SUCH A WAY WHICH HARMONISES WITH SURROUNDING LAND USES

B) THE PROPOSALS WOULD NOT RESULT IN THE LOSS OF SITES OF ACKNOWLEDGED NATURE CONSERVATION VALUE

C) THE USE AND ENJOYMENT OF EXISTING PUBLIC RIGHTS OF WAY ARE NOT ADVERSELY AFFECTED

D) THE PROPOSALS CLEARLY DEMONSTRATE THAT THEY WOULD NOT LEAD TO THE IRREVERSIBLE LOSS OF THE BEST AND MOST VERSATILE GRADE 1, 2 OR 3A AGRICULTURAL LAND.

Northampton and Kingsthorpe Golf Courses

7.43. Increasing property values and the pressure for development in the late 1980's resulted in planning applications for the residential development of both of these golf courses. Applications for planning permission on both sites were refused and both were dismissed on appeal by the Secretary of State.

7.44. In addition to their existing and potential recreational value, the two sites are very important areas of amenity which separate and enhance surrounding residential areas. Also they are a significant and valuable part of the town's landscape structure and character.

7.45. The importance of resisting the erosion of green spaces in urban areas has been stressed in Department of the Environment Guidance on Sport and Recreation (PPG 17). Both of these sites are considered to be of sufficient landscape, amenity and recreational value to warrant their retention. The Council has previously passed resolutions to acquire both sites for public open space.

7.46. The Links/Spinney Hill area was identified in earlier drafts of the Local Plan as requiring additional public open space and this deficiency was recognised as an important reason for protecting both sites. Northampton Golf Club relocated to another site in 1991 and this gave potential for public access to this large open space. Planning permission for a scheme involving development of a small part of the site for retail purposes with the remainder of the site available for recreational use was granted in 1994. A new
public open space - Bradlaugh Fields - has been created, meeting the deficiency which once existed. This area is now in the ownership of the Council.

7.47. It is intended that Bradlaugh Fields be protected and managed as a valuable resource for the local community. Recreational use of Bradlaugh Fields will need to be carefully balanced with the protection of its acknowledged nature conservation value. There are two declared Local Nature Reserves within the site where active recreational use would be inappropriate. Proposals will also need to retain the character and amenity of the site and surroundings.

L10 PLANNING PERMISSION WILL NOT BE GRANTED FOR THE USE OF BRADLAUGH FIELDS FOR ANY PURPOSE OTHER THAN FOR RECREATIONAL OPEN SPACE OR NATURE CONSERVATION. PROPOSALS ASSOCIATED WITH THESE USES SHOULD NOT BE DETRIMENTAL TO:-

A) THE PROTECTION OF THE ACKNOWLEDGED NATURE CONSERVATION VALUE OF THE SITE INCLUDING THE DECLARED HILLS AND HOLLOWS AND KINGSTHORPE SCRUB FIELD LOCAL NATURE RESERVES AND THE PROPER MANAGEMENT OF THIS WILDLIFE AND HABITAT


C) THE USE AND ENJOYMENT OF THE SITE BY THE PUBLIC.

7.48. Kingsthorpe golf course remains in private ownership and although there is no public access to the site, it is fully used for golf and is a well maintained and managed amenity open space, benefiting the surrounding residential areas. On this basis, the site should be protected in its entirety.

7.49. Whilst any development that would significantly alter its use for recreational open space would therefore not be permitted, it is acknowledged that other minor forms of development ancillary to such use would be appropriate.

L11 PLANNING PERMISSION WILL NOT BE GRANTED FOR THE USE OF THE EXISTING KINGSTHORPE GOLF COURSE FOR ANY PURPOSE OTHER THAN RECREATIONAL OPEN SPACE. PLANNING PERMISSION WILL ONLY BE GRANTED FOR PROPOSALS WHICH ARE NOT DETRIMENTAL TO THE OPEN SPACE AND RECREATIONAL FACILITIES. THESE SHOULD:

A) NOT ADVERSELY AFFECT ANY EXISTING FLORA AND FLORA OF CONSERVATION VALUE

B) BE APPROPRIATE IN SCALE AND CHARACTER.

Motor Sports and Motorised Water Sports

7.50. There is a growing demand to both participate in and watch organised sport "off the road" involving cars and motorcycles, particularly for young people. There is an associated problem being experienced in Northampton of the uncontrolled use mainly of motorcycles by young people, which are ridden without authorisation on vacant land or public open space. This causes noise, disturbance and conflict with other uses and to neighbouring residential areas. Such activities often take place in environmentally sensitive locations, causing damage to wildlife and landscape. Not least of the problems is the potential danger to both the riders and the public.

7.51. Both Department of the Environment and Sports Council guidance stresses the need to identify permanent supervised sites for motor sports, in areas where disturbance to residents, adjacent uses and
the environment would be minimised. Provision in urban areas, where youth activity is concentrated, is a priority.

7.52. Motorised sport and leisure on water i.e. water skiing, jet skis and power boats may create similar levels of noise and disturbance, which particularly conflicts with the retention of the landscape and wildlife value of the valley areas and it can spoil the enjoyment of such areas for other leisure users. As speed restrictions apply to both the river and canal, such disturbance invariably occurs only on large water areas. Locations for noisy water activities, leaving other more sensitive areas free from disturbance, are identified in policy L18.

7.53. Opportunities for suitable locations for these noisy activities will be limited given the urbanised character of much of Northampton. Proper supervision, limited hours of operation and noise attenuation, where necessary, will be an essential part of successful provision.

L12 PLANNING PERMISSION WILL ONLY BE GRANTED FOR "OFF THE ROAD" MOTOR SPORTS AND MOTORISED WATER SPORTS WHERE THE PROPOSAL WILL NOT RESULT IN:

A) UNACCEPTABLY HIGH LEVELS OF NOISE AND DISTURBANCE, PARTICULARLY IF RESIDENTIAL AREAS OR OTHER LEISURE USES IN THE VICINITY ARE LIKELY TO BE SERIOUSLY OR CONTINUALLY AFFECTED

B) AREAS OF LANDSCAPE OR ECOLOGICAL VALUE BEING DAMAGED OR DEGRADED

C) AN UNSIGHTLY INTRUSION INTO THE AREA

D) TRAFFIC CONGESTION OR HIGHWAY SAFETY PROBLEMS

E) PARKING ON UNAUTHORISED AREAS.

7.54. On the basis of the need to redirect uncontrolled motorcycle activity by young people into organised leisure with progressive skill development, a site has been established for "off the road" motorcycle training on land at Delapre. The project is sited some distance away from residential property and includes noise attenuation works.

7.55. In the event that after an initial 5 year period the use of the Ransome Road site as a motorcycle trail park should prove to be unacceptable, the Council will endeavour to find an acceptable alternative site within Northampton.

ARTS, ENTERTAINMENT, CULTURAL AND COMMUNITY FACILITIES

Arts, Entertainment and Cultural Facilities

7.56. A basic requirement for arts and entertainment activities is a broad range of venues for performances and training. Audiences come from a wide area to the larger facilities in the town, notably the Royal Theatre and the Derngate in the town centre. The frequent appearance of performers of international standing at the Derngate and prestige productions next door at the "Rep", make them popular with both residents and visitors. They are complemented by a number of other entertainment venues with a more local emphasis - Roadmender Club, Spinney Hill Hall, Cannon Cinema, Lings Forum Theatres, bingo clubs and the Guildhall. The presentation of both local history and visual arts relies mainly on the Central Museum and Abington Park Museum. Libraries are also an important part of local cultural life.
Many of these facilities have limited resources and the opportunities for the provision of new venues are equally restricted. Many of the buildings are purpose-built and if lost, their replacement would be difficult and expensive. The safeguarding of existing premises from disuse and change to alternative uses is therefore essential.

The Council will encourage the retention of existing venues for arts, entertainment and cultural events as listed in Appendix 22 or their alternative use for similar activities.

Participation grows in response to the provision of new facilities. The problems in assessing demand, together with the doubtful financial viability of arts and cultural activities are likely to restrict most new projects to being an ancillary part of new development schemes.

The provision of facilities for arts, entertainment and cultural use will be encouraged by the Council, particularly where the opportunity arises within development schemes.

Community Facilities

Local community facilities have an essential role in the life of the town and need to be safeguarded in a similar way to arts, entertainment and cultural venues. Community centres are an important asset and a focus for many forms of local activity and need to be the subject of particular protection. Schools and churches, particularly those with community facilities and halls, play a valuable part in community life - especially for women and young children, for youth groups and for the elderly.

Planning Permission will not be granted for development which would result in the loss of the existing community facilities listed in Appendix 23.

Many facilities cater for arts, entertainment and community activities in addition to their primary use for sport and/or education and the retention of these is referred to in policies L1 and L2.

Places of worship together with ancillary meeting rooms and halls provide important local venues for religious and community activities. Increasingly, they provide centres for the community life of minority religious and ethnic groups. There are twenty-six community rooms associated with various sheltered housing schemes for the elderly throughout the town. These provide important community facilities which need to be protected against alternative use wherever possible; new rooms or extensions should also be encouraged, where appropriate.

Provision of New Arts, Entertainment, Cultural and Community Facilities

The assessment of proposals for new or revised use of buildings used for arts, entertainment, cultural or community purposes should take account of their value to the community. However, encouraging their use will need to be carefully balanced with the protection of amenity and other considerations such as traffic. In some cases, more intensive development of facilities may be wholly inappropriate in terms of the impact on the surrounding environment.

Planning permission will be granted for new developments or improvements to existing buildings to be used for arts, entertainment, cultural, community or religious purposes, where the proposals would not result in:

A) Unacceptable noise and disturbance

B) Unacceptable traffic, parking or highway safety problems

C) A loss of amenity and character in the surrounding area.
Leisure & Tourism

Priority Areas for New Community Centre Provision

7.65. To a large extent, the essence of good provision is that it is found locally. Centres are particularly important in providing leisure activities for people who are less able to travel away from their neighbourhood such as mothers with young children and young, elderly or disabled people. The distribution of community centres throughout the town is shown in Appendix 23 and this illustrates those areas which lack a local community centre.

7.66. However, there are many other venues for community activities in the town and areas lacking a community centre may be adequately served by church halls, social clubs etc. Use of these other facilities has been taken into account in determining those existing areas which should form a priority for future community centre provision. The areas identified for particular attention are listed after paragraph 7.68.

7.67. In addition to the need for extra community facilities in certain areas, provision should also be directed towards meeting the needs of all groups covered by the equal opportunities policy statement of the Council (1985; revised 1991). These may arise as a result of migration or population changes. For example there are a growing number of elderly people in the AfroCaribbean community, many of whom live in the central part of the town. Provision within this area, which is identified as a priority for extra community facilities, could help to cater for such specific community needs.

7.68. The Council will give priority to the provision of community centres in the following districts:

North Kingsthorpe (includes Spring Park);
Far Cotton;
Kingsley/Racecourse area;
Duston/Upton.

Opportunities will be sought by the Council to provide community facilities in association with proposals for development in and around these districts.

Local Community Provision in New Residential Areas

7.69. New community centres are usually built only when the need has been established. However, the opportunity should be taken in large areas of new residential development to reserve land for the community and religious needs of new residents. The development of new residential areas does create an almost immediate need for a meeting place and venue for community activities such as day nursery facilities, residents group meetings and other social functions. Any proposals would need to be carefully sited and managed in order to avoid undue disturbance to the residential character of the area.

7.70. Within proposals for major new residential development, the emphasis should be on the provision of community centres which are large enough to ensure their successful operation. At the same time, centres also need to be in convenient locations for local residents and have particular regard to the needs of the less mobile sections of the population.

7.71. Libraries are important in meeting the educational and leisure needs of residents and, where appropriate, need to be close to housing areas. Additional population resulting from major new residential development will need extra library facilities. In some residential developments there may be alternative or additional needs for religious buildings or purpose built facilities for pre-school childcare or care for the elderly. Community facilities as discussed in paragraphs 7.69 - 7.71 may be sought by requiring the developer either to provide new premises or, in other cases, to make a financial contribution towards the

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expansion of existing services. The scale of community and library facilities which the Council will seek is
detailed in Appendix 1, Paras B.11 and B.12.

7.72. Where the Council considers that local community facilities (e.g. Community Centres, Religious Buildings,
Libraries, Facilities for Pre-School Childcare or Care for the Elderly) should be provided in association
with any major residential development, the Council will seek the provision of a land allocation for new
premises. The Council will also seek the dedication of the land, the construction of new facilities or a
contribution towards the expansion of existing services by agreement with the developer under Section

7.73. The provision of new buildings should not be regarded as the only means of increasing community
facilities. Existing schools and colleges, in particular, are already used for all kinds of community activities
and there is potential for more use providing that this does not harm the amenity of the neighbouring
area. The assessment of proposals for alternative uses of school facilities under policy L2 will help to
safeguard such opportunities.

Use of Redundant Buildings

7.74. There has been a steady decline in many church congregations exacerbated by a shift of population.
Against this background, a high proportion of churches need to be retained on the basis of their
architectural and historical importance. Where suitable buildings are no longer required for their original
purpose, their alternative use may be best directed towards cultural or community activity. This would be
particularly suitable in locations where a commercial use would not be appropriate.

L15 PLANNING PERMISSION WILL BE GRANTED FOR THE CONVERSION OF REDUNDANT
BUILDINGS CONSIDERED WORTHY OF RETENTION BY VIRTUE OF THEIR ARCHITECTURAL
AND HISTORIC CHARACTER FOR USES ASSOCIATED WITH ARTS, ENTERTAINMENT,
CULTURAL OR COMMUNITY ACTIVITIES.

COUNTRY AND WATER RECREATION

Safeguarding the Nene Valley and Tributaries

7.75. The valleys of the River Nene and its tributaries (Brampton Arm and Wootton Brook) contain extensive
areas of undeveloped land. The Grand Union Canal (Northampton Arm), which is linked to the river at
locks close to South Bridge, runs side by side with the river to Duston Mill before turning south and
crossing the Wootton Brook. These open corridors need to be retained as they provide a valuable and
under-used amenity that is important in terms of recreation, nature conservation and tourism.

7.76. Historically, the land is flood plain and this has prevented development and limited agriculture to
traditional meadow pasture. Development of the river frontage has only taken place in the town centre,
with the retention of riverside common land retaining an open aspect to the immediate east. The Brampton
Valley has been spoiled by unsightly development but it nevertheless provides an important
open wedge running north from Spencer Bridge into open countryside. The Nene Valley will provide the
major open spaces in the proposed development of the Pineham, Upton and Berrywood areas and it
should continue to be protected as an amenity throughout its length.

7.77. The East Midlands Sports Council stresses that opportunities for countryside and water recreation should
be as close as possible to urban populations, which is of particular benefit to less mobile groups. The
linear nature of the valley areas gives an opportunity to retain continuous open space of semi-rural
character throughout the town, easily accessible to a large proportion of the population. The extraction of
gravel deposits in the Nene Valley has resulted in a legacy of large water areas. With Northampton's inland location, their value in recreation and amenity terms is increased.

7.78. The character of the river valley and its tributaries can only be retained by rigorously excluding inappropriate development. The character can also be maintained and enhanced by the retention of appropriate agricultural use and the promotion of nature conservation and appropriate leisure uses. A careful balance needs to be kept between new leisure uses and existing natural features. The character of the area needs to be retained not merely on amenity grounds but also in order to conserve a pleasant setting for informal recreation. Similarly, areas of nature conservation value need to be protected both in their own right and as features which with careful management and selective access can contribute to the recreational attraction of the valleys.

L16 WITHIN THE RIVER VALLEY POLICY AREA (AS DEFINED ON THE PROPOSALS MAP) PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENT OTHER THAN AGRICULTURE, LEISURE OR RECREATIONAL USES. ALL SUCH DEVELOPMENT WILL BE REQUIRED TO:

A) AVOID SIGNIFICANT HARM TO THE AMENITY VALUE OF THE OPEN SPACE IN THE VALLEY

B) PAY DUE REGARD TO THE CHARACTER, NATURAL FEATURES AND WILDLIFE OF THE AREA

C) MAKE ADEQUATE PROVISION FOR PUBLIC ACCESS WHERE THE DEVELOPMENT IS SUCH AS TO ATTRACT VISITS FROM MEMBERS OF THE PUBLIC.

Use of River and Canal

7.79. A recent Regional Sports Council assessment identified the River Nene as being of "key regional significance" for boat cruising and coarse angling. The Washland channel was specifically identified as a key site for rowing.

7.80. The river is navigable to the east of the town centre and is used by pleasure boats in conjunction with the Northampton arm of the Grand Union Canal to the west. The Canal provides an important link between the Grand Union Canal system and the navigable rivers and channels of East Anglia and the Fens. Future development has been examined through a Canal Corridor Study prepared by British Waterways in consultation with the Council and there is a particular need for improvements to the canalside environment and facilities at Cotton End, where the Canal meets the River. There are limited facilities for mooring boats at Foot Meadow, Becket's Park and Midsummer Meadow. Rowing boats can be hired at Becket's Park whilst downstream parts of the river are used for canoeing and rowing but better facilities are needed to foster these sports. A canoe slalom course is being considered adjoining the Bedford Road sluice and new facilities for the rowing club have been permitted on a nearby site. At Weston Mill and Billing the river is used for sailing and by pleasure boats.

L17 PLANNING PERMISSION WILL BE GRANTED FOR DEVELOPMENT ASSOCIATED WITH THE LEISURE USE OF THE RIVER NENE AND THE NORTHAMPTON ARM OF THE GRAND UNION CANAL SUBJECT TO IT BEING APPROPRIATE IN SCALE AND CHARACTER, NOT DETRIMENTAL TO WILDLIFE AND ACCEPTABLE IN ENVIRONMENTAL TERMS.

7.81. The Council will seek to encourage the development of additional mooring facilities and will support the development of the canoe slalom course and facilities for rowing near the Bedford Road sluice.
Use of Large Water Areas

7.82. Gravel workings have produced lagoons west of Upton Mill, between Duston Mill and St James and from Billing to the eastern boundary of the town. The determination of proposals for the future use of these involving any recreational activity is the responsibility of the Council. In considering such applications, effective policies are required to balance the needs of competing leisure activities and at the same time conserve the important character and wildlife of the valley areas. These interests need to be separately assessed.

7.83. Growing demand for water sports has been recently assessed by the Regional Sports Council which found that the substantial growth in boardsailing and water skiing has not been matched by adequate provision. New local facilities will be necessarily opportunist, with activities being accommodated only where they are appropriate.

7.84. The ecological assessment of the Nene Valley emphasised that opportunities for the co-existence of valuable habitats and water sports would be extremely limited (Nature Conservation Value of the Nene Valley 1983 and Supplementary Report 1985, Nature Conservancy Council and Northamptonshire Wildlife Trust). Sensitive areas of wildlife value are particularly susceptible to disturbance from other informal leisure activities and in these cases, limited access with facilities being restricted to viewing and interpretation would be appropriate.

7.85. Informal countryside activities are invariably more compatible with nature conservation than water sports. They are enjoyed by large numbers of people and interest in wildlife and the countryside in general continues to grow.

The Principle of Primary Use of Large Water Areas

7.86. In seeking a balance of interests in the use of water areas, the Regional Recreation Strategy promotes the establishment of a "preferred prime use" (referred to henceforth as "primary use") for either water recreation or nature conservation on individual enclosed and linear water sites. Recent guidance on good conservation practice for sport and recreation suggests that shared use for recreation and conservation is unlikely to be successful on water areas below 200 hectares in size; conflict between sailing and wildfowl is particularly highlighted. Since the largest lake in the town (Washland area) will cover an area of only 30 hectares, this advice emphasises the need for "primary use" zoning of all large water areas.

7.87. The application of the term "primary use" requires further clarification. Identifying the primary use of a site as being either for water recreation or nature conservation means that all other uses must be subordinate to, the requirements and objectives of the primary use. Allocating a primary use to a site will give broad guidance in considering development proposals. This may be further refined by detailed conditions, separate agreements or management plans.

7.88. Those sites where a primary use for water recreation is considered to be appropriate are as follows:

- Billing Aquadrome - Marina Lake and Boating Lake: This is a facility of regional importance catering for caravans, camping and other leisure activities around extensive lagoons;

- Billing - East of Station Road, Lagoon (A): This is a large lagoon used for water skiing adjoining a smaller lagoon to the east but both are also valuable for wintering and breeding birds;

- Delapre Lake: a large lake used for water skiing and fishing;

- Sixfields - East Lagoon (north of River Nene): This provides a major opportunity for additional water sports facilities but this should not include motorised water sports. These lagoons to the north of the
River Nene have been identified as "one of the principal ornithological sites in the county" (Nature Conservation Value of the Nene Valley 1983 and Supplementary Report 1985, Nature Conservancy Council and Northamptonshire Wildlife Trust);

- Sixfields - Proposed Flood Storage Reservoir (south of River Nene): This proposed lake will need to respect the conservation value of the river reach. However, this will be a large lake, approximately 1.2 kilometres in length and it will have considerable potential for a complete range of water activities including motorised water sports, rowing, sailing and angling but the proximity to housing at Briar Hill will have to be considered. The extent of the site should also allow the creation of effective areas of wildlife habitat and amenity landscaping, in an area which could become a major spectator attraction in its waterside setting.

PLANNING PERMISSION WILL BE GRANTED FOR PROPOSALS WHICH ENSURE THAT THE PRIMARY USE OF THE EXISTING AND PROPOSED LARGE WATER AREAS AND ASSOCIATED OPEN SPACE AREAS LISTED BELOW WILL BE WATER-BASED SPORTS AND ACTIVITIES. WHERE POSSIBLE THESE SHOULD BE SYMPATHETIC TO THE EXISTING AND POTENTIAL ECOCLOGICAL VALUE OF THE SITE AND THE AMENITY OF THE LOCALITY:

BILLING AQUADROME: - MARINA LAKE AND BOATING LAKE
BILLING - EAST OF STATION ROAD: LAGOON (A).
DELAPRE LAKE
SIXFIELDS - EAST LAGOON (NORTH OF RIVER NENE).
SIXFIELDS - PROPOSED FLOOD STORAGE RESERVOIR (SOUTH OF RIVER NENE).

(SEE FIGURE 7 FOR SITE LOCATIONS).

7.89. Those sites where a primary use for nature conservation is considered to be appropriate are as follows:

- Billing east of Station Road, Lagoon (B): This small lagoon is unsuitable for water recreation and its value was noted in the wildlife assessment of the valley;

- Upton Lagoons: The 1985 report which examined the nature conservation value of the Nene Valley west of the town centre categorised the Upton Mill area as a "nature conservation zone" of considerable ecological value. The area represents a unique combination of sites in close proximity, with both little-improved grassland and diverse water habitats. A subsequent environmental assessment of the Pineham, Upton and Berrywood proposals endorsed this view. A Country Park is proposed and the use of the lagoons for nature conservation and other compatible activities would form a central feature but the conservation and management of the natural habitat will be an important priority;

- Sixfields - West Lagoon (north of River Nene): The ecological assessment of the valley emphasised the considerable ornithological value of the existing lagoons and river valley by designation as a "nature conservation zone". The western lagoon is particularly suitable for breeding birds and should remain undisturbed;

- Washland Area: This is a very large area (60 hectares), bounded by 3.2 kilometres of embankment south of Nene Valley Way which stores flood water from the River Nene. Gravel has been extracted and restoration has enhanced its value both for wildlife and as an amenity area. There is a large area of permanent water and the embankments, along which public access is permitted, can be used for leisure and for the observation of birds.

The Washland area and the proposed flood storage lake at Sixfields will be the two largest areas of water in the town and it is opportune that in terms of their primary use, one should be designated for wildlife conservation and the other for water recreation.
PLANNING PERMISSION WILL BE GRANTED FOR PROPOSALS WHICH ENSURE THAT THE PRIMARY USE OF THE EXISTING AND PROPOSED LARGE WATER AREAS AND ASSOCIATED OPEN SPACE AREAS LISTED BELOW WILL BE IN THE INTERESTS OF NATURE CONSERVATION. WHERE POSSIBLE PLANNING PERMISSION MAY BE GRANTED FOR RECREATIONAL ACTIVITIES WHICH DO NOT SERIOUSLY DETRACT FROM THE PRIMARY INTEREST OF NATURE CONSERVATION:

BILLING - EAST OF STATION ROAD: LAGOON (B)
UPTON LAGOONS
SIXFIELDS, WEST LAGOON (NORTH OF RIVER NENE)
WASHLAND AREA.

(SEE FIGURE 7 FOR SITE LOCATIONS).

Managed Countryside Recreation

7.90. The Regional Recreation Strategy emphasises the importance of country parks and other similarly managed sites in encouraging countryside recreation. The Northamptonshire Structure Plan also stresses the importance of facilities for wildlife interpretation and countryside recreation and specifically promotes the provision of a country park in Northampton.

7.91. A suitable location for a future country park would be at Upton. The site is contained within the River Valley Policy Area (policy L16) where development is restricted to leisure, recreational or agricultural related uses. The area contained flood meadows and water areas left from former gravel extraction which offer opportunity for wildlife conservation and informal recreation. The area represents a valuable resource - a corridor of open space between proposed development areas where natural elements of landscape and river valley may be vulnerable to the consequences of adjacent land use change unless properly managed. The river valley in this area should be conserved at all costs. Therefore in granting planning permission for adjoining areas the Council will seek to secure the long term future of the river valley as managed open space.

PLANNING PERMISSION WILL BE GRANTED FOR A COUNTRY PARK AT UPTON WITHIN THE OVERALL DEVELOPMENT OF THE PINHAM AND UPTON AREA. THE COUNCIL WILL SEEK SUCH PROVISION BY AGREEMENT WITH THE DEVELOPERS OF THE PINHAM, UPTON AND BERRYWOOD AREAS AND RELEVANT LANDOWNERS.

7.92. A commercial development - Riverside Park - is proposed to the west of Billing Aquadrome. This includes a conservation park which would contain typical river valley habitats including one of the few remaining areas of semi-improved alluvial grassland in Northampton.

WITHIN THE OVERALL PROPOSALS FOR THE DEVELOPMENT OF RIVERSIDE PARK, THE COUNCIL WILL GRANT PLANNING PERMISSION FOR A CONSERVATION PARK AT WESTON MILL LANE. THE COUNCIL WILL SEEK SUCH PROVISION BY AGREEMENT WITH THE DEVELOPERS AND LANDOWNERS.
FOOTPATHS AND BRIDLEWAYS

7.93. Both the Regional Recreation Strategy and Northamptonshire Structure Plan stress the need to protect and develop the footpath network for recreational use. Footpaths are a crucial element in developing the town's recreational potential. They provide access to leisure facilities and cater for walking as an increasingly popular activity. Convenient footpaths into the open spaces by the river and other water areas are of particular benefit. Long-distance walking is catered for on paths along the river and canal, which provide attractive routes into the surrounding countryside.

7.94. Development proposals will create opportunities to improve or supplement the network of paths. Improvements have been initiated by the Council, including the surfacing of paths and the construction of several river footbridges. These have helped to establish the Nene Way, a long-distance footpath route, 11 kilometres of which runs through the town along the Nene Valley. The Council will also encourage the improvement of the canal towpath, in support of the initiative by British Waterways to promote long-distance walking along the entire length of the Grand Union Canal.

7.95. Redundant railway lines provide an opportunity for attractive paths into the countryside. A former line from Northampton to Market Harborough provides a footpath/bridleway north of the Borough boundary. An extension of this route is proposed southwards along the Brampton valley into Northampton, to form part of a proposed riverside path, linking to the Nene Way. There are similar proposals for use of the former line from Brackmills Business Area towards Piddington as a footpath/bridleway with associated car parking.

7.96. The improvement of footpaths is cost-effective but there is a complementary need for signposting and maintenance. There is also a need to relate the paths to facilities such as accommodation, car parks and information.

7.97. The retention and development of the footpath system should not of course be confined to the river valley but needs to be extended throughout the town particularly into the linear parks associated with other watercourses, notably Billing Brook, Ecton Brook and Wootton Brook.

7.98. There are a number of bridleways on the periphery of the town which give horse riders access to the surrounding countryside. It is important to retain and improve these routes. Opportunities for new routes should also be sought, wherever this is compatible with the interests of walkers, other users and nature conservation.

7.99. The Council will seek to promote the use of the footpath and bridleway network by the provision of footbridges, subways, signposting and associated car parking and by ensuring the proper maintenance of paths.

L22 PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENT WHICH WOULD RESULT IN THE LOSS OR OBSTRUCTION OF EXISTING FOOTPATHS OR BRIDLEWAYS UNLESS EQUALLY CONVENIENT AND ATTRACTIVE ALTERNATIVE ROUTES SEPARATE FROM PUBLIC HIGHWAYS ARE PROVIDED.

L23 WHERE THE COUNCIL CONSIDERS THAT NEW OR IMPROVED FOOTPATHS AND BRIDLEWAYS SHOULD BE PROVIDED IN ASSOCIATION WITH NEW DEVELOPMENT, PLANNING PERMISSION WILL REQUIRE THEIR PROVISION AS PART OF THE OVERALL SCHEME.
ALLOTMENT GARDENS

7.100. There is a strong tradition of allotment gardening in the town. In the 1980's, much allotment land was vacant with many plot-holders being discouraged by disturbance and vandalism to plots. In response to this, a management strategy for allotments on Council-owned land was approved in 1990, which suggested that some disused areas might be suitable for appropriate alternative use.

7.101. The control which the Council can exercise over the future of allotments varies according to the type and ownership of sites:

a) Statutory: These permanent allotments on Council-owned land are subject to Allotment legislation, which includes the requirement to make alternative provision in the event of cultivated areas being developed for another purpose;

b) Temporary: In Council ownership, these sites will eventually be required for other uses;

c) Non-Statutory: Together with temporary sites, these are not subject to allotment legislation with regard to disposal of sites. With increasing pressures for their development, they can only be safeguarded where appropriate by the Council's planning policy and development control.

7.102. Provision of new allotments is very unlikely, which emphasises the need for careful control of existing sites. Many are well-used, secure and popular and others are readily capable of improvement. All such sites should be retained whilst others which are severely under-used with limited potential for improvement will provide opportunities for alternative use.

7.103. An assessment has been made of the change in allotment land over the period 1981-1991. The results in Appendix 24 illustrate that some sites were lost and that provision relative to population fell. However, decline in demand and many vacant plots mean that this should give little cause for concern. Indeed, further reduction may be achieved without seriously affecting the situation.

7.104. An assessment of the value of individual sites should be complemented by a broader view of the town-wide provision. As an indicator of demand, two thirds of plots on sites directly managed by the Council were being used in 1990. Applied town-wide, this level of use is close to the following established standards

a) Statutory sites: - 0.2 hectares/1000 population. This is the minimum standard suggested (Departmental Committee of Inquiry into Allotments - Report. Ministry of Housing and Local Government 1969).

b) All sites (including statutory): - 0.4 hectares/1000 population. This was the standard recommended for the later stages of New Town expansion.

The above standards reflect current demand and they provide a suitable minimum requirement for provision within the Plan period.

7.105. In considering proposals for alternative use, the value of the site to the local population might in itself justify its retention and override other considerations such as under-use. The distribution and local availability of allotments is shown in Appendix 24 and this will be used as a guide to the local value of sites.

7.106. The value of allotment sites is not confined to their leisure use. Sites contribute to the open character of an area, often forming part of a larger open space of collective value. This should be fully recognised in considering their development.
The Council’s temporary sites are likely to remain available for allotment use throughout the Plan period (on land adjacent to Dallington, Kingsthorpe and Towcester Road cemeteries; and at Glebeland Road). However, they are excluded from the following policy, since their eventual use (mainly for cemetery extensions) is largely established.

Several private sites are completely disused and no longer qualify for inclusion in existing allotment provision - Freehold Street and Martin’s Yard, (north of Spencer Bridge Road).

**L24**

**PLANNING PERMISSION WILL NOT BE GRANTED FOR THE DEVELOPMENT OF EXISTING ALLOTMENT SITES LISTED IN APPENDIX 25 WHICH WOULD RESULT IN:**

**A) THE LOSS OF ALLOTMENTS FOR WHICH THERE IS AN ESTABLISHED OR POTENTIAL NEED OR WHICH PROVIDE A CONVENIENT LOCAL FACILITY, UNLESS ADEQUATE REPLACEMENT FACILITIES ARE PROVIDED**

**B) THE LOSS OF AN ESTABLISHED AMENITY WHICH CONTRIBUTES TO THE CHARACTER OF THE LOCALITY.**

There are a number of other allotment sites which are considered to be appropriate for alternative use and which are therefore not included in policy L24 above. The development of these sites would not be detrimental to either allotment supply or the amenity of their locality. They comprise the following:

**Hardingstone** (south), north of Newport Pagnell Road (private): Much of this site has planning permission for residential development and the remaining area is appropriate for further housing.

Rothersthorpe Road (private): Land to the south of the site has planning permission for housing development. Much of the allotment land is under-used and has similar potential for residential use. Delapre Middle School to the east of the site has no school playing field. On the basis of this need for sports facilities and in order to retain an open space element within any residential development, an area of 1.2 hectares has been identified as proposed recreational land in policy L25. It is intended that the playing field would be available for use by both the school and residents.

Water Lane, Wootton (Private): This site is immediately adjacent to a proposed major residential area - Wootton Fields. As such, it would form an acceptable extension to this residential area. Part of the allotment land is currently being developed for housing.

Pleydell Road, (owned and managed by the Council): With over 60% of plots vacant in 1990, there is scope for developing some of the plots. Part of the site has already been developed for housing. By ensuring that some allotments remain on the periphery of the site, their amenity value to surrounding residents would be retained.

Rothersthorpe Road, (owned and managed by the Council): With a high level of vacancy (70% in 1990), part of the site is also suitable for housing development.

**L25**

**PLANNING PERMISSION WILL BE GRANTED FOR AN APPROPRIATE ALTERNATIVE USE OF ALLOTMENT LAND LISTED BELOW:**

**HARDINGSTONE, NEWPORT PAGNELL ROAD (PRIVATE) REMAINDER, GR:763573**

**ROTHERSTHORPE ROAD (PRIVATE), GR:744588**

**WATER LANE, WOOTTON (PRIVATE), GR:765571**

**PLEYDELL ROAD - PARTIAL DEVELOPMENT OF SITE (COUNCIL), GR:751586**

**ROTHERSTHORPE ROAD - PARTIAL DEVELOPMENT OF SITE (COUNCIL), GR:740587.**
On the basis of the allotment land identified for alternative development in policy L25 being lost, Appendix 26 illustrates remaining provision in relation to population at the end of the Plan period (2006). This would keep provision at the same level as the minimum requirement for allotment land suggested in paragraph 7.108, with statutory sites forming the main component.

LEISURE PROPOSALS

Preceding policies in this chapter are directed towards the safeguarding of existing recreational land. Other policies establish priorities for future leisure provision and open space requirements for new residential areas. Where future leisure proposals can be specifically identified, the land required for such uses also needs to be safeguarded against alternative development. This is considered to be essential if future leisure needs are to be met within the context of the town's finite land supply. It is especially important where major projects rely on a unique site for their realisation, a prime example being Upton Country Park.

The proposed recreational sites listed in Appendix 27 are at various stages of commitment. They include areas which were under preparation but not ready for use in mid-1993. Other long-term sites are dependent on associated development which would be implemented in the later stages of the Plan period.

The sites listed in Appendix 27 have been selected as proposed recreation/leisure sites and are proposed to be safeguarded from alternative development on the basis their suitability in providing additional recreational facilities within the Plan period. The protection of open space of established amenity/landscape value and/or sites of acknowledged wildlife and habitat value have also been important criteria in identifying the sites to be subject to the policy.

Planning permission will be granted for the recreational/leisure use of the sites listed in Appendix 27 and development for any other purpose will not be permitted.

The effect which sports, arts, entertainment, cultural and community proposals are likely to have on their surroundings will vary considerably. Some changes to existing sites will be unacceptable if they are over intensive or unsympathetic. Where changes are appropriate, they help to maintain the use and viability of facilities. The following policy should be applied to the full range of leisure activities and provision, as listed in paragraphs 7.2 and 7.3.

Planning permission will be granted for new recreational/leisure uses or changes to existing facilities, provided that they would not result in:

A) AN UNSIGHTLY INTRUSION INTO THE AREA
B) TRAFFIC CONGESTION OR HIGHWAY SAFETY PROBLEMS
C) AN UNACCEPTABLE INCREASE IN ON-STREET PARKING
D) EXCESSIVE NOISE AND DISTURBANCE, PARTICULARLY IN HOUSING AREAS
E) AREAS OF LANDSCAPE OR ECOLOGICAL VALUE BEING LOST OR DAMAGED.

The scope for families and particularly those with young children, to take a greater part in leisure activities has been stressed in both regional and county recreation strategies. Greater participation by parents
would be encouraged by the provision of better family facilities in new leisure and community developments, in both the public and private sectors. The provision of short term childcare in a creche or nursery would give parents more opportunity to use the sporting or leisure facilities available in new developments. Also parents with babies and young children would greatly benefit from facilities for baby changing and feeding. Such facilities need to be incorporated within the initial planning and layout of developments if they are to be adequate and successful.

7.116. The Council will encourage the provision within new or enlarged leisure and community developments, where appropriate, of childcare facilities.

TOURISM

7.117. Tourism makes an important contribution to the economy and prosperity of the town. Recognition of Northampton's tourist potential will strengthen and broaden the economic base and lead to additional facilities being provided. These will benefit the resident population as well as visitors by enhancement of the character and profile of the town.

7.118. Northampton is a blend of an old market town and a modern thriving community. The historic buildings, churches and market square complement the shops, the new indoor retailing centres and areas of commerce. The museums portray the diverse development of Northampton to the present day, but particularly the town's boot and shoe heritage. All year round entertainment is provided at the internationally known Derngate and Royal Theatre with the Musical Merry-Go-Round at Wootton and Billing Aquadrome being other major tourist attractions. The parks and gardens of Northampton are renowned although the river and canal are under-utilised facilities. Visitors can follow the major sporting interests with first class cricket, league football and rugby in the town, whilst grand prix motor racing and national hunt meetings take place nearby. Golf courses have been referred to earlier in the chapter. There is a wide ranging choice of accommodation, restaurants and other amenities to cater for the needs of visitors.

7.119. The heritage of Northampton and its advantageous location are the principal assets of the town that need to be realised and developed so as to take advantage of the benefits of tourism. The royal connections with Northampton and the nearby stately and historic houses in the county and just beyond, provide an excellent basis on which to build and encourage tourism. Easy access by road within a short drive to the towns of Cambridge, Oxford, Stratford and Warwick provide the incentive for further development to accommodate visitors wishing to explore the town and region.

7.120. Northampton's position is unrivalled but is not yet fully appreciated. The rail and motorway systems make it highly accessible to a very large catchment area, particularly the populated south-east and the midland conurbation. The town is already benefiting from this by establishing itself as a popular business and conference centre, but there is still a clear need to advocate and promote Northampton as a centre for tourism.

7.121. The Council has prepared an Action Plan for Tourism which is designed to identify and upgrade facilities for tourists. The scope of this should be widened into a new longer term strategy for tourism to co-ordinate the various proposals and to avoid duplication of resources. The strategy will be monitored and reviewed and will ensure that tourist related development does not have a detrimental impact on the existing amenities or character of an area. Such development can also put additional pressure on existing facilities and services. This must be taken into account when assessing the implications of the development.

7.122. The first impressions of the town to any visitor must be good ones and this requires that a whole range of services, by the Council, other agencies and developers must be to the best standard possible to ensure that these impressions are lasting and good. This will promote tourism as well as economic growth.
7.123. The Council will adopt a strategy for tourism to identify and to realise the potential for tourism in Northampton.

7.124. There is a need first to recognise and then to extend and broaden the range of visitor attractions in the town. The proposed country park at Upton and the sports and leisure complex at Sixfields will be major attractions catering for a whole range of interests in the one area with good access to the motorway. In addition, there are opportunities to provide tourist related facilities as part of other major development schemes and these will continue to be encouraged by the Council. One such example is the proposed inclusion of a National Fairground Museum in the Riverside Park development in the Nene Valley.

7.125. The Council will encourage the development of a National Fairground Museum in Northampton.

7.126. Northampton has moved on from its dependence on the shoe industry as the base of its employment but it is still synonymous with the name of Northampton. The proposal to establish a National Shoe Museum will provide a major new attraction for the area. It would not only house the existing fine collection of footwear, but would also include a large number of unique items involved in their manufacture which are available as a result of the town's long association with the industry.

7.127. The Council will support the establishment of the National Shoe Museum in Northampton.

7.128. The Northamptonshire Ironstone Railway Trust and museum at Hunsbury Hill Park illustrates the former ironstone industry in Northampton. It provides interpretative information which includes working engines. Its continuation is seen as an aspect of the town's history that should be readily available to visitors. The Northampton and Lamport Steam Railway Preservation Society also provides an increasing attraction. Part of the former Northampton to Market Harborough railway line is used, together with a site near Chapel Brampton, to the north of the town. Re-opening a rail connection from here to Northampton would encourage the development of the site as a visitor attraction. A proposal for re-use of the line would need to safeguard existing or proposed footpath and cycle routes. It may also need to make alternative provision for a footpath into surrounding countryside, in the vicinity of the railway line.

7.129. The Council will encourage the continued use of land at Hunsbury Hill Park by the Northamptonshire Ironstone Railway Trust.

7.130. The Council will encourage the development of a rail link from the Northampton and Lamport Steam Railway Preservation Society site to Northampton, subject to it not conflicting with the existing or proposed footpath or cycle route use of the redundant railway line or with the proposed North West Bypass junction with the Welford Road (A50).

7.131. The River Nene and the Grand Union Canal form an invaluable resource which has great potential for improvement and to attract visitors. For several years the Council has undertaken a programme of improvements which has enhanced the riverside. New footpaths have opened up areas alongside the river and canal and the Council will continue with these works. It also works in conjunction with other developers to secure waterside facilities. Recent major developments in the Nene Valley, adjacent to Bedford Road, have provided the opportunity to improve the waterside amenities at Rushmills.

7.132. The Council will continue to promote and implement a programme of waterside improvements and the provision of new facilities where appropriate which are of benefit to tourism.
7.133. A Visitor Centre has been completed by the renovation of the existing Georgian building opposite the Guildhall. This creates a small civic square and the position and setting within a group of historic civic buildings, including the Central Museum, ensures that it is a busy focal point that encourages many visitors and increases awareness of the attractions in the town.

7.134. *The Council will continue to promote Northampton as a tourist centre with the involvement of other agencies whenever possible.*

7.135. Recently the range of accommodation in Northampton for visitors has greatly increased with the completion of new major hotels and the conversion of buildings particularly in Barrack Road and Kingsley Park to smaller establishments. Further schemes for new hotels have been granted planning permission on the periphery of the town but none in the town centre. A site at Woolmonger Street in the town centre would be suitable for hotel development (policy D34). This would particularly benefit the availability of accommodation for visitors close to the attractions in the town centre.

7.136. In addition, the Council will continue to encourage the refurbishment and upgrading of the existing hotels, guesthouses, bed and breakfast and self-catering establishments to provide a range of accommodation and facilities both for visitors and the business community.

7.137. *Where appropriate, the Council will encourage the upgrading of existing and the provision of new accommodation having regard to their potential benefit for tourism.*

7.138. The hotels and other establishments such as Derngate already play host to national conferences and the Council is keen to support and foster the growth of conferences in Northampton.

7.139. *Where appropriate, the Council will encourage the development of hotel and conference facilities in the town having regard to their potential benefit for tourism.*

7.140. A secondary aspect of tourism is the shopping facilities in the town. Whilst there are a wide range of facilities, the introduction of more specialist shops will provide better opportunity for people to browse. Established shopping areas continue to be improved, the refurbishment of the Grosvenor Centre being an example. Modern arcades provide easy and convenient shopping in the centre of Northampton. The range and availability of places for visitors to eat, particularly in the town centre, must also be considered and provision made for an adequate range. This is more particularly referred to in the retail chapter.

7.141. Increasingly the range of attractions for tourists is being broadened and developments particularly in the industrial sector are now recognised as being important tourist venues. In Northampton several companies are keen to promote their own image by allowing visitors to look around their factories and in so doing this also promotes Northampton itself. Firms such as Carlsberg and Avon Cosmetics accept visitors on a regular basis.

7.142. *Where appropriate the Council will encourage development that will broaden the range of services and facilities available to tourists.*

7.143. The ease with which visitors can move around the town by both public and private transport, the availability of attractive, well-signed, conveniently located parking facilities, the provision of pedestrian areas, cleanliness, an overall lack of noise, air pollution, and congestion, is invariably the basis on which first impressions of a town are formed. Aspects of transportation are dealt with in detail in chapter five and...
whilst the relevant policies are justified for other reasons, there is an underlying recognition of the benefit to tourism, particularly if visitors are encouraged by their impressions and make return visits to the town.

7.144. Most of Abington Street was pedestrianised in 1985 and this changed the whole ambience of the town centre for the better. It freed pedestrian movement, created more space and allowed the introduction of seating, tree planting and other facilities. Street entertainment became possible and is now a regular feature. A cleaner more pleasing environment has been provided and the focal point of the town has been re-established.

7.145. In considering environmental improvements, particularly schemes for pedestrianisation, due regard will be given to their potential benefit for tourism.

7.146. Caravans are popular and Northampton's location in relation to the national road network makes it both accessible and an ideal place to break a journey. The only site of any significance that caters for touring caravans is at Billing Aquadrome on the eastern side of the town. A suitable site to the western side of the town, near the motorway, would create an additional overnight site and encourage people to stay and visit the town.

130 PLANNING PERMISSION WILL BE GRANTED FOR AN OVERNIGHT TOURIST CARAVAN AND CAMPING SITE ON THE WESTERN SIDE OF THE TOWN SUBJECT TO IT BEING ACCEPTABLE IN TERMS OF ITS SITING, SCALE, APPEARANCE, LANDSCAPING AND ITS AFFECT ON THE HIGHWAY NETWORK.

7.147. Walking and cycling are equally popular pastimes. The long distance footpath, the Nene Way passes through the town. The gentle countryside around Northampton and the provision of cycle routes within the town encourage the use of cycles for touring. The choice of accommodation locally, particularly for young people, is very limited. It would be extended by the provision of a Youth Hostel and there are farm buildings which might be converted to camping barns, which provide basic facilities for walkers and cyclists.

7.148. The Council will encourage the provision of a hostel and/or a camping barn in appropriate locations within a convenient distance of the Nene Way long distance footpath.
CHAPTER 8.

DEVELOPMENT SITES

8.1. In addition to sites where a single land use is proposed and referred to in policies earlier, there are sites in the town which offer potential for alternative or mixed land uses. In certain cases this is where planning permission has been granted for various proposals; in others it may be where sites have been reserved within housing areas for uses designed to serve future needs and which cannot be identified precisely at the present time.

8.2. Other sites have been identified as suitable for a variety of uses so as to promote their redevelopment. This is particularly appropriate for sites adjoining and within the town centre where redevelopment would contribute to enhancement and development of the central area of Northampton. In others there are no compelling reasons for precluding alternative forms of development providing that proposals satisfy specified criteria.

8.3. To ensure flexibility within the Local Plan yet retain proper guidance it is important to define where appropriate, specified uses for these sites, justify these proposals and to identify these sites on the Proposals Map. Each site has been given a individual number which is notated on the Proposals Map. Grid References on the policy heading enable sites to be located by reference to the Ordnance Survey horizontal and vertical grid lines on the Map.

DEVELOPMENT SITES IDENTIFIED ON THE MAIN PROPOSALS MAP

1 Bedford Road, Brackmills 5.0 hectares GR 785593

Land adjoining Bedford Road at the junction of the Brackmills Industrial Estate and The Lakes Office Park is suitable for employment development. The site has a frontage to Bedford Road and is prominent to a primary traffic route into Northampton. To the south of the site is an area proposed for development for cattlemarket purposes to facilitate the relocation of the existing Northampton Cattlemarket, presently located in the town centre. The site is at an entry point to the urban area of Northampton and opposite a landscaped office park. Buildings of similar scale and quality will be required along the frontage to Bedford Road.

In order to ensure that development of the site is appropriate to its location and surrounding character, the site should either be developed entirely for office/light industrial uses or a combination of offices, industrial and distribution uses. In this context, the use of the whole of the site for large scale distribution use would not be appropriate.

D1 PLANNING PERMISSION WILL BE GRANTED ON LAND ADJOINING BEDFORD ROAD AND LILIPUT ROAD BRACKMILLS FOR EMPLOYMENT DEVELOPMENT COMPRISING EITHER USES WITHIN CLASS B1 OF THE TOWN AND COUNTRY PLANNING (USE CLASSES) ORDER 1987 OR A COMBINATION OF USES WITHIN CLASSES B1, B2 AND B8 OF THE TOWN AND COUNTRY PLANNING (USE CLASSES) ORDER 1987 AND/OR OTHER AGRICULTURALLY BASED USES APPROPRIATE TO AN ADJOINING CATTLEMARKET, SUBJECT TO:

A) THE BUILDINGS BEING OF A SCALE AND CHARACTER APPROPRIATE TO A PROMINENT LOCATION ON THE FRINGE OF THE URBAN AREA
B) ANY BUILDINGS ALONG THE FRONTAGE TO BEDFORD ROAD BEING OF A QUALITY AND DESIGN WHICH REFLECTS DEVELOPMENT TO THE NORTH OF BEDFORD ROAD

C) VEHICULAR ACCESS TO THE SITE BEING SOLELY FROM LILIPUT ROAD, BRACKMILLS

D) THE RETENTION OF THE MATURE HEDGEROW ALONG THE FRONTAGE TO BEDFORD ROAD AND PROVISION OF A LANDSCAPED MARGIN IN THE EASTERN CORNER OF THE SITE.

2 CLANNELL ROAD 1.9 HECTARES GR 746579

This is a plot of land adjacent to the Danes Camp Leisure Centre and fronts Mere Way (- the A43/A45 southern ring road). It has potential for alternative forms of development which may reflect either the retail, leisure or residential character of the area. Access to the site is from Clannell Road via the Danes Camp Leisure Centre.

D2 SUBJECT TO COMPLIANCE WITH OTHER POLICIES OF THIS PLAN, PLANNING PERMISSION WILL BE GRANTED FOR RESIDENTIAL, RETAIL OR LEISURE USES AT CLANNELL ROAD. PLANNING PERMISSION FOR PROPOSALS WHICH ARE CONSIDERED TO BE DETRIMENTAL TO THE ADJOINING PRIMARILY RESIDENTIAL AREA WILL NOT BE GRANTED.

3 COLLINGTREE PARK 2.2 HECTARES GR 751561

This site forms an undeveloped area within the Collingtree Park leisure and residential development. A planning permission has been granted for hotel development, although other leisure uses associated with golf would be appropriate on this site.

D3 SUBJECT TO COMPLIANCE WITH OTHER POLICIES OF THIS PLAN, PLANNING PERMISSION WILL BE GRANTED FOR HOTEL OR LEISURE USES ASSOCIATED WITH GOLF AT COLLINGTREE PARK. PLANNING PERMISSION FOR PROPOSALS WHICH ARE CONSIDERED TO BE DETRIMENTAL TO THE ADJOINING PRIMARILY RESIDENTIAL AREA WILL NOT BE GRANTED.

4 CROW LANE (NORTH) GREAT BILLING 2.5 HECTARES GR 812614

The site lies between the Crow Lane Industrial Estate and Billing Aquadrome. Development for leisure purposes or small business units is considered appropriate. Access for business development would need to be made from Crow Lane Estate.

D4 PLANNING PERMISSION WILL BE GRANTED FOR BUSINESS OR LEISURE USE AT CROW LANE (NORTH SIDE), GREAT BILLING.
5  CROW LANE (SOUTH) GREAT BILLING  0.6 HECTARES  GR  812615

The site lies in the grounds of Billing Aquadrome. A planning permission for hotel development has been granted although other leisure related uses would also be appropriate.

D5  PLANNING PERMISSION WILL BE GRANTED FOR HOTEL OR LEISURE BASED USES AT CROW LANE (SOUTH SIDE) GREAT BILLING.

6  DELAPRE ABBEY  1.0 HECTARE  GR  759592

The building is listed and forms a prime feature within Delapre Park which is identified as an Area of Local Landscape Importance (policy E9). It has been used for office purposes previously and further use for commercial purposes will help retain and enhance this historic building.

D6  PLANNING PERMISSION WILL BE GRANTED FOR THE USE OF DELAPRE ABBEY FOR OFFICE AND CONFERENCE CENTRE PURPOSES PROVIDING THAT THE PROPOSALS RETAIN THE HISTORIC BUILDING AND GARDENS AND DO NOT CAUSE HARM TO THEIR CHARACTER.

7  DUSTON MILL DUSTON MILL LANE  4.0 HECTARES  GR  728596

The site adjoins the Sixfields development site and would provide land for further leisure-related activity. It is located adjoining the River Nene so proposals must relate to and reflect this position.

D7  PLANNING PERMISSION WILL BE GRANTED FOR HOTEL AND LEISURE USE AT DUSTON MILL SO LONG AS THE PROPOSALS DO NOT SIGNIFICANTLY DETRACT FROM THE CHARACTER AND APPEARANCE OF THE AREA BESIDE THE RIVER.

8  HUNSBURY HILL  7.2 HECTARES  GR  731592

This is a derelict depot site in a prominent position on the slopes of Hunsbury Hill, close to the southern ring road. The site has potential for a individual development with self-contained access to the ring road. The site was developed for industrial purposes when the surrounding area was largely rural in character. Since the 1970's the area has become residential. It is not considered that uses which are inappropriate to the surrounding primarily residential area should be permitted. There is an area of open space between the site and the ring road which helps to screen and surround the site.

D8  PLANNING PERMISSION WILL BE GRANTED FOR RESIDENTIAL, BUSINESS (CLASS B1 OF THE TOWN AND COUNTRY PLANNING (USE CLASSES) ORDER 1987) OR LEISURE DEVELOPMENT AT THE FORMER BLACKWOOD HODGE PREMISES, HUNSBURY HILL. DEVELOPMENT WHICH IS CONSIDERED TO BE DETRIMENTAL TO THE ADJACENT RESIDENTIAL AREA OR WHICH WOULD EXTEND BEYOND THE BOUNDARY OF THE FORMER PREMISES WILL NOT BE GRANTED PLANNING PERMISSION.
Development Sites

9  M1 JUNCTION 15A/A43  3.5 HECTARES  GR  726576

This site adjoins junction 15a of the M1 Motorway and bounded by the Grand Union Canal and the A43 dual carriageway. It forms a well defined and unique site which would be suitable for a single development requiring a prominent location. The prominence and individual nature of this site demands a high standard of building design within a landscaped setting.

D9  PLANNING PERMISSION WILL BE GRANTED AT THE SITE ADJOINING M1 JUNCTION 15A FOR DEVELOPMENT WHICH:

A)  IS OF SIGNIFICANT DESIGN AND APPEARANCE

B)  PROVIDES A LANDSCAPED SETTING TO THE CANAL AND ROAD FRONTAGE

C)  DOES NOT EXCEED 10 METRES IN HEIGHT

D)  DOES NOT GENERATE MORE TRAFFIC THAN CAN ADEQUATELY BE ACCOMMODATED ON TO THE ROAD NETWORK

10  MANFIELD HOSPITAL, KETTERING ROAD  6.9 HECTARES  GR  777636

The Health Authority has indicated that part of the Manfield Hospital site will become surplus to requirements during the Plan period. The hospital has developed within the grounds of a former large residence and as such has landscape and architectural interest. The site is already identified as an Area of Locally Important Landscape (E9). In addition, the Council has successfully obtained the listing of the main building and associated outbuildings. On the fringe of the hospital grounds is an area of woodland bordering Eastfield Park which is proposed as Greenspace (E6) and a Site of Nature Conservation Value (E18).

The site would be suitable for residential purposes or other uses which do not adversely affect the character of the landscape or listed buildings. Typically this could involve occupation by a single institution. The effect on adjoining residential areas, Eastfield Park and traffic movement on Kettering Road will be important considerations in determining the acceptability of proposals.

D10  PLANNING PERMISSION WILL BE GRANTED AT MANFIELD HOSPITAL FOR DEVELOPMENT WHICH:

A)  WOULD NOT CAUSE DEMONSTRABLE HARM TO THE CHARACTER OF THE LISTED BUILDING AND LANDSCAPE

B)  WOULD NOT ADVERSELY AFFECT ADJOINING RESIDENTIAL AREAS AND OPEN SPACE

C)  WOULD NOT ADVERSELY AFFECT TRAFFIC MOVEMENTS ON THE ADJOINING ROAD NETWORK

PLANNING PERMISSION WILL NOT BE GRANTED FOR RETAIL DEVELOPMENT.
Development Sites

11  SIXFIELDS, WEEDON ROAD  24 HECTARES  GR  727603
This former tip site has been excavated and sealed by the Council to form a development site capable of accommodating a mix of land uses related to sports and recreation. It adjoins the ring road and has easy access to the motorway network. A further sports facility is needed to provide the town with recreational facilities appropriate to its size. Development should allow for the provision of a Park and Ride scheme.

D11  PLANNING PERMISSION WILL BE GRANTED AT SIXFIELDS, WEEDON ROAD FOR A MIX OF SPORTS AND LEISURE USES PROVIDING THAT THE PROPOSALS:
A) ARE OF A HIGH QUALITY OF DESIGN AND APPEARANCE APPROPRIATE TO THE PROMINENCE OF THE SITE
B) RELATE COHERENTLY TO OTHER PROPOSALS FOR THE SITE
C) PROVIDE FOR SAFE PEDESTRIAN AND CYCLE ROUTES
D) DO NOT ADVERSELY AFFECT TRAFFIC MOVEMENT ON THE ADJOINING ROAD NETWORK
E) DO NOT PREJUDICE THE CREATION OF A FUTURE PARK AND RIDE SCHEME.

12  NORTH WEST BYPASS, KINGS HEATH  13 HECTARES  GR 723633
This site is separated from the proposed housing at Kings Heath by an Area of Acknowledged Archaeological Value. It adjoins Heath Spinney which forms a screen to Lodge Farm Industrial Estate. Development of the site will depend on the construction of the North West bypass and access to the site would be entirely from the proposed road. It would be suitable for a single or shared development which would be appropriate for individual access. Typically this could involve hotel/conference centre, leisure or office uses.

D12  PLANNING PERMISSION WILL BE GRANTED AT LAND NORTH WEST OF KINGS HEATH FOR DEVELOPMENT WHICH:
A) WOULD BE IN KEEPING WITH THE EXISTING CHARACTER AND VISUAL AMENITY OF THE AREA
B) WOULD NOT CONFLICT WITH PROPOSED PRIMARILY RESIDENTIAL DEVELOPMENT AT KINGS HEATH
C) WOULD BE APPROPRIATE FOR INDIVIDUAL LOCATION AND ROAD ACCESS FROM THE PROPOSED NORTH WEST BYPASS
D) WOULD NOT ADVERSELY AFFECT TRAFFIC MOVEMENT ON THE PROPOSED NORTH WEST BYPASS
E) WOULD NOT ADVERSELY AFFECT ADJOINING SITES OF ACKNOWLEDGED NATURE CONSERVATION AND/OR ARCHAEOLOGICAL VALUE.

13  OVERSTONE SCOUT CAMPING GROUND (OFF BILLING LANE)  2.8 HECTARES  GR  809647

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This site is no longer required for recreational use and is bounded on the north and east by Billing Lane and Fox Covert an area of woodland and Talavera Way to the South. It would be suitable for residential purposes or public house/hotel use as the site is separated from existing residential areas by roads and open space.

**D13**  
**PLANNING PERMISSION WILL BE GRANTED FOR RESIDENTIAL OR PUBLIC HOUSE/HOTEL PURPOSES AT THE SCOUT CAMPING GROUND WEST OF BILLING LANE, OVERSTONE.**

D13  
PIN HAM (NORTH OF KISLINGBURY WAY)  
29.9 HECTARES  
GR 715586

This area fringes the proposed Country Park and is suitable for both business or residential development. Business development should be limited to uses contained in Class B1 of the Town and Country Planning (Use Classes) Order 1987 uses and be subject to maximum building heights. Policy B9 seeks to control the impact of business development in this area. Residential use of high quality design and low density would be appropriate on the eastern edge of the site, which projects into the river valley. The Council will prepare a detailed design brief for the site prior to the consideration of detailed proposals for development.

**D14**  
**WITHIN THE PINHAM DEVELOPMENT (NORTH OF KISLINGBURY WAY) PLANNING PERMISSION WILL BE GRANTED FOR BUSINESS DEVELOPMENT (CLASS B1 OF THE TOWN AND COUNTRY PLANNING (USE CLASSES) ORDER 1987) AND IN THE EASTERN PART OF THE AREA, RESIDENTIAL DEVELOPMENT OF A TYPE AND SCALE WHICH IS APPROPRIATE TO THE CHARACTER OF THE RIVER VALLEY.**

D14  
RIVERSIDE PARK  
27.6 HECTARES  
GR 794611

This site is suitable for large scale development for industrial, distribution or retail development. It occupies a prominent position at the junction of Nene Valley Way (A45) and Lumbertubs Way (A43). Further discussion of this site relating to business use is given in the paragraphs preceding policy B11 in chapter 4. Policy B11 concerns land use in the area adjoining Billing Aquadrome. The site has a frontage to Nene Valley Way (A45) and an access directly from the Lumbertubs Way (A43) interchange. Development should also provide for the establishment of a Park and Ride Scheme.

The size and impact of such a development, positioned within the river valley will require that measures are taken to offset the intrusion and counterbalance the built development. This can be achieved by providing additional recreational facilities and developing the adjoining open space for its nature conservation potential.

**D15**  
**PLANNING PERMISSION WILL BE GRANTED AT RIVERSIDE PARK FOR RETAIL, BUSINESS, HOTEL AND LEISURE USES PROVIDING THAT THE PROPOSALS:**

A) ARE DESIGNED IN SUCH A MANNER WHICH HAS CLEAR REGARD TO THE POSITION OF THE SITE ON THE FRINGE OF THE RIVER VALLEY  

B) DO NOT ADVERSELY AFFECT TRAFFIC MOVEMENT ON THE ADJOINING ROAD NETWORK
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C) PROVIDE FOR OPEN SPACE AND RECREATIONAL FACILITIES ON ADJOINING LAND TO ENSURE THAT THE DEVELOPMENT DOES NOT CAUSE DEMONSTRABLE HARM TO THE RIVER VALLEY.

D) ENSURE THE SAFE MOVEMENT OF PEDESTRIANS AND CYCLISTS WITHIN AND AROUND THE SCHEME.

E) DO NOT PREJUDICE THE CREATION AT SOME FUTURE DATE OF A PARK AND RIDE SCHEME.

16 ST EDMUNDS HOSPITAL, WELLINGBOROUGH ROAD 1.6 HECTARES GR 764609

The Health Authority has indicated that the St Edmunds Hospital site will become surplus to requirements within the Plan period. A commercial or residential redevelopment would be equally appropriate given the location of the site subject to the need to find a satisfactory alternative use for the listed hospital building which fronts Wellingborough Road.

D16 PLANNING PERMISSION WILL BE GRANTED FOR DEVELOPMENT OF THE ST EDMUNDS HOSPITAL SITE, WELLINGBOROUGH ROAD, SUBJECT TO PROPOSALS:

A) RESULTING IN THE COMPREHENSIVE REDEVELOPMENT OF THE SITE

B) BEING ACCEPTABLE IN RELATION TO THE ADJOINING PRIMARILY RESIDENTIAL AREA

C) RETAINING THE LISTED HOSPITAL BUILDING AND ITS SETTING IN AN APPROPRIATE USE.

17 SOUTHBRIDGE AREA 51 HECTARES GR 760595

This forms a major linear development area south of the River Nene, extending from Old Towcester Road, through Southbridge Road and land to the south of Avon Cosmetics to Nunn Mills - the former Power Station site. It is an area of vacant and derelict land, open storage, rail-sidings, and various small business uses.

The area presents an opportunity for major regeneration projects to provide new homes, jobs, leisure and community facilities together with landscaped open spaces linking nearby parkland and adjacent watercourses.

Some retail use is possible but this must be of a scale and form which avoids harm to existing centres, primarily the town centre and at St Leonard’s Road District Centre. Retail development is therefore to be restricted to the site east of Nunn Mills Road where such development can contribute most effectively to realising regeneration of this prominent but constrained site. Equally shopping should not be a primary use within this part of the development area. Any proposals for retail development should be made within a scheme of mixed development.

The site is clearly outside established shopping areas and therefore retail development of a scale which appears to encourage increased travel by the private car and is likely to adversely affect the vitality and viability of established shopping areas will not be permitted. A major retail warehousing or foodstore development is therefore not likely to be acceptable. Total retail development not exceeding 3500 square
metres gross floorspace would offer additional commercial opportunity whilst preventing undue pressure being placed upon nearby shopping centres.

The site adjoins the River Nene and the Grand Union Canal and improving public access and enhancing the waterside are important considerations. The development area is also crossed by two major entrances to the town centre from the south which strengthens the need for good quality design and some landmark buildings which will enhance the image of the town as well as the immediate environment.

Road access is poor and is a constraint on redevelopment potential. New infrastructure will have to be provided as part of the development proposals. Provision must also be made for a cycleway link between Bedford Road and St James Mill Road and new north-south pedestrian links to the Cattlemarket site and the Nene Way footpath on the northern bank of the River Nene. Design briefs will be prepared for individual parts of this large area as considered appropriate, prior to the consideration of detailed proposals for development.

Development of the area will be achieved by the bringing together of private and public sector finance. The site is part of the area for which funding for urban regeneration projects is available from the Government’s Single Regeneration Budget (SRB Challenge Fund). The regeneration initiative is being co-ordinated by the Northampton Partnership - a partnership between the Borough Council, County Council and Northamptonshire Chamber of Commerce Training and Enterprise. A programme of bids for funding from the SRB will be made each year by the partners in association with private developers over a period of 5 years from 1995.

**D17**

**PLANNING PERMISSION WILL BE GRANTED FOR A MIX OF RESIDENTIAL, BUSINESS AND LEISURE USES WITHIN THE SOUTHBRIDGE AREA AND ALSO RETAIL USES AT THE POWER STATION SITE, NUNN MILLS, SUBJECT TO THE NECESSARY INFRASTRUCTURE BEING PROVIDED.**

18 **ST JAMES ROAD (FORMER TRAVIS PERKINS) 1.1 HECTARES GR 745604**

The site occupies a prominent site at the corner of St James Mill Road and St James Road, a main approach road to the town centre. It is considered that residential or showroom type uses would be suitable on this site. It represents an extended frontage to St James Road at a point where the road curves and rises to cross the railway. An appropriate development of this site would make a significant improvement to the appearance of this main approach to the town centre.

**D18**

**PLANNING PERMISSION WILL BE GRANTED FOR RESIDENTIAL, SHOWROOM OR OTHER SIMILAR USES AT ST JAMES ROAD (FORMERLY TRAVIS PERKINS SITE) SO LONG AS THE PROPOSALS:**

A) **ARE ORIENTATED TOWARDS ST JAMES ROAD AND ST JAMES MILL ROAD**

B) **DO NOT ADVERSELY AFFECT TRAFFIC MOVEMENTS ON THE ADJOINING ROAD NETWORK**

C) **DO NOT ADVERSELY AFFECT THE RESIDENTIAL AMENITY OF NEARBY PROPERTY.**
Development Sites

19 SIMPSON BARRACKS, NEWPORT PAGNELL ROAD 18 HECTARES GR 761571

The site occupied by Simpson Barracks (with the exception of a small housing area adjoining Wootton village) has become surplus to Ministry of Defence requirements. The vacant site has been occupied by low rise buildings set within a large grassed area. It provides a large area of low density development between housing at Wootton, the Newport Pagnell Road and the Turners Musical Merry Go Round site.

The site offers potential for residential use or a development by a single user. A more intensive use of the site than that which previously existed will be acceptable, subject to safeguarding the amenities of adjoining residential occupiers and fringe open spaces viewed from Newport Pagnell Road and the footpath on the eastern boundary being maintained. The site also possesses a gymnasium and cricket/soccer pitch, the latter being located in the centre of the site. Whilst their retention is desirable, the extent and nature of their re-use will necessarily be influenced by the type of development proposed and therefore the Council will seek the retention of such facilities in any proposed development where it is practicable to do so.

The Council will approve a detailed design brief for the site prior to the consideration of detailed proposals for development.

D19 AT SIMPSON BARRACKS PLANNING PERMISSION WILL BE GRANTED FOR DEVELOPMENT WHICH:


B) WOULD NOT ADVERSELY AFFECT THE AMENITY OF ADJOINING RESIDENTIAL AREAS

C) COULD BE SATISFACTORY ACCOMMODATED ON THE EXISTING HIGHWAY NETWORK

D) WOULD RETAIN WHERE PRACTICABLE EXISTING RECREATIONAL FACILITIES.

20 TWEED ROAD (PIONEER AGGREGATES SITE) 1.0 HECTARES GR 733579

The site is currently used for processing sand and gravel and the works form an unattractive feature on the fringe of the river valley. Any development of the site must be for appropriate activities which relate sensitively to this position bordering the built-up area and open space. This would generally mean that leisure and open space uses are most appropriate.

D20 PLANNING PERMISSION WILL BE GRANTED AT TWEED ROAD (PIONEER AGGREGATES SITE) FOR ACTIVITIES WHICH WOULD BE APPROPRIATE IN THIS LOCATION ADJOINING THE RIVER VALLEY BOTH IN FUNCTION AND DESIGN.

21 WATERING LANE, COLLINGTREE 4.2 HECTARES GR 753556

This site is on the eastern fringe of Collingtree and is bounded by the village and the Collingtree Park Golf Course. It provides an area of open land on the edge of the village and comprises a number of small fields divided by tall overgrown hedges. It is important that open space is maintained to the east of Collingtree.
in order to maintain the character and setting of the village. The Council considers that a mixed development of open space and housing would be appropriate subject to satisfactory provisions being made to secure the provision and management of a significant area of public open space.

D21 SUBJECT TO COMPLIANCE WITH OTHER POLICIES OF THE LOCAL PLAN, PLANNING PERMISSION WILL BE GRANTED FOR A MIXTURE OF HOUSING AND PUBLIC OPEN SPACE AT LAND OFF WATERING LANE, COLLINGTREE PROVIDED THAT:

A) THE LAND USED FOR OPEN SPACE EXCEEDS 50% OF THE TOTAL SITE AREA
B) THERE WOULD BE NO HOUSES OR ROADS ON THE NORTHERN HALF OF THE SITE
C) ACCESS TO THE SITE WOULD BE FROM WATERING LANE
D) THE PROPOSALS WOULD INCLUDE APPROPRIATE PROVISIONS FOR THE RETENTION AND MANAGEMENT OF THE OPEN SPACE

DEVELOPMENT SITES IDENTIFIED ON THE PROPOSALS MAP IN SET

8.4. The town centre and immediate area includes a number of vacant or under-used sites and buildings which, by their condition, detract from the general environment and visual appearance of the town centre. Many of these sites are in prominent locations and each affords an opportunity for development. It is important that this potential be realised not only to improve the environment but also to promote the economic development and growth of the town.

8.5. The sites are identified on the Inset area of the Proposals Map and the land use proposals are set out below. For major sites, development briefs will be prepared for further guidance in land use, siting, density, layout and the means of access.

22 ANGEL STREET/BRIDGE STREET 1.3 HECTARES GR 756602

The area at present includes a mix of land uses - warehousing, leisure, small office units, car parking and vacant premises. The development potential will be considered on a comprehensive basis as the real opportunities lie in a major retail and/or office development.

D22 SUBJECT TO COMPLIANCE WITH OTHER POLICIES OF THIS PLAN, PLANNING PERMISSION WILL BE GRANTED FOR RETAIL OR OFFICE DEVELOPMENT AT ANGEL STREET/BRIDGE STREET.

23 CASTLE YARD, ST ANDREWS ROAD 4.8 HECTARES GR 748607

A substantial part of this site consists of vacant and under-used land which is surplus to Railtrack requirements and is suitable for development. Either light industrial or residential uses would be appropriate. The site adjoins the car park to the railway station and there may be a need within the Plan period for its further expansion.

The Highway Authority has indicated that a feasible route of the proposed North West Bypass Town Centre Link Road would be along the east site of the existing railway line. It would pass under Spencer
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Bridge Road via the existing railway bridge terminating at a roundabout on St Andrews Road. At this stage therefore it is essential that any development of this site makes adequate provision for this possible route.

**D23** PLANNING PERMISSION WILL BE GRANTED FOR RESIDENTIAL OR BUSINESS USES AT CASTLE YARD, ST ANDREWS ROAD SUBJECT TO THE PROPOSAL IDENTIFYING A CORRIDOR TO SAFEGUARD THE FUTURE PROVISION OF THE NORTH-WEST BYPASS - TOWN CENTRE LINK ROAD.

24 CATTLE MARKET 6.0 HECTARES GR 756600

The Cattle market is expected to relocate during the Plan period. High density residential, retail and leisure, as a mixed development would be suitable uses for this large site which adjoins the river and the inner ring road. The residential and leisure components should be situated on the river frontage. Alternatively, a major leisure development with residential is also considered appropriate. Residential development is essential within any scheme. Enhancement of the riverside must remain a prime objective.

**D24** PLANNING PERMISSION WILL BE GRANTED FOR RESIDENTIAL, LEISURE OR RETAIL DEVELOPMENT AT THE CATTLE MARKET SITE PROVIDED THAT THE PROPOSALS DO NOT HARM THE CHARACTER OR APPEARANCE OF THE FRONTAGE TO THE RIVER NENE.

25 DERNGATE NORTHAMPTON HIGH SCHOOL SITE 1.8 HECTARES GR 759602

This site, within the Derngate Conservation Area, is an opportunity for a particularly prestigious development of office and residential uses which would contribute significantly to the enhancement of the listed buildings fronting Derngate and Albion Place. Residential development is appropriate. The many mature trees within the site are protected by a Tree Preservation Order. Account must be taken of the need to preserve No. 78 Derngate. It is important that the design of any built development takes into account the sloping nature of this site retaining existing ground levels where possible, in order to maintain the character and appearance and townscape of this conservation area.

**D25** SUBJECT TO COMPLIANCE WITH OTHER POLICIES OF THIS PLAN, PLANNING PERMISSION WILL BE GRANTED FOR OFFICE AND RESIDENTIAL DEVELOPMENT AT THE NORTHAMPTON HIGH SCHOOL SITE, DERNGATE.

26 FREESCHOOL STREET 1.0 HECTARES GR 751603

The area includes a mix of uses which could be redeveloped, but the frontage to Marefair is primarily retail. A development of distinctive townscape will be encouraged on this site.

**D26** SUBJECT TO COMPLIANCE WITH OTHER POLICIES OF THE LOCAL PLAN AND PROPOSALS NOT AFFECTING THE SCHEDULED ANCIENT MONUMENT AT THE SITE, PLANNING PERMISSION WILL BE GRANTED FOR HIGH DENSITY RESIDENTIAL DEVELOPMENT OR RESIDENTIAL AND OFFICE USE WITH RETAIL USE ON THE FRONTAGE TO MAREFAIR.

27 LOWER MOUNTS 0.7 HECTARES GR 759608

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Any redevelopment of this site should include a car park which is needed in this area. An element of leisure and residential development within the scheme is also considered appropriate. In the event of any adjoining land uses becoming available for development, it would be appropriate to consider a combined redevelopment to exploit the full potential of this town centre site.

D27 SUBJECT TO COMPLIANCE WITH OTHER POLICIES OF THE LOCAL PLAN, PLANNING PERMISSION WILL BE GRANTED FOR A CAR PARK AND LEISURE/RESIDENTIAL DEVELOPMENT AT LOWER MOUNTS.

28 ST ANDREWS STREET 1.2 HECTARES GR 753608

The major part of this site is vacant at present. It is particularly suitable for residential development with an access from St Andrew's Street. Retail development is considered acceptable as part of a mixed land use development.

D28 PLANNING PERMISSION WILL BE GRANTED FOR RESIDENTIAL AND RETAIL DEVELOPMENT AT ST ANDREWS STREET.

29 ST JOHNS CAR PARK 1.9 HECTARES GR 756602

Residential use in the western part of this site is particularly suitable in this location as an continuation of the existing residential area. An extension of the car parking facilities, possibly as an extension of St Johns Multi Storey Car Park may be required in the future.

D29 PLANNING PERMISSION WILL BE GRANTED FOR RESIDENTIAL, LEISURE AND CAR PARKING USES AT ST JOHNS SURFACE LEVEL CAR PARK, ST JOHNS STREET.

30 BRITISH GAS LAND, ST PETERS WAY/TOWCESTER ROAD 7.4 HECTARES GR 751599

British Gas has indicated that the whole of their site fronting onto Towcester Road to the west and St Peters Way to the north is likely to become surplus to their requirements within the Plan period. It is considered that the site offers a potential for a major development opportunity. The site occupies a prominent location to the south of the town centre. It has direct accessibility to the major road network at a key approach to the town centre from the south.

The site is located opposite the Woolmonger Street/St Peters Way Development Site and is bounded to the south and east by the River Nene, thus forming a link between the town centre and the River. The character of the surrounding area is dominated by retail and employment uses. The site has potential for a range of uses which can benefit from proximity to the town centre, good accessibility and prominence together with an attractive riverside setting. The site offers the opportunity for significant environmental improvements. Towcester Road is a visually important entrance to the town centre from the south and development of this site provides scope for a quality development exploiting its natural assets, incorporating an attractive landscaped frontage to Towcester Road and the River Nene.

Whilst the site is acknowledged to be suitable for some retail uses requiring larger units owing to its position of the edge of the town centre and the proximity of the Towcester Road Retail Parks, this should...
only form part of any development scheme. Substantial provision has already been made in the area with
the presence of the St James and Nene Valley Retail Parks and opportunity needs to be created for other
leisure, commercial and residential uses which can benefit from a central location and contribute to
riverside regeneration and improvement.

D30 PLANNING PERMISSION WILL BE GRANTED ON BRITISH GAS LAND AT TOWCESTER ROAD
FOR DEVELOPMENT WHICH REALISES OR CONTRIBUTES TO A MIXTURE OF LEISURE,
RETAIL AND EMPLOYMENT USES, POSSIBLY WITH A MINOR ELEMENT OF HOUSING,
SUBJECT TO THE DEVELOPMENT OF THE SITE AS A WHOLE:

A) REALISING THE VISUAL AND RECREATIONAL POTENTIAL OF BOTH ARMS OF THE
   RIVER NENE AND THEIR FRONTAGES

B) INCLUDING A SUBSTANTIAL PROPORTION OF AT LEAST TWO OF THE USES REFERRED
   TO

C) PROVIDING CONVENIENT AND SAFE PEDESTRIAN LINKS WITH THE TOWN CENTRE,
   EXISTING FOOTPATHS, AND ACROSS BOTH ARMS OF THE RIVER NENE

D) PAYING DUE REGARD TO THE VISUAL IMPORTANCE OF THE SITE AND ENSURING
   THAT CAR PARKS ARE NO LARGER THAN NECESSARY AND PARTICULARLY WELL
   LANDSCAPED AND/OR SCREENED.

31 VICTORIA STREET CAR PARK 0.5 HECTARES GR 756609

At present the area is used as a surface level car park. The development of this site for offices and car
parking is particularly appropriate in relation to the availability of the infrastructure and potential for an
attractive scheme on this prominent site. Pedestrian links with the town centre will need to be improved.

D31 PLANNING PERMISSION WILL BE GRANTED FOR OFFICE AND CAR PARKING USES AT
VICTORIA STREET CAR PARK.

32 WESTERN ISLAND LADY'S LANE 0.4 HECTARES GR 754607

This site to the west of and adjacent to Greyfriars Bus Station complements the Eastern Island site, where
business (office) development is proposed. A small element of leisure use is also considered appropriate.

D32 PLANNING PERMISSION WILL BE GRANTED FOR OFFICE DEVELOPMENT WITH ANCILLARY
LEISURE USE AT THE WESTERN ISLAND SITE, LADY'S LANE.
Development Sites

33 WELLINGTON STREET 0.4 HECTARES GR 758607

Any future changes should either consolidate and improve the existing use as a car park, or explore the potential for redevelopment as a mixed office/retail development.

D33 PLANNING PERMISSION WILL BE GRANTED FOR OFFICE AND RETAIL USES AT WELLINGTON STREET.

34 WOOLMONGER STREET 3.1 HECTARES GR 754603

This is currently an area of mixed land uses including retail warehousing, industrial and car parking with many derelict or under-used sites and is in need of comprehensive development. The site is well placed on the edge of the town centre shopping area to provide a retail development of high quality, revitalising the Gold Street end of the town centre. There will be a future requirement for parking provision to serve new developments in this quadrant of the town centre where additional public parking is essential.

A very good standard of design is required to augment the townscape by introducing a cohesive form of buildings exploring the land configuration and creating a cornerstone development. The frontage to Gold Street is included in the All Saints Conservation Area. An hotel development as an alternative would also be appropriate in land use terms.

D34 PLANNING PERMISSION WILL BE GRANTED FOR RETAIL, OFFICE OR HOTEL USES AT WOOLMONGER STREET. DEVELOPMENT WHICH WOULD PREJUDICE THE PROVISION OF FUTURE NET ADDITIONAL CAR PARKING WITHIN THE SITE WILL NOT BE GRANTED.

35 YORK ROAD 0.2 HECTARES GR 759606

This is a site at the rear of properties fronting Abington Street, York Road and St Giles Terrace which is overlooked by St Giles Churchyard which is used as a public open space. It would be suitable for office development or limited residential development which is designed to respect the adjoining St Giles Conservation Area.

D35 PLANNING PERMISSION WILL BE GRANTED FOR BUSINESS (CLASS B1 OF THE TOWN AND COUNTRY PLANNING USE CLASSES ORDER 1987) OR RESIDENTIAL DEVELOPMENT AT LAND TO THE REAR OF YORK ROAD AND ST GILES TERRACE, SUBJECT TO PROPOSALS NOT UNDULY CAUSING DETRIMENT TO THE ADJOINING CONSERVATION AREA AND THE PROVISION OF A SUITABLE MEANS OF ACCESS.
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APPENDIX 1

LIST OF INFRASTRUCTURE, SERVICE AND AMENITY REQUIREMENTS WHICH DEVELOPERS MAY BE REQUIRED TO FUND IN NEW DEVELOPMENT

Provision in each instance must relate directly to the development concerned and be reasonable in scale and kind.

Reference after each requirement is to the relevant policy/paragraph

A. ALL DEVELOPMENTS

1. **Drainage**: New foul and/or surface water sewers (E19). Flood protection works-channel improvements, balancing ponds/lakes (E19).

2. **Highway works**: On-site estate roads, footpaths, bridleways, cycleways, lighting, bus stops, lay-bys (E19). Contributions toward off-site highway improvements (including, where appropriate, new roads) cycleways and public transport facilities for example: "park and ride", where needed as a result of the development (T9). Associated landscaping and provision for its future maintenance. Road layouts conducive to the effective operation of bus services and bus facilities (T15)

3. **Car parking**: In accordance with the Council's policy (T17). In the town centre an agreement to provide parking elsewhere may be made instead of on-site facilities (T18).

4. **Carrying out of tree planting and other landscape works** (E8).

5. **Measures to control the physical and environmental effects of new development** (E21).

6. **Percent for Art**: A voluntary contribution for commissioning works of art based on a proportion of the cost of development projects (2.105).

7. **Archaeology**: Protection and/or investigation of on-site archaeological remains in advance of development. (E37)

8. **The valley areas of the river Nene, Brampton Nene and Wootton Brook and the Northampton Arm of the Grand Union Canal**: Provision of public access and facilities, recreation and leisure facilities, landscape and visual enhancement (L16, E2).

9. **Access for Disabled People** (T22)

B. HOUSING DEVELOPMENTS

10. **Public open space**: Associated amenity open space including children's play areas (H14, L5). Developments of over 1000 homes - a minimum of 1.6 hectares playing fields for every 1000 homes plus associated car parking, changing facilities and landscaping. An equivalent artificially surfaced area may be agreed as an alternative (L4). A commuted sum to cover future maintenance (L6).

11. **Community facilities**: In major new residential development, reservation of appropriate land. For the construction of a building, a contribution per dwelling based on a community centre of 400 square metres serving approximately 10,000 people (or 4000 homes) (E19)

12. **Libraries**: Expansion of existing mobiles, or library buildings based on a 30 hour facility per week for a population of 4,000. (E19)
13. **Local shops**: Provision of appropriate facilities in major new residential development (R11).

14. **Schools**: Provision of school sites for major new developments of 700 dwellings or more (H2). Provision of new school buildings or contribution to extending facilities on existing school sites may be appropriate.

15. **Social housing**: Purpose built housing for the elderly (H16). Mobility housing (H17). Affordable housing (H32)

C. **MAJOR BUSINESS DEVELOPMENT**

16. **Provision of a minimum of 1ha of land reserved for services associated with the business area (B6)**
Appendices

APPENDIX 2

GREEN SPACE AREAS IN NORTHAMPTON (POLICY E6)

This is a schedule of sites identified as “Greenspace” in the Local Plan and subject to policy E6. A series of plans accompanies the schedule to identify all the sites listed within it. Sites are listed according to the principal function they are considered to perform. It is important to note that other open spaces (public or private recreation land, school or college grounds, allotments and proposed recreation sites) are listed separately in Appendices 18, 19, 25 and 27 respectively and whilst not subject to greenspace policy are subject to policies which guard against development. Each site is identified in the series of Plans which accompany this Appendix (figures 8-18).

1. Sites which define the extent and protect the setting of built up areas

These are sites on the edge of the built up area where retention of open space is proposed in order to maintain both the character and setting of existing villages and resist the outward expansion of the built up area. They are sites which in character and appearance are similar to open countryside in the adjoining districts of Daventry, Wellingborough and South Northamptonshire. Most of the land is in agricultural use.

<table>
<thead>
<tr>
<th>Site Description</th>
<th>Fig</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boughton Green Road Reservoir</td>
<td>1.1</td>
</tr>
<tr>
<td>Brackmills Fringe</td>
<td>1.2</td>
</tr>
<tr>
<td>Collingtree - Ladybridge area</td>
<td>1.3</td>
</tr>
<tr>
<td>Collingtree - N orth of Ash Lane</td>
<td>1.4</td>
</tr>
<tr>
<td>Collingtree - S of Watering Lane</td>
<td>1.5</td>
</tr>
<tr>
<td>Grange Farm area (adjoining Harlestone Firs)</td>
<td>1.6</td>
</tr>
<tr>
<td>Land north east of Great Houghton</td>
<td>1.7</td>
</tr>
<tr>
<td>Lodge Farm (adjoining Harlestone Firs)</td>
<td>1.8</td>
</tr>
<tr>
<td>Milton Ham East</td>
<td>1.9</td>
</tr>
<tr>
<td>North of Rectory Farm</td>
<td>1.10</td>
</tr>
<tr>
<td>Towcester Road, Ladybridge</td>
<td>1.11</td>
</tr>
<tr>
<td>West of North West Bypass route (Weedon Road)</td>
<td>1.12</td>
</tr>
<tr>
<td>West of St Crispin Hospital</td>
<td>1.13</td>
</tr>
<tr>
<td>West of Kislingbury Way, surrounding Camp Lane</td>
<td>1.14</td>
</tr>
<tr>
<td>Whitehills (land north of)</td>
<td>1.15</td>
</tr>
<tr>
<td>Wootton Fields fringe</td>
<td>1.16</td>
</tr>
</tbody>
</table>

2. Sites which form open space within the river valley

These are sites in the valley of the River Nene (including the Brampton Arm and Wootton Brook tributary) where the conservation of the river valley landscape, wildlife and open space is a priority. There are varying levels of public access to these areas - from the Nene Way footpath along the valley to the large amount of informal access to open space which exists. Facilities for greater public access are being explored within the Brampton Valley and proposed Upton Country Park. In order to enhance and maintain the value which the river valley affords, it is essential that these open spaces remain undeveloped.

<table>
<thead>
<tr>
<th>Site Description</th>
<th>Fig</th>
</tr>
</thead>
<tbody>
<tr>
<td>Abington Mill (Orchard and Meadows)</td>
<td>2.1</td>
</tr>
<tr>
<td>Avon Cosmetics Island</td>
<td>2.2</td>
</tr>
<tr>
<td>Barnes Meadow (between old and new river channel)</td>
<td>2.3</td>
</tr>
<tr>
<td>Billing Lagoons - fringe and adjoining fields</td>
<td>2.4</td>
</tr>
</tbody>
</table>

Northampton Local Plan, Adopted Proposals

June 1997
Appendices

Bly Fields 2.5 8
Brampton Valley floor (from Spencer Br to Welford Rd) 2.6 11
Canal Meadows north of Briar Hill 2.7 10
Far Cotton and St James Mill Industry (land between) 2.8 10
Hardingstone Dyke and adjoining fields 2.9 16
Harvey Reeves Road (land west of) 2.10 10
Sixfields Lagoon - fringe 2.11 10
Nene Valley Way Embankment 2.12 16
Power Station (land adjoining) 2.13 13
Rushmere Road area 2.14 15
Rushmills (former railway line and open space) 2.15 15
Upton Country Park 2.16 8
Washland Embankment 2.17 16
Waterside Business Park fringe 2.18 16
Weedon Road Industry - south 2.19 10
West of Kislingbury Way, surrounding Camp Lane 2.20 8

3. Sites which form linear corridors of open space

These are areas of open space which form linear corridors - for example a belt of woodland or land adjoining a footpath, highway or stream. As such their value lies in the continuity of open space offering natural breaks between different land uses or between different areas. The conservation of such green corridors is highly important for wildlife.

Billing Park (Wellingborough Road to Fishponds Road) 3.1 17
Brackmills - historic hedgerow 3.2 15
Briar Hill (from Far Cotton to Danes Camp Way) 3.3 10
Cherry Lodge and Blackthorn tree belt 3.4 17
Great Houghton railway cutting 3.5 16
Hill Farm Rise, East Hunsbury 3.6 10
Hunslett Lane 3.7 10
Pineham (tributary of Wootton Brook) 3.8 8
Ryehill Spinney 3.9 9
Upton - Harpole bridlepath 3.10 9
Upton Lodge 3.11 9
Watermeadow tree belt 3.12 17
Wootton Fields Pipeline Corridor 3.13 14

4. Sites which form green spaces around development

These areas serve to create space between development and surrounding areas. In many instances strategic areas of open space have been established to screen and reduce the impact of existing business development. In other cases such spaces are the result of land remaining undeveloped and which has now developed an important function of providing a buffer of open space between different land uses. It is important that these are maintained, and areas surrounding proposed development identified and reserved in order to reduce future impact of such development upon surrounding areas.

Berry Lane Wootton 4.1 14
Brackmills Wootton 4.2 15
Brackmills Fringe 4.3 15
Brackmills Fringe - north of railway line 4.4 15

Northampton Local Plan, Adopted Proposals June 1997
140
5. Sites which form "islands" of open space in the urban area

These are areas of urban greenspace which are valuable in visual, aesthetic and amenity terms. Often these include sites used for burial grounds, memorial gardens and churchyards. Small areas of amenity open space, the grounds of institutions and public houses/hotels are also important in providing "islands" of green space within the urban area.
<table>
<thead>
<tr>
<th>Location</th>
<th>Paragraph</th>
<th>Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Notre Dame Site and Graveyard</td>
<td>5.20</td>
<td>13</td>
</tr>
<tr>
<td>Princess Marina (site adjoining), Weedon Road</td>
<td>5.21</td>
<td>9</td>
</tr>
<tr>
<td>Raglan Street/Wellingborough Road</td>
<td>5.22</td>
<td>13</td>
</tr>
<tr>
<td>Round Spinney (services strip)</td>
<td>5.23</td>
<td>17</td>
</tr>
<tr>
<td>St Andrews Churchyard, Great Billing</td>
<td>5.24</td>
<td>17</td>
</tr>
<tr>
<td>St Crispin Hospital</td>
<td>5.25</td>
<td>9</td>
</tr>
<tr>
<td>St Christopher’s Rest Home Grounds</td>
<td>5.26</td>
<td>16</td>
</tr>
<tr>
<td>St Edmonds Churchyard, Hardingham</td>
<td>5.27</td>
<td>13</td>
</tr>
<tr>
<td>St Edmonds Churchyard, Wellingborough Road</td>
<td>5.28</td>
<td>13</td>
</tr>
<tr>
<td>St George’s Churchyard, Wootton</td>
<td>5.29</td>
<td>14</td>
</tr>
<tr>
<td>St Johns Churchyard and Cemetery Kingsthorpe</td>
<td>5.30</td>
<td>11</td>
</tr>
<tr>
<td>St Johns Residential Care Home Grounds</td>
<td>5.31</td>
<td>16</td>
</tr>
<tr>
<td>St Johns Street</td>
<td>5.32</td>
<td>13</td>
</tr>
<tr>
<td>St Luke’s Churchyard Duston</td>
<td>5.33</td>
<td>9</td>
</tr>
<tr>
<td>St Matthew’s Churchyard, Kingsley</td>
<td>5.34</td>
<td>12</td>
</tr>
<tr>
<td>St Mary’s Churchyard, Great Houghton</td>
<td>5.35</td>
<td>15</td>
</tr>
<tr>
<td>St Michael’s Churchyard, Upton</td>
<td>5.36</td>
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</tr>
<tr>
<td>St Mary’s Churchyard, Dallington</td>
<td>5.37</td>
<td>11</td>
</tr>
<tr>
<td>St Peters Churchyard Marefair</td>
<td>5.38</td>
<td>10</td>
</tr>
<tr>
<td>St Peter &amp; Paul Churchyard, Abington Park</td>
<td>5.39</td>
<td>12</td>
</tr>
<tr>
<td>St Sepulchres Churchyard Sheep St</td>
<td>5.40</td>
<td>13</td>
</tr>
<tr>
<td>Sunnyside Public House Gardens Boughton Green Road</td>
<td>5.41</td>
<td>12</td>
</tr>
<tr>
<td>Ten Pines, Southfields</td>
<td>5.42</td>
<td>17</td>
</tr>
<tr>
<td>Towcester Road Cemetery and Allotment land</td>
<td>5.43</td>
<td>10</td>
</tr>
<tr>
<td>Weston Favell Cemetery</td>
<td>5.44</td>
<td>16</td>
</tr>
<tr>
<td>Wootton Cemetery</td>
<td>5.45</td>
<td>14</td>
</tr>
</tbody>
</table>

6. Sites which are integral to land used for recreation

These are areas of open space which are alongside open space used or proposed for recreation. Their value results from the relationship of each with the adjoining land and should be regarded as part of a larger area of open space.

<table>
<thead>
<tr>
<th>Location</th>
<th>Paragraph</th>
<th>Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Collingtree, Barn Corner</td>
<td>6.1</td>
<td>14</td>
</tr>
<tr>
<td>Delapre Middle School (adj. proposed playing field)</td>
<td>6.2</td>
<td>10</td>
</tr>
<tr>
<td>Manfield Hospital Grounds (south west corner)</td>
<td>6.3</td>
<td>12</td>
</tr>
<tr>
<td>Upton Hall Farm (adjoining grounds of Upton Hall)</td>
<td>6.4</td>
<td>8</td>
</tr>
<tr>
<td>Weston Favell (between allotments &amp; tennis courts)</td>
<td>6.5</td>
<td>16</td>
</tr>
</tbody>
</table>
GREENSPACE AREAS IN NORTHAMPTON
FIG. 16
GREENSPACE AREAS IN NORTHAMPTON
APPENDIX 3

UPTON AND BERRYWOOD: REQUIREMENTS FOR HOUSING AREAS AS INCORPORATED INTO DRAFT S106 AGREEMENTS (POLICY H4)

School Sites

1 middle school @ 3.65 ha to be located north of Weedon Road

3 lower schools @ 1.15 ha each. Two to be located north of Weedon Road and one of these to be just north of Upton Hall. The third to be located south of Weedon Road.

Local Centre Sites

2 sites of approximately 1.5 ha each, north and south of Weedon Road.

In each centre

a) a site to be reserved for general medical facilities

b) a retail unit of 250-350 square metres to be constructed for sale of food and general goods.

Community Centres

Developer to provide community centre site and building. Either one large community centre to serve the whole district (preferred option) 425-450 square metres located at Upton or near Weedon Road, or two smaller centres, one north and one south of Weedon Road. Minimum size for the smaller centres - 325 square metres.

District Library

Site to be reserved

Reserve Sites

A minimum of 2 sites. One north and one south of Weedon Road.

Sites for Single Persons Housing

2 sites of not less than 0.5 ha each, north and south of Weedon Road.

Sites for Elderly Persons Dwellings/Sheltered housing

3 sites @ 1ha each, north and south of Weedon Road.
Woodlands/Open Space

Dedication of: Berry Wood, existing sports facilities at St Crispin Hospital, land for Duston Park, land for Upton District Park, land for playing fields, existing woodlands at Upton, land for the Country Park.

Laying out of, and facilities for (or payment in lieu of) Duston Park, Upton Park, playing fields, Country Park.

Committed sums for maintenance of the above items.

Footpaths/Bridleways/Rights of Way

Maintenance of existing routes or appropriate diversions where necessitated by development.

2 new bridges to accommodate pedestrian/bridleway routes across the Weedon Road.

New footpaths and cycle routes to be provided to link Duston/Berrywood/Upton housing areas to the Country Park and Pineham employment areas. The linking of existing footpaths/bridleways within the Berrywood and Upton areas with existing footpaths/bridleways in Duston.
### APPENDIX 4

**PROPOSED HOUSING SITES OF 0.40 HECTARES OR MORE IN AREA AT JUNE 1993 (POLICY H8)**

<table>
<thead>
<tr>
<th>Grid Ref</th>
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<tbody>
<tr>
<td>1 Bedford Road depot</td>
</tr>
<tr>
<td>2 Fellmead Road</td>
</tr>
<tr>
<td>3 Green Street</td>
</tr>
<tr>
<td>4 Farmhill Road, Southfields</td>
</tr>
<tr>
<td>5 Manfield shoe factory *</td>
</tr>
<tr>
<td>6 Nene Drive</td>
</tr>
<tr>
<td>7 Pleydell Road allotments</td>
</tr>
<tr>
<td>8 Rothersthorpe Road allotments (local authority)</td>
</tr>
<tr>
<td>9 Rothersthorpe Road allotments remainder (private)</td>
</tr>
<tr>
<td>10 St Edmunds Hospital</td>
</tr>
<tr>
<td>11 Spencer Bridge Road north</td>
</tr>
<tr>
<td>12 Wootton Trading Estate</td>
</tr>
</tbody>
</table>

* In the event of the listed frontage of the building not being suitable for residential use or conversion, the frontage is to be retained for business uses.
APPENDIX 5

PROPOSED HOUSING SITES (POLICY H8)

UNIMPLEMENTED PLANNING PERMISSIONS,
SITES APPROVED IN PRINCIPLE AWAITING S106 AGREEMENTS, AND
DWELLINGS UNDER CONSTRUCTION AT JUNE 1993.

SITES OF 10 DWELLINGS OR MORE WITH UNIMPLEMENTED PLANNING PERMISSION,
NO START ON SITE AT JUNE 1993.

<table>
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<tr>
<th>Dwgs</th>
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<td>32</td>
<td>94 767566</td>
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APPENDIX 5 Unimplemented Consents

3,646

* estimated number of units (usually outline approval)
### APPENDIX 5 Approved in Principle

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</table>

* estimated number of units

### SITES WITH PLANNING PERMISSION FOR 10 DWELLINGS OR MORE WHICH ARE UNDER CONSTRUCTION AT JUNE 1993.

<table>
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<tr>
<th>Dwellings:</th>
<th>Dwgs</th>
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### APPENDIX 5  Sites Under Construction

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<tr>
<th>Site Name</th>
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<th>Number 2</th>
<th>Number 3</th>
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<tr>
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<tr>
<td>70 Penfold Gardens</td>
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**Summary:**

- Sites unimplemented: 3,626 (1-33)
- Approved in principle: 4,078 (34-43)
- Sites commenced under construction: 396
- Remainder: 1,054

**Total:** 9,154 (1-85)

Note: the combined total of "U/C" and "Remainder" may be less than the total number of dwellings for which planning consent was granted since some of them may already have been constructed. These would be included in paragraph 3.24 - "Housing Completions".
APPENDIX 6

STREETS WHERE PLANNING PERMISSION WILL NOT BE GRANTED FOR THE CONSTRUCTION OF ADDITIONAL RESIDENTIAL DWELLINGS IN THE CURTILAGE OF DWELLINGS (POLICY H9)

COLLINGTREE PARK   GR: 755560
Laurel Valley
Medinah Close
Shoal Creek
Tanglewood
Windingbrook Lane (part of)

GREAT BILLING PARK   GR: 807630

THE AVENUE, DALLINGTON (part of)   GR: 736612

THORBURN ROAD AREA   GR: 793619

Burtram Close
Donovan Court
Edgemont Road
Mountclair Court
Naomi Close
Nesbitt Close
Patterson Close
Rixon Close
Rowlandson Close
Seedfield Close
Taborley Close
Thorburn Road.
APPENDIX 7

RESIDENTIAL DESIGN GUIDE (POLICY H12)

The design, hierarchy and layout of roads in residential estates is dealt with in Appendix 8.

Parking standards are dealt with in Appendix 11.

1. Design

1.1 In considering new development, the Council will only seek to control its external appearance if it is satisfied that such control is required in relation to the character and visual quality of the surrounding area. In this respect there will inevitably be different levels of control; for example, a high level of control in particularly sensitive situations such as conservation areas, but less so in extensive areas of speculative housing. However, all designs, including the choice of materials, will be expected to be sympathetic to the scale and character of their surroundings and those which are quite blatantly poor and ill considered will be rejected. It should be noted that this guide refers essentially to "conventional" estate developments, for example dwellings fronting access roads. It is difficult to provide similar standards for "unconventional" schemes, especially high density developments which do not have the usual front access and associated road layout. Whilst these may well be acceptable forms of development, planning permission will invariably be conditional on the removal of certain permitted development use rights given under the Town and Country Planning General Development Order 1988, as considered appropriate to safeguard the interests of adjoining occupants.

1.2 Where large housing developments are proposed, they should be divided into distinct neighbourhoods, each with a recognisable character and focus. This will help encourage residents to have a sense of community and collective "ownership" of their immediate area and thereby exercise concern for it. Proposed landscaping schemes should avoid creating hidden areas and potentially unsafe environments. The design and layout of residential areas should make crime more difficult to commit and increase the risk of detection for potential offenders.

2. Garages and Parking Spaces

a) In conventional estate developments:

(i) Where a garage is not provided as part of the initial development, a hardstanding with ready access to the highway shall be provided in accordance with the standard set out in Appendix 7. In addition, where a garage is not provided as part of the initial development the relevant "permitted development" rights included within the Town and Country Planning General Development Order 1988 will be removed in giving permission for the overall development to ensure that new garages are in keeping with the style and appearance of the rest of the development; this is particularly important where individually owned garages are constructed in pairs and are clearly visible.

(ii) Where the forward most part of the dwelling is less than 5.5 metres from the adopted highway such that a garage constructed without planning permission in accordance with Part 1, Class A of the Town and Country Planning General Development Order 1988, would have a sub standard driveway, the relevant GDO permitted development rights would be removed in the giving of the original planning permission.
(iii) All garages, whether individual or in blocks, shall be constructed in facing brickwork or other such material which is considered appropriate to that used in the construction of the adjoining dwellings.

(iv) Off-plot parking provision shall be provided either by way of garage courts or groups of parking spaces or a combination of both and shall be designed and landscaped as an integral part of the overall scheme. There shall be convenient pedestrian links between the garages or spaces and the dwellings which they serve, the furthest of which shall be not more than 50 metres away.

(b) In the construction of new dwellings, other than in the form of conventional estate development, the normal garage/parking requirements will apply. Where the development involves a change of use to residential, the standards may be relaxed where it is considered that the former use seriously detracted from the amenities and environmental quality of the area.

3. Gardens

Every effort should be made to ensure that as much as possible of the unbuilt space within the curtilage should be clearly identified as being within either the front or rear garden areas. This applies particularly to corner plots and/or plots which are not "square" with the highway. It should be noted that the maintenance of land adjacent to dwellings that is neither within the front or rear gardens, but which is also not included in a Section 38 Agreement of the Highways Act 1980, will not be the responsibility of the Council and the developer should ensure, therefore that all such land is conveyed as being within the curtilage of a dwelling.

4. Spatial Requirements

In conventional estate developments:-

(i) The minimum distance between main rear elevations shall be 21 metres. The minimum distance between main front elevations shall be 18 metres. On the rare occasion where a main rear elevation backs on to a main front elevation, the minimum 21 metres shall apply. The minimum distance between any main elevation and side elevation shall be 12 metres. Minimum distances between dwellings need not apply on sloping ground.

(ii) Where new development is proposed adjacent to existing hedgerows, the nearest point of any new building shall be a minimum 3 metres from the centre line of the hedge which shall be shown accurately on all layout drawings. In the case of existing trees, including individual trees within a hedgerow, the proximity of any proposed building shall be on the basis of an individual site assessment. The location of all such trees which are to be retained, together with the spread of the foliage, must be clearly shown on the permitted drawings. The Council may seek to protect those trees which are to be retained by way of Tree Preservation Orders.

(iii) Where two housing estates are proposed with a common development boundary, it will normally be required that their layout provides for rear gardens only, either side of the boundary, each with a minimum length of 10.5 metres. Minimum distances between dwellings need not apply on sloping ground.

5. Extensions

(a) As a general principle, any extension should not visually dominate the original dwelling and should not be detrimental to its original appearance or to the amenity or character of the adjoining dwelling(s) by
virtue of its design, scale, siting and materials. The dimensions of windows and doors together with
details of brick courses, sills, eaves and lintels should relate to the proportions and detailing of the
original house.

(b) Where applicable, all two storey extensions should have a pitched roof to tie in with and match the
existing roof. Difference in cost will not be accepted as being a valid planning reason for seeking
permission for a different design.

(c) Any extension beyond the forwardmost part of a dwelling should not project beyond the general
building line so as to form an intrusive feature out of character with the street.

(d) Two storey side extensions on or within close proximity of the boundary will only be permitted where
they do not create the effect of terracing with adjoining properties. Setting back of extensions behind
the building line of the dwelling will add to the visual interest and soften the overall effect. Regard will
also be given to the effect of the extension on side elevation windows of adjoining dwellings.

(e) Rear extensions on or within close proximity of the boundary must have regard to the overall effect on
adjacent properties. Consideration will be given to proximity of windows and any loss of light or
outlook as a result of the length, height and orientation of the extension.

(f) Windows overlooking a neighbour's property shall not be installed in side elevations. However, regard
will be given to the proximity to the boundary and exceptions may be made for obscurely glazed and
unopenable windows e.g bathrooms or landings. Where a ground floor window is permitted which
overlooks an adjacent property, the top of the window shall not exceed the height of the adjacent side
boundary wall or fence.

(g) The extended dwelling should normally still be able to comply with the Council's adopted guide to
parking standards.

(h) Sufficient garden area should be left to ensure adequate amenity space and space in accordance with
the Council's standards where it is considered that the original building was able to comply.

(i) Extended properties should normally retain a rear garden of 10 metres in depth measured from the
rear wall of the extension to the boundary. All extensions within 10 metres of the boundary will be
considered having regard to its impact on adjacent properties and any potential for overlooking.
APPENDIX 8

THE LAYOUT OF ROADS IN RESIDENTIAL AREAS (POLICY H12)

1.1 The following guidelines have been drawn up to advise those involved in the development of new residential estates of the objectives which the layout should achieve and to indicate the basic highway criteria against which schemes submitted for planning consent will be assessed. These guidelines are based upon the document "The Layout of Roads in Residential Areas" produced by Northamptonshire County Council originally in 1978 and which has provided the basic criteria, with certain modifications, for residential road layout in Northampton since that date.

1.2 The objectives of the guidelines are, primarily, to achieve a high standard of residential environment in both functional and visual terms. This can be achieved by:

i) segregation in design terms between different types of road - by function

ii) reducing the visual impact of roads. It may be desirable in certain instances for example: where preservation requirements or unusually high environmental standards can be justified, to relax some of the standards indicated in these guidelines, and sympathetic consideration will be given in such cases where public safety is not compromised.

iii) introducing flexibility and interest into the layout.

iv) recognising the needs of all road users, including pedestrians, cyclists and emergency vehicles.

v) encouragement of low speed driving in the heart of the residential area.

vi) improving safety whilst maintaining adequate access.

vii) separating parked and moving vehicles.

1.3 The approach to the layout of roads in residential areas is based upon a road hierarchy, defined in design terms by function, as indicated by the diagram below.

[Diagram showing a road hierarchy with Local Distributors, Access Collectors, and Access Areas]

1.4 Local Distributors

These roads form the link between District Distributors (Principal Roads) and Access Collectors and frequently will be used as bus routes; bus bays may be necessary at layover points and locations where
traffic conflict may be anticipated. Roads which give access to more than 300 dwellings must be local distributors.

Frontage access will not normally be permitted and the housing layout should be such as to discourage service and other vehicles from parking on these roads.

The carriageway width will normally be 7.3 metres but can be 6.75 metres if conditions warrant a reduction. A flowing alignment of curves is preferred with a minimum centre line radius of 100 metres; gradients should not normally exceed 5.5% and forward visibility sight lines should be at least 70 metres nearest kerb to nearest kerb.

Where a junction with a District Distributor is necessary, a specific design brief will be given by the highway authority.

Subsidiary road junctions should be spaced at least 80 metres apart (between nearest kerbs) when occurring on the same side and 40 metres apart when occurring on opposite sides.

Footway provision will recognise anticipated pedestrian need; Where it can be clearly shown that there is likely to be no pedestrian demand and other footpath/footway provision offers more attractive routes, then the construction of a footway in these instances will not necessarily be required. Footways shall generally be 1.8 metres wide and be separated from the carriageway by a verge of minimum width 1.2 metres (usually 2.7 metres is required) but a variable width is preferred.

Where footways are not required a verge shall be provided, its width will be subject to specific brief but not normally less than 3 metres (usually 4.5 metres is required). Footways must be set back to the line of all junction and forward visibility sight lines.

1.5 Access Collectors

An access collector links together access areas and connects to local distributors either in the form of a cul-de-sac serving a maximum of 175 dwellings or a loop serving a maximum of 300 dwellings.

Frontage development will normally be acceptable. The carriageway will generally be 5.5 metres wide and should be aligned as a series of flowing curves of minimum C/L radius of 20 metres interconnected with a minimum of short straight sections - long straight roads are not acceptable.

Gradients should not normally exceed 7% and forward visibility sight lines must be at least 30 metres kerb to kerb.

Access area junctions should be spaced at least 40 metres apart (between nearest kerbs) when occurring on the same side and 20 metres apart when occurring on opposite sides. All junctions are to be at right-angles.

The kerb radius at a junction with a local distributor should be 10.5 metres the approach being aligned at right-angles to the major road. Visibility splays should be 4.5 metres x 90 metres (for 30mph) or 4.5 metres x 120 metres (for 40mph). Certain visibility requirements may be subject to specific brief.
Continuous footways will be necessary throughout; the normal width will be 1.8 metres. Cul-de-sacs should normally not exceed 300 metres in length; turning facilities should be provided at maximum intervals of 200 metres and at or near terminal points. Footways must be set back to the line of all junction and forward visibility sight lines.
1.6 Access Areas

Access areas are small cul-de-sacs providing access to housing clusters of no more than 16 dwellings. The housing layout, carriageway configuration, parking provision, front garden treatment and landscaping should all be aimed at creating a distinctive environment.

An access area is normally a short informal cul-de-sac of variable width. The variable width carriageway width contributes to the essential informality of the layout; the width, however, should generally be 4.5 metres and wider sections with flowing kerb lines should be arranged in locations of casual parking need.

Adequate turning facilities must be incorporated at the terminal points and will normally take the form of an amorphous shaped turning area incorporating the dimensions of a standard turning head.

The connection to an access collector should be 4.5 metres wide but the entrance so formed should be visually constricted by appropriately located structures (e.g. building/boundary wall/hedge or fence), enclosures and landscaping. Access areas are not permitted directly off Local Distributors.

The kerb radius at a junction with an access collector will be 6 metres with 2.5 metres x 40 metres visibility splays being provided; a 1 metre wide rumble strip/ramp constructed in approved materials (e.g. seats, paviors) is introduced at the access area inner tangent point of the radius kerb. Footways must be set back to the line of all junction and forward visibility sight lines.

A single footway will be required in access areas, normally on the side serving the majority of dwellings. Elsewhere, verges are required in order to accommodate statutory undertakers equipment and these will be a minimum 1m wide in all cases, hard paved where adjacent to on-street parking areas. On the side where a verge is required the footway must extend 2.0 metres beyond the rear of the rumble strip to provide a pedestrian crossing point.

In order to encourage recognition of the different character of access areas the surface finish must contrast with that of access collectors. Concrete block paving is preferable whilst contrasting bituminous surfaces are also acceptable. It is important, however, for the contrast to be permanent. Other forms of surfacing materials may also be acceptable and these variations will be considered on their merits. Surface dressing is not permitted.

Various types of standard kerb are acceptable provided the colour and texture are sympathetic to the objective of informality; a minimum face of 40mm should be maintained except in special cases where protection is required the 40mm face should normally be continued at the edge of all private areas.

1.7 Shared Private Drives

Shared private drives may serve up to a maximum of 4 dwellings and may connect to either access collectors or access areas. Shared drives connecting to both access collectors and access areas must have adequate on-plot turning facilities.

Single vehicle crossovers should be 19.5 metres (24.5) clear of local distributor road junctions and clear of tangent points (15 metres) at access collector/access collector or accessway junctions. Figures shown in brackets apply where driveways are shared. Vehicle crossovers are not permitted adjacent to on-street parking areas.

On-plot parking requirements must be adhered to (refer to Appendix Car Parking Standards for New Developments). Shared private drives connecting to access collectors will be 4.5 metres wide for a distance of 10 metres from the carriageway; connections to access areas will be 3 metres wide for 2
dwellings and 4.5 metres wide for up to 4 dwellings. Drive lengths in excess of 35 metres are not considered appropriate.

Adjacent individual drives are not to be treated as a shared drive and an individual drive width of 2.7 metres at the highway boundary is to be maintained.

2 metres x 2 metres visibility splays are requires in all cases where private drives meet the highway boundary.

Groups of dwellings with no direct highway frontage and served via a shared drive and/or footpath link must not exceed 4 in number irrespective of their configuration or parking provision. Large communal parking areas in front of dwellings are discouraged but rear parking areas with direct access or frontage may be permitted to serve in excess of 4 dwellings in certain circumstances e.g. flat developments.

1.8 Pedestrian Way/Cycleways

Pedestrian routes running adjacent to a carriageway or within the limits of the highway boundary on either side of a carriageway are normally designated as footways. Other hard-surfaced linear routes intended solely for pedestrian movement are designated as footpaths. The design of the pedestrian network within a residential area will require as much detailed consideration as the road network. In the initial stages of the design process, the existing footpath system and the attraction of key areas such as shops, public transport, etc have to be identified. It is then essential that the new development fits into this network in an appropriate and satisfactory manner, since a pedestrian system will only work effectively if it is designed to satisfy identified needs. The key factors in achieving effective design are that pedestrian routes must be convenient, safe and pleasant in use, all these three requirements being of equal importance - care should be exercised to avoid routes which could present security problems and encourage vandalism e.g. footpaths should be open in aspect with no “dark corners”.

Footpath widths will normally be 1.8 metres; however, localised widening may take place where high levels of pedestrian movement are anticipated or for environmental or amenity purposes.

The Local Plan makes provision for cyclists and cyclepaths in new development and redevelopment schemes. Where required, cycleways or combined footpath/cycleways will need to be provided. Such provision will be subject to specific brief at the time of application.

1.9 Areas for Adoption

It is essential that land, buildings and apparatus to be adopted are identified during the design stage in order to avoid misunderstanding and consequent delay. All land must be conveyed to individual occupiers, local authorities, statutory bodies or some other responsible authority. The future maintenance responsibility relating to trees, shrubs, and other planted areas should be established prior to planning submission.

The highway authority will adopt as highways maintainable at public expense those roads and footpaths which are necessary for public access or passage. Such highways include carriageways, footways, verges and footpaths which are constructed in accordance with these standards and which are of real use to the general public. The highway authority may also adopt areas of land which are necessary to ensure the stability of the highway.

Highway verges, whether between the footway and the carriageway or adjacent to private gardens, will be adopted as part of the highway, although this does not mean that every highway needs a verge.
A verge which is contiguous with private gardens and which the highway authority agrees to adopt will require special attention to ensure that the rights of the highway authority and statutory undertakers are fully understood by the purchaser of the adjacent property. Much can be done by careful landscaping to indicate that such a verge is part of the highway. Sett or cobble patches may be used to contain stop cocks, hydrants and to define highway boundaries. Planting or any other obstruction e.g. rockeries within 1m width of accessways is not permitted under normal circumstances.

One objective of the open-plan type of estate layout using access areas on which peripheral verges may occur is that householders will be encouraged to maintain to the edge of the highway boundary and whatever measures are taken to define the verges must not militate against this. However, purchasers must be made aware of the prohibition of building walls or fences and planting of hedges or trees etc. on the verge and that the statutory undertakers have the right to excavate their services at any time.

1.10 Adoption Procedures

It is expected that developers will make an agreement with the Council under Section 38 of the Highways Act 1980. With this agreement roads and footpaths can be automatically adopted as public highway upon completion. Immediately a development receives building regulations approval, the highway authority requires a statutory guarantee that the roads and footpaths will be completed to the satisfaction of that authority.

Before construction begins the developer must either

i) complete payment of the Council's estimated cost of highway works under the Advance Payment Code of Section 219 of the highways Act 1980 or;

ii) enter into a Section 38 Agreement and provide a bond for due completion.

If a developer wishes to construct an estate in distinct phases, the phasing should be clearly shown on his submission for approval.

If an early start to construction is essential, developers must make an Advance Payment and replace this as soon as possible with a Section 38 Agreement. In this case the APC payment is refunded with interest.

Public rights of way crossing land are protected by statute, development affecting such rights may be prejudiced if formal procedures are not instigated at an early stage where diversions are required.

The highway authority will adopt and maintain as highway drains those pipelines laid solely for the disposal of surface water from prospectively maintainable highways, provided that:

i) where such drains are laid outside the limits of the maintainable highway suitable easements are negotiated by the developer and

ii) the outfall at the point of discharge of a drain is of sufficient capacity and free of any legal encumbrances.

(It should be noted that it is a prerequisite of OUTLINE planning permission that a site shall be capable of being adequately drained).
The status of all other drains and sewers must be the subject of negotiations with the Council or regional water companies.

The highway authority will not normally accept the laying of private drains and private sewers within the limits of either the existing highway or prospectively maintainable highway - connections to existing sewers from individual properties are permitted.

iii) Any dwelling or permanent structure must be a minimum of 3m clear from any existing or proposed sewer.

1.11 Street Lighting

All new developments must be provided with highway and footpath lighting schemes to the approval of the highway authority. Street lighting schemes should not be unnecessarily intrusive (e.g. consideration should be given to fixing lighting units to buildings in suitable situations) and street lighting apparatus should not obstruct accesses, footpaths or the vision of drivers. Northampton Borough Council will provide a street lighting design service on a rechargeable basis.

1.12 Crime Prevention

The layout of roads and footpaths in residential areas must have regard to the need for crime prevention. Care should be taken that roads and footpaths are open to view and are not isolated. It is important that there should be alternative routes available to any pedestrian route through amenity open space areas which is divorced from adjoining housing. Footpaths through residential areas should be wide, clear of hiding places, well lit and should follow a direct route.
APPENDIX 9

MINIMUM DESIGN STANDARDS FOR MOBILITY HOUSING (POLICY H17)


The design standards listed below constitute the minimum standards which would be expected in a dwelling if it were to be classified as Mobility Housing:

1. Level or ramped access should be provided at all entrances. No threshold should exceed 15mm inside or out. This may preclude the use of sliding patio doors. Where ramps are needed they should have a maximum gradient of 1:20 and should finish at the door in a level platform of 1.2 metres x 1.2 metres minimum clear of any door swing.

2. Hallways and corridors should have a minimum width of 1200 mm

3. External doors should have a minimum clear opening width of 850 mm

4. Internal doors should have a minimum clear opening width of 800 mm

5. At entrance level a w.c. compartment should be provided for wheelchair use. Minimum internal dimensions should be 1.4m x 1.75m. The door should open out or slide.

6. The staircase should be a straight run with handrails on both sides and with a structural wall suitable for stairlift installation continuing uninterrupted beside top and bottom landings for at least 450mm beyond the stairs.

7. Minimum bathroom dimensions should be 2.1m x 2.1m to allow for subsequent adaption.

8. Door openings should be positioned so that there is a 300mm clear run of wall to the side of the door handle when the door is in the closed position.

9. Door handles should be of the lever type.

10. Electric sockets should be 800mm above floor level.

11. Door handles and light switches should be aligned horizontally 1040 mm above floor level.

12. Window sills in the main living room and at least one bedroom should be low enough to allow a view out for wheelchair users or people in seated or lying positions. In first floor rooms this would normally be a maximum of 600 mm above floor level.

13. A car parking space or garage as near as the dwelling as possible preferably under cover but no more than 20 metres away. The path to the front entrance shall be 1 metre wide (minimum) finished in a hard non-slip material.

14. Partition walls in a bathroom and w.c. must be structurally capable of taking support rails.
APPENDIX 10

STREETS WHERE PLANNING PERMISSION WILL NOT BE GIVEN FOR USES WHICH INVOLVE MULTI-OCCUPATION (POLICY H31).

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APPENDIX 11

A GUIDE TO PARKING STANDARDS FOR NEW DEVELOPMENTS

Introduction

1. **Scope** - A guide to parking standards was approved by the County Council and all District Councils in 1990. As a result of response to the consultation draft of this Plan slight changes have been made to those standards as apply to Northampton. Most however remain consistent with the County wide parking standards.

2. **Flexibility** - Individual circumstances, which would need to be substantiated by the applicant, may justify some flexibility in the application of these standards. However, the possibility of future changes of use or occupier, the scope for expansion of the premises, and the need for consistency in the consideration of parking requirements will have to be taken into account. In all such cases, specific negotiations with the Council will be essential.

3. **Changes of Use** - Whenever possible changes of use should meet the normal standards. However where the existing authorised use fails to meet current standards, consent will only be granted for a change of use where the proposed use is unlikely to worsen the parking situation.

4. **Conservation Areas and Listed Buildings** - Within Conservation Areas and at all sites involving listed buildings, the special character and nature of the surrounding area will be taken into account in determining the level of parking provision to be made.

5. **Restriction of Permitted Development Rights** - In exceptional circumstances, conditions may need to be imposed restricting permitted development rights to change from one Use Class to another, or even within the same Class.

6. **Dual use of spaces** - Dual use of parking spaces, whereby the provision to be made would be related to different land uses at different times of the day, should be considered wherever practicable. This can be beneficial to the development and contribute to an economic and efficient use of land.

7. **The Town Centre and other existing centres** - Within the town centre and other established centres where public car parks or other shared parking spaces are generally available, the Council may be willing to adopt a flexible approach in negotiations for new development, depending on the proximity and capacity of those parking facilities. For larger developments the Council may seek commuted payments towards the cost of additional public spaces within the town centre as an alternative to full on-site provision for the development itself.

8. **Design** - All parking areas should be properly laid out and designed as an integral part of the development, and not within any part of the public highway. The parking spaces and manoeuvring areas should be adequately defined with surface materials appropriate to the surroundings of the site.

9. **Detached Parking Areas** - Parking areas detached from the development site may be considered where they:-

   i) are under the control of the developer, and satisfactory and legally binding arrangements for their use in connection with the development can be agreed;

   ii) are within a reasonable walking distance and are safely related to the main site; and
iii) meet normal planning requirements regarding use, access and other detailed layout and design criteria.

10. **Servicing** - In all cases proper account will need to be given to the servicing arrangements for the developments concerned. This could require the provision of on-site lorry loading/unloading/manoeuvring/waiting space depending on the nature of the development proposed.

11. **Highway Capacity** - The capacity of the adjoining highways will be taken into consideration in the determination of parking requirements.

12. **Dimensions** - Minimum sizes of parking spaces are:

   - **Private Cars**: 4.8m x 2.4m
   - **Disabled persons' vehicles**: 4.8m x 3.4m, but also see the addendum which gives more detailed advice on the layout of parking spaces for the disabled.

   - **Commercial vehicles**: Varying between 9m and 18m x 3.1m depending upon the type of vehicle most likely to serve the development.

   Adequate access and manoeuvring space will be necessary in all cases. Those developments which would normally expect to be serviced by articulated vehicles may require special arrangements to be made.

13. **Layout** - Within parking areas a clear zone of 6m is required between "head-on" 90 parking bays. This may be reduced to 4.2m for 60 bays and 3.6m for 45 parking (though this latter standard relates to one way traffic only).

14. **Classification** - So far as is possible these standards relate to the classification of land use/developments specified in the Town and Country Planning Use Classes Order 1987.

15. **Floorspace** - All floorspace figures referred to are gross areas, measured externally, unless otherwise stated.

**PART A**

**Class A1 - Shops:**

i) Local Shops outside defined shopping centres

   - **Staff**: 1:100 sq m floor space
   - **Customers**: 1: 35 sq m floor space

ii) New shopping centres in any location, Supermarkets, Retail Warehouses, DIY Stores

   - **Staff**: 1:100 sq m floor space
   - **Customers**: 1: 20 sq m floor space
   - **Servicing**: 1 lorry space or loading bay: 200 sq m or part thereof
   
   **PLUS** adequate waiting and manoeuvring space for the largest types of vehicles likely to service the development.

iii) Retail developments exceeding 3000 sq m would be subject to individual assessment with a probable need for a more generous parking provision, including separate loading bays for each unit.
iv) Garden Centres

Staff - 1:3 staff present at busiest time
Customers - 1:50 sq m internal and external sale and display area.

Class A2 - Financial and Professional Services:-

Offices/Banks/Building Societies etc

Staff - 1:25 sq m floor space
Customers - 1:35 sq m floor space

Where Class A2 uses are likely to change to A1 Shops without the need for specific consent, separate servicing facilities may be required.

Class A3 - Food and Drink:-

In all cases - Resident Staff 1:1 staff
- Other Staff 1:3 staff present at busiest time
- Servicing 1 delivery area per unit

PLUS for customers:

i) Public Houses, Licensed Clubs, and other buildings with public bars

Public Bar Area - 1:3 sq m public bar area

ii) Restaurants/Cafes - 1:3 sq m public dining area

Where such uses are intended to serve major national highway routes a more generous provision may be required.

iii) Transport Cafes

Cars - 1:5 sq m of dining area PLUS
Lorries - 1:4 sq m of dining area

Individual assessment may be needed in appropriate cases.

PART B

Classes B1 - Business; B2 General Industrial; and B3-7 Special Industrial

i) First 235 sq m

Staff - 1:20 sq m floor space
Customers - Individually assessed
Lorries - 1 unloading/manoeuvring space per unit
ii) Excess over 235 sq m

<table>
<thead>
<tr>
<th>Staff</th>
<th>1:40 sq m floor space *</th>
</tr>
</thead>
<tbody>
<tr>
<td>Customers</td>
<td>Individually assessed</td>
</tr>
<tr>
<td>Lorries</td>
<td>1 unloading/maneouvring space PLUS</td>
</tr>
<tr>
<td></td>
<td>1 waiting space per unit.</td>
</tr>
</tbody>
</table>

235 - 800 sq m

<table>
<thead>
<tr>
<th>Staff</th>
<th>1:100 sq m floor space</th>
</tr>
</thead>
<tbody>
<tr>
<td>Customers</td>
<td>Individually assessed</td>
</tr>
<tr>
<td>Lorries</td>
<td>1 loading bay: 800 sq m PLUS waiting space at each bay for 1 additional vehicle of the largest type likely to be used for servicing requirements.</td>
</tr>
</tbody>
</table>

Over 800 sq m

<table>
<thead>
<tr>
<th>Staff</th>
<th>1:100 sq m floor space</th>
</tr>
</thead>
<tbody>
<tr>
<td>Customers</td>
<td>Individually assessed</td>
</tr>
<tr>
<td>Lorries</td>
<td>1 loading bay: 800 sq m PLUS waiting space at each bay for 1 additional vehicle of the largest type likely to be used for servicing requirements.</td>
</tr>
</tbody>
</table>

* Development clearly comprising a large scale office use, (B1(a)), or research and development use (B1(b)), would be assessed on the basis of 1 car space: 20 sq m floor space for staff, irrespective of the total area involved. The need for lorry spaces might be omitted, but restrictive conditions would then need to be imposed preventing a change of use to Class B1(c) - light industry. Additional provision may also be necessary for customers'/visitors' vehicles, which would be individually assessed.

Class B8 - Storage and Distribution

i) First 235 sq m

<table>
<thead>
<tr>
<th>Staff</th>
<th>1:20 sq m floor space</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lorries</td>
<td>1 unloading/maneouvring space per unit</td>
</tr>
</tbody>
</table>

ii) Excess over 235 sq m

<table>
<thead>
<tr>
<th>Staff</th>
<th>1:100 sq m floor space</th>
</tr>
</thead>
<tbody>
<tr>
<td>Customers</td>
<td>Individually assessed</td>
</tr>
<tr>
<td>Lorries</td>
<td>1 unloading/maneouvring space</td>
</tr>
<tr>
<td></td>
<td>PLUS 1 waiting space per unit</td>
</tr>
</tbody>
</table>

235 sq m - 800 sq m

<table>
<thead>
<tr>
<th>Staff</th>
<th>1:100 sq m floor space</th>
</tr>
</thead>
<tbody>
<tr>
<td>Customers</td>
<td>Individually assessed</td>
</tr>
<tr>
<td>Lorries</td>
<td>1 loading bay: 800 sq m PLUS waiting space at each bay for 1 additional vehicle of the largest type likely to be used.</td>
</tr>
</tbody>
</table>

Over 800 sq m

For large scale developments individual assessment of the parking facilities to be provided will be necessary, including those sites where the overnight parking of vehicles can be anticipated.

iii) Open Storage Uses

<table>
<thead>
<tr>
<th>Staff</th>
<th>1:500 sq m of storage area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lorries</td>
<td>1:each unit/area</td>
</tr>
<tr>
<td>Customers</td>
<td>Individually assessed</td>
</tr>
</tbody>
</table>

Individual circumstances of the open storage uses may require different parking facilities to be provided.

Motor Vehicle Repairs, Sales and Services

(Sui Generis - i.e. not included within any particular Use Class)

In all cases

<table>
<thead>
<tr>
<th>Staff</th>
<th>1:25 sq m total floor space or 1:3 staff, whichever is the greater;</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lorries</td>
<td>1 unloading/maneouvring space: unit</td>
</tr>
</tbody>
</table>

plus -

i) Service/Repairs

| Customers | 1:10 sq m service/repair area or |

Northampton Local Plan, Adopted Proposals

June 1997
4: every service/repair bay

ii) Spare Parts
Customers - 1: 25 sq m of sales counter and stock room.

iii) Car/Lorry Sales (including open display and storage areas)
Customers - 1: 50 sq m display area

iv) Car/Lorry Auction
Customers - 1: every 5 vehicles stored or
1: 15 sq m display and vehicle storage area, whichever is the greater

v) Car Hire
Customers - 1: 2 hire vehicles

vi) Automatic Car Wash
Customers 5 waiting spaces

PART C

Class C1 - Hotels and Hostels (including guest houses)

Resident Staff 1: 1 staff plus 25% visitors' parking for residential staff
Other Staff 1: 3 staff present at busiest times
Residents Guests 1: each bedroom
Dining Area 1: 3 sq m if open to non-residents
Bar Area 1: 3 sq m if open to non-residents
Conference rooms 1: 3 seats if open to non-residents or 1: 6 sq m whichever is the greater
Servicing 1 lorry: each unit

The requirement for a lorry space may be omitted at guest houses. A reduced standard in respect of resident guest spaces may be acceptable at specialised hostels - e.g. Hostels for the Homeless.

Class C2 - Residential Institutions

i) Elderly Persons' Homes, Nursing Homes, and other specialised homes for those in need of care:

Resident staff 1: 1 staff plus 25% visitors' parking for residential staff
Other Staff 1: 2 staff present at busiest times
Visitors 1: 5 beds
### Appendices

**Servicing** Subject to individual assessment

**ii) Hospitals**

<table>
<thead>
<tr>
<th>Staff</th>
<th>1:2 staff</th>
</tr>
</thead>
<tbody>
<tr>
<td>Outpatients/visitors</td>
<td>1:3 beds</td>
</tr>
<tr>
<td>Servicing</td>
<td>Subject to individual assessment</td>
</tr>
</tbody>
</table>

**iii) Residential School, College or Training Centre**

<table>
<thead>
<tr>
<th>Resident Staff</th>
<th>1:1 staff plus 25% visitors' parking for residential staff</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other staff</td>
<td>1:3 staff present at busiest times</td>
</tr>
<tr>
<td>Other residents</td>
<td>To be individually assessed</td>
</tr>
<tr>
<td>Servicing</td>
<td>To be individually assessed</td>
</tr>
<tr>
<td>Visitors</td>
<td>To be individually assessed</td>
</tr>
</tbody>
</table>

In all cases (i), (ii) and (iii), conditions may need to be imposed restricting changes of use within the Use Class.

### C3 - Dwellinghouses

In all cases

<table>
<thead>
<tr>
<th>Driveways</th>
<th>5.5m minimum length clear of highway</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hardstanding plus driveway</td>
<td>11m minimum length clear of highway</td>
</tr>
<tr>
<td>Off-plot parking adj highway</td>
<td>Maximum 4 space widths with a continuous crossover of the highway</td>
</tr>
<tr>
<td>Garages</td>
<td>Recommended minimum size 5m x 2.75m</td>
</tr>
</tbody>
</table>

**i) Dwellings and flats**

<table>
<thead>
<tr>
<th>1 Bedroom</th>
<th>1 space plus minimum 25% visitors parking. In areas which are remote from public transport facilities, Planning Authorities may require additional spaces to be provided.</th>
</tr>
</thead>
<tbody>
<tr>
<td>2-3 Bedrooms</td>
<td>2 spaces</td>
</tr>
<tr>
<td>4+ Bedrooms</td>
<td>3 spaces preferred - 2 spaces minimum</td>
</tr>
</tbody>
</table>

Some flexibility may be acceptable in respect of flat conversions from industrial or other buildings, though a minimum of 1 off street parking space for each unit is desirable.

**ii) Sheltered Housing (i.e. independent units for the elderly)**

<table>
<thead>
<tr>
<th>Resident wardens</th>
<th>1 space: each resident warden</th>
</tr>
</thead>
<tbody>
<tr>
<td>Independent Units</td>
<td>1:3 units</td>
</tr>
</tbody>
</table>

A degree of flexibility is required with this category dependent upon age of occupants, number of staff etc. Parking spaces may need to be a minimum of 3.4m wide to accommodate the use of wheelchairs.
PART D

Class D1 - Non-residential Institutions:-

i) Surgeries/Health Centres

Professional Staff: 1:1 staff
Other Staff: 1:3 staff
Patients: 2: each consulting room

Additional provision in excess of the normal standard for shops (Class A1 of the Town and Country Planning (Use Classes) Order 1987) should be made for any chemist's shop with pharmacy included as part of the development.

ii) Public Halls (including galleries, museums, libraries, places of worship)

Staff: 1:3
Visitors: 1:5 seats or 1:30 sq m public area, whichever is the greater

A reduced standard may be acceptable for specific uses (e.g. Places of Worship, Scout and Guide Headquarters), depending upon size, catchment area, the availability of nearby public parking spaces, and the need or otherwise to impose restrictive conditions preventing changes of use within the Use Class.

iii) Educational Establishments

a) All schools:-

Full time Staff: 1:1 Staff
Other Staff: 1:2 Staff

Waiting space for parents' cars may be necessary on grounds of highway safety.

Hard-surfaced play areas at all schools (including Special Schools) should be provided with adequate vehicular access and be made available for parking during parents' evenings, concerts and for other out-of-school hours use.

Parking and manoeuvring space for contract buses may be necessary.

b) Special Schools/Units for handicapped children:-

In addition to a) above

Visiting professional staff: 1:10 children
Parents: 1:2 children

c) Further Educational Establishments:-

Full-time Staff: 1:1 Staff (maximum no. at any one time)
Other Staff: 1:2 Staff
Students: 1:10 Students
iv) Nurseries/Playgroups/creches (including those within private dwellings)

Staff  1:2 Staff

The availability of on-site waiting facilities for parents' cars and the nature of the adjoining roads, will be material factors in deciding whether or not permission should be granted.

v) Day centres

Staff  1:2 Staff

Special provision will need to be made for the parking, waiting and manoeuvring of minibuses/ambulances etc used for the transport of the elderly or other persons in need of care.

D2 - Assembly and Leisure

i) Cinemas, Theatres, Bingo Halls

Staff  1:3 Staff present at busiest times
Customers  1:3 seats
Performers  1:10sq m dressing room space

ii) Dance Halls, Discotheques

Staff  1:3 seats
Customers  1:10 sq m of public floorspace
Performers  1:3 spaces

iii) Swimming Pools

Staff  1:3 Staff
Participants  1:10 sq m pool area

Separate provision may need to be made for spectators if public car parks are not located nearby.

A lay-by or other setting down place for coach(es) may be necessary if the pools are used by schools and other organised groups.

Additional provision may be necessary where saunas, jacuzzis, fitness centres etc are also provided.

iv) Sports facilities and leisure centres

Staff  1:3 Staff
Players  1:2 Players maximum possible at any one time
Spectators  1:4 Spectators based on maximum possible at any one time

Parking spaces for players should take into account the possible overlap that may occur during "changeover" times. Separate provision may be needed for coaches, particularly at major sporting venues.
Parking facilities for major sporting venues may be located some distance from the development in association with other public/private parking areas, subject to satisfactory legal agreements to secure long-term use.

v) Marinas, Sailing Clubs, and water-based uses

| Resident Staff | 1:1 staff plus 25% visitors' parking for residential staff |
| Other Staff    | 1:3 Staff |
| Participants   | 1:3 boat moorings |
|                | 1:2 windsurfers for club members, plus additional provision, individually assessed, if casual board-sailors permitted. |
|                | 1:2 water-skiers |
|                | 1:4 non-participatory members/patrons |
|                | 1:2 sailing boats based at the Club. |

Additional provision should be made in accordance with the normal standards for any ancillary developments - e.g. shop, restaurant etc.
Disabled Parking Features

Car Parking
* Located close to an accessible entrance
* Desirably under cover
* For pedestrianised areas, within 50 metres of destination uncovered, 100 metres covered

Parking Bays
* Wide enough for wheelchair transfer to and from the car
* Designed for use by disabled people, and clearly signed at entrance

Relevant premises & Public Car Parks
Offices, shops, factories, schools and any premises to which the public have access.

Number of Bays
Ratio: 1 to 25 (or part thereof)

Width of Bays

<table>
<thead>
<tr>
<th>Total Number of Bays</th>
<th>Width (min)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>3200 2800 2400</td>
</tr>
<tr>
<td>1</td>
<td>1 - -</td>
</tr>
<tr>
<td>2</td>
<td>1 1 -</td>
</tr>
<tr>
<td>3</td>
<td>1 1 1</td>
</tr>
<tr>
<td>more than 3</td>
<td>2 2 Remainder</td>
</tr>
</tbody>
</table>

Northampton Local Plan, Adopted Proposals  June 1997
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## APPENDIX 12  PROPOSED BUSINESS SITES (POLICY B1)  JUNE 1993

<table>
<thead>
<tr>
<th>Ref</th>
<th>Site</th>
<th>Area (ha)</th>
<th>Grid Ref</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Bedford Road, Rushmills House (Casuals RFC)</td>
<td>0.9</td>
<td>777594</td>
</tr>
<tr>
<td>2</td>
<td>Bedford Road, Abington Lock (CWS)</td>
<td>4.3</td>
<td>779596</td>
</tr>
<tr>
<td>3</td>
<td>Brackmills, Bedford Road (CNT)</td>
<td>5.5</td>
<td>784592 *</td>
</tr>
<tr>
<td>4</td>
<td>Brackmills, Caswell Road (Plots 73-77)</td>
<td>1.6</td>
<td>782584</td>
</tr>
<tr>
<td>5</td>
<td>Brackmills, Caswell Road (Plots 55-56)</td>
<td>1.0</td>
<td>774582</td>
</tr>
<tr>
<td>6</td>
<td>Brackmills, Caswell Road (Baxter)</td>
<td>2.1</td>
<td>783584</td>
</tr>
<tr>
<td>7</td>
<td>Brackmills, Salthouse Road (adjoining GE Lighting)</td>
<td>3.1</td>
<td>786584</td>
</tr>
<tr>
<td>8</td>
<td>Brackmills, Sketty Close (Plots 69-71)</td>
<td>0.7</td>
<td>781583</td>
</tr>
<tr>
<td>9</td>
<td>Brackmills, Gowerton Road (CCSB remainder)</td>
<td>12.8</td>
<td>778578</td>
</tr>
<tr>
<td>10</td>
<td>Brackmills, Gowerton Road (CNT remainder)</td>
<td>63.0</td>
<td>782578</td>
</tr>
<tr>
<td>11</td>
<td>Crow Lane, Ravens Way (CNT/Private sites)</td>
<td>2.0</td>
<td>813616</td>
</tr>
<tr>
<td>12</td>
<td>Crow Lane, Ravens Way (CNT)</td>
<td>4.4</td>
<td>810616</td>
</tr>
<tr>
<td>13</td>
<td>Crow Lane (NBC)</td>
<td>2.5</td>
<td>812612 *</td>
</tr>
<tr>
<td>14</td>
<td>Delapre, Old Towcester Road (British Rail)</td>
<td>3.0</td>
<td>760595 *</td>
</tr>
<tr>
<td>15</td>
<td>Kings Heath, adjoining proposed North West Bypass</td>
<td>13.0</td>
<td>724633 *</td>
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<tr>
<td>16</td>
<td>Milton Ham, adjoining M1 junction 15A</td>
<td>10.0</td>
<td>729572</td>
</tr>
<tr>
<td>17</td>
<td>Moulton Park, Lower Farm Road (CNT)</td>
<td>1.5</td>
<td>770654</td>
</tr>
<tr>
<td>18</td>
<td>Moulton Park, Clayfield Close (Tarmac)</td>
<td>0.9</td>
<td>779647</td>
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<tr>
<td>19</td>
<td>Moulton Park, Kings Park Road (CNT &amp; Beam Tubes)</td>
<td>3.8</td>
<td>768648</td>
</tr>
<tr>
<td>20</td>
<td>Moulton Park, Kings Park Road (National wide)</td>
<td>1.6</td>
<td>766647</td>
</tr>
<tr>
<td>21</td>
<td>Moulton Park, Summerhouse Road (CNT)</td>
<td>0.7</td>
<td>770648</td>
</tr>
<tr>
<td>22</td>
<td>Moulton Park, Redhouse Road (adjoining Brookfield)</td>
<td>0.9</td>
<td>768651</td>
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<tr>
<td>23</td>
<td>Moulton Park, Scirroco Close (CNT)</td>
<td>0.5</td>
<td>764659</td>
</tr>
<tr>
<td>24</td>
<td>Moulton Park, Summerhouse Road (Horne)</td>
<td>0.5</td>
<td>769644</td>
</tr>
<tr>
<td>25</td>
<td>Northampton Business Park Pavilion Drive (Phase 3)</td>
<td>1.0</td>
<td>769582</td>
</tr>
<tr>
<td>26</td>
<td>Northampton Business Park Pavilion Drive (Phase 4)</td>
<td>2.4</td>
<td>769583</td>
</tr>
<tr>
<td>27</td>
<td>Northampton Business Park Pavilion Drive (Phase 5)</td>
<td>6.0</td>
<td>766582</td>
</tr>
<tr>
<td>28</td>
<td>Pineham, Land at Brook Farm &amp; Lodge Farm</td>
<td>73.4</td>
<td>723577</td>
</tr>
<tr>
<td>29</td>
<td>Pineham, North of proposed Kislingbury Way</td>
<td>29.9</td>
<td>715586 *</td>
</tr>
<tr>
<td>30</td>
<td>Pineham, CIN remainder</td>
<td>57.2</td>
<td>714584</td>
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<tr>
<td>31</td>
<td>Riverside Park, Nene Valley Way</td>
<td>27.6</td>
<td>794611 *</td>
</tr>
<tr>
<td>32</td>
<td>Round Spinney, Stone Circle Road (Arkle Print)</td>
<td>0.3</td>
<td>796646</td>
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<tr>
<td>33</td>
<td>Round Spinney, Nith Portway Close (Muscat)</td>
<td>0.3</td>
<td>794647</td>
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<tr>
<td>34</td>
<td>Round Spinney, Nith Portway Close (RSM)</td>
<td>0.5</td>
<td>795647</td>
</tr>
<tr>
<td>35</td>
<td>St James, St James Mill Road</td>
<td>0.5</td>
<td>747598</td>
</tr>
<tr>
<td>36</td>
<td>St James, St James Mill Road (Elite)</td>
<td>0.4</td>
<td>747597</td>
</tr>
<tr>
<td>37</td>
<td>St James, Harvey Reeves Road (NBC)</td>
<td>0.5</td>
<td>740601</td>
</tr>
<tr>
<td>38</td>
<td>Town Centre, Castle Sidings (British Rail)</td>
<td>4.8</td>
<td>748607 *</td>
</tr>
<tr>
<td>39</td>
<td>Town Centre, Ladys Lane - Western Island (NBC)</td>
<td>0.4</td>
<td>754607 *</td>
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<td>Town Centre, Ladys Lane - Eastern Island</td>
<td>0.4</td>
<td>757607</td>
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<tr>
<td>41</td>
<td>Town Centre, Derngate - former school</td>
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<td>759602 *</td>
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<tr>
<td>42</td>
<td>Town Centre, Newland (NBC)</td>
<td>0.1</td>
<td>754608 *</td>
</tr>
<tr>
<td>43</td>
<td>Town Centre, Victoria Street (NBC)</td>
<td>0.5</td>
<td>756609 *</td>
</tr>
<tr>
<td>44</td>
<td>Waterside Business Park, Q ueensbridge</td>
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</tr>
<tr>
<td>45</td>
<td>Waterside Business Park, The Lakes Plot 8</td>
<td>0.3</td>
<td>782596</td>
</tr>
<tr>
<td>46</td>
<td>Waterside Business Park, The Lakes Plot 5</td>
<td>3.0</td>
<td>782596</td>
</tr>
</tbody>
</table>
Appendices

47 Waterside Business Park, The Lakes Phase 1 1.6 782596
48 Waterside Business Park, The Lakes Plot 10 1.1 782596
49 Weston Favell Centre, Pyramid Court 0.4 793630

Total 357.5

* - subject to site specific policy in chapter 8 of the Local Plan

Land Provided at or since June 1988 but now developed/under development at June 1993

<table>
<thead>
<tr>
<th>Location</th>
<th>Area (ha)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brackmills</td>
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</tr>
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<td>Delapre</td>
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<tr>
<td>Kings Heath</td>
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<td>Little Billing</td>
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</tr>
<tr>
<td>Lodge Farm</td>
<td>1.1</td>
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<tr>
<td>Moulton Park</td>
<td>21.8</td>
</tr>
<tr>
<td>Mounts</td>
<td>0.9</td>
</tr>
<tr>
<td>Northampton Business Park</td>
<td>9.1</td>
</tr>
<tr>
<td>Round Spinney</td>
<td>5.4</td>
</tr>
<tr>
<td>St James</td>
<td>0.8</td>
</tr>
<tr>
<td>Town Centre</td>
<td>1.0</td>
</tr>
<tr>
<td>Waterside</td>
<td>5.1</td>
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<tr>
<td>Weedon Road</td>
<td>0.2</td>
</tr>
<tr>
<td>Total</td>
<td>93.1</td>
</tr>
</tbody>
</table>

Summary

Business proposals 1993-2006 357.5 ha
Land developed 1988-1993 93.1 ha

Total provision 1988-2006 450.6 ha
Structure Plan (Alt 1) allocation 1988-2006 450.0 ha
APPENDIX 13

EXISTING BUSINESS AREAS TO WHICH POLICY B2 REFERS

<table>
<thead>
<tr>
<th>Name</th>
<th>Grid Ref</th>
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<tbody>
<tr>
<td>Avon Cosmetics site, Nunn Mills</td>
<td>758597</td>
</tr>
<tr>
<td>Baring Road Industry (see Lyttleton Road)</td>
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</tr>
<tr>
<td>Former Blackwood Hodge offices, Hunsbury Hill</td>
<td>734591</td>
</tr>
<tr>
<td>Brackmills Industrial Estate</td>
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</tr>
<tr>
<td>British Timken site, Duston</td>
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</tr>
<tr>
<td>Bunting Road/Brockton Street Industry</td>
<td>755621</td>
</tr>
<tr>
<td>Cliftonville/Billing Road,</td>
<td>765605</td>
</tr>
<tr>
<td>Chronicle and Echo site, Mounts</td>
<td>758609</td>
</tr>
<tr>
<td>Crow Lane Industrial Estate, Billing</td>
<td>812617</td>
</tr>
<tr>
<td>Far Cotton Industrial Estate</td>
<td>745534</td>
</tr>
<tr>
<td>Gladstone Road (see Kings Heath)</td>
<td>743623</td>
</tr>
<tr>
<td>Harlestone Road, Hopping Hill, New Duston</td>
<td>722624</td>
</tr>
<tr>
<td>Horsley Road, Kingsthorpe</td>
<td>751623</td>
</tr>
<tr>
<td>Kettering Road North/Moulton Way</td>
<td>782643</td>
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<tr>
<td>Kings Heath Industry</td>
<td>743623</td>
</tr>
<tr>
<td>Kingsthorpe Hollow Industry</td>
<td>753622</td>
</tr>
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<td>L &amp; H Polymers site, Billing</td>
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<td>Lodge Farm Industrial Estate</td>
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<tr>
<td>Lyttleton/Countess/Baring Road Industry</td>
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</tr>
<tr>
<td>Martins Yard, Spencer Bridge Road</td>
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<tr>
<td>Mobbs Miller Building &amp; area, Abington</td>
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<tr>
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<td>Mounts Business Centre (see William St)</td>
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<tr>
<td>Northampton-D-Gate/Riverside Way, off Bedford Road</td>
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</tr>
<tr>
<td>Northampton Business Park, Nene Valley Way</td>
<td>768582</td>
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<tr>
<td>Orchard Hill Industry/Offices, Little Billing</td>
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<tr>
<td>Pearce &amp; Co., Billing Park</td>
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<tr>
<td>Queenswood Offices, Newport Pagnell Road</td>
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<tr>
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<tr>
<td>Royal Mail Sorting Office, Barrack Road</td>
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</tr>
<tr>
<td>Rushmills, Bedford Road</td>
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</tr>
<tr>
<td>St Andrews Road Industry</td>
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<td>St James Mill Road Industry</td>
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<tr>
<td>Spencer Bridge Road Industry</td>
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</tr>
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<td>Studland Road Industry</td>
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</tr>
<tr>
<td>William Street Business Park</td>
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<tr>
<td>Weedon Road Industrial Estate &amp; Abbey Works</td>
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</tr>
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<td>Westgate Industrial Estate</td>
<td>729609</td>
</tr>
<tr>
<td>Weston Favell Centre (office area)</td>
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<tr>
<td>Wootton Hall Park</td>
<td>752575</td>
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</table>

(Identified on the Inset Area of the Proposals Map)

<table>
<thead>
<tr>
<th>Name</th>
<th>Grid Ref</th>
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</thead>
<tbody>
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<td>Albion Place Offices</td>
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</tr>
<tr>
<td>Barclaycard site, Marefair</td>
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</tr>
<tr>
<td>Location</td>
<td>Phone Number</td>
</tr>
<tr>
<td>----------------------------------------------</td>
<td>--------------</td>
</tr>
<tr>
<td>Campbell Square Offices</td>
<td>755608</td>
</tr>
<tr>
<td>Campbell Street Industry</td>
<td>754610</td>
</tr>
<tr>
<td>Cattle Market Road Industry</td>
<td>755598</td>
</tr>
<tr>
<td>Carlsberg Brewery site &amp; British Gas</td>
<td>753599</td>
</tr>
<tr>
<td>County Hall site, George Row</td>
<td>755603</td>
</tr>
<tr>
<td>Grafton Street Industry</td>
<td>750610</td>
</tr>
<tr>
<td>Hazelwood Road/Derngate Offices</td>
<td>758604</td>
</tr>
<tr>
<td>Monks Pond Street/Spring Lane Industry</td>
<td>749609</td>
</tr>
<tr>
<td>Northampton House, Wellington St</td>
<td>757607</td>
</tr>
<tr>
<td>St Katherines Street Offices</td>
<td>752604</td>
</tr>
<tr>
<td>St Michaels Road Industry</td>
<td>760608</td>
</tr>
<tr>
<td>Saxon Court Offices</td>
<td>751604</td>
</tr>
<tr>
<td>Sheep Street Offices</td>
<td>753608</td>
</tr>
<tr>
<td>York Road Offices</td>
<td>760607</td>
</tr>
</tbody>
</table>
### Appendices

#### APPENDIX 14

**AREAS REQUIRING MAJOR OFF-SITE HIGHWAY INFRASTRUCTURE MEASURES (POLICY T4)**

Provision in each instance must relate directly to the development concerned or be reasonable in scale or kind.

<table>
<thead>
<tr>
<th>Site</th>
<th>Provision required for the total development of the site.</th>
</tr>
</thead>
</table>
| Berrywood             | Kislingbury Way (including Danes Camp Way junction and junction 15a enhancements)  
                        | Weedon Road roundabouts  
                        | Link road from Kislingbury Way to M1 junction 15A |
| Upton                 | Kislingbury Way (including Danes Camp Way junction and junction 15a enhancements)  
                        | Weedon Road roundabouts  
                        | Link road from Kislingbury Way to M1 junction 15A |
| Pineham               | Kislingbury Way  
                        | Junction 15a enhancements  
                        | Link road from Kislingbury Way to M1 junction 15A |
| Milton Ham            | Junction 15a enhancements |
| Kings Heath Total     | Completion of remaining sections of North West bypass 1  
                        | North West Bypass - Town Centre Link |
| Brackmills 3          | Link road between Gowerton Road (Brackmills), Newport Pagnell Road and A508  
                        | Improvements to Nene Valley Way A45 |
| Cotton End Nunn Mills | Road link between Bedford Road and London Road. |
## APPENDIX 15

### SCHEDULE OF RECOGNISED SHOPPING CENTRES

<table>
<thead>
<tr>
<th>Town Centre</th>
<th>District/Local Centres:</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Abington (Abington Avenue)</td>
<td>Lakeview (Churchill Avenue)</td>
<td></td>
</tr>
<tr>
<td>Abington (Adnitt Road)</td>
<td>Lings/Lumbertubs</td>
<td></td>
</tr>
<tr>
<td>Abington (Beech Avenue)</td>
<td>Links View (Greenview Drive)</td>
<td></td>
</tr>
<tr>
<td>Abington (Birchfield Road East)</td>
<td>Mereway Shopping Centre</td>
<td></td>
</tr>
<tr>
<td>Abington (Collingwood Road)</td>
<td>Obelisk Rise (Reynard Way)</td>
<td></td>
</tr>
<tr>
<td>Abington (Lindsay Avenue)</td>
<td>Parklands (Oulton Rise)</td>
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</tr>
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<td>Abington Vale (Landcross Drive)</td>
<td>Park Avenue North</td>
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<td>Acre Lane (Link Road)</td>
<td>Queens Park (Balmoral Road)</td>
<td></td>
</tr>
<tr>
<td>Bellinge (Fieldmill Road)</td>
<td>Racecourse/Mounts (Bailiff Street)</td>
<td></td>
</tr>
<tr>
<td>Blackthorn</td>
<td>Rectory Farm (Olden Road)</td>
<td></td>
</tr>
<tr>
<td>Booth Lane North</td>
<td>Ryehill (Tresham Green)</td>
<td></td>
</tr>
<tr>
<td>Boothville Green</td>
<td>St James</td>
<td></td>
</tr>
<tr>
<td>Briar Hill (The Springs)</td>
<td>Semilong (Semilong Road)</td>
<td></td>
</tr>
<tr>
<td>Broadmead Avenue</td>
<td>Spencer (Gladstone Road)</td>
<td></td>
</tr>
<tr>
<td>Brookland Road</td>
<td>Spinney Hill (Coppice Drive)</td>
<td></td>
</tr>
<tr>
<td>Camp Hill (Hunsbury Hill Road)</td>
<td>Standens Barn (Walledwell Court)</td>
<td></td>
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<td>Dallington (Glebeland Road)</td>
<td>Sunnyside (Chalcombe Avenue)</td>
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<td>Thorplands (Farmfield Court)</td>
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<td>Delapre (Queen Eleanor Road)</td>
<td>Welford Road (Leyland Drive)</td>
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<td>Wellingborough Road (Parkway)</td>
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<td>Wellingborough Road</td>
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<tr>
<td>Duston Village (Main Road)</td>
<td>Wellington Place (Barrack Road)</td>
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<td>Duston (Malvern Grove)</td>
<td>Weston Favell Shopping Centre</td>
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<td>Duston (Quarry Road)</td>
<td>Westone (Charwood Avenue)</td>
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<tr>
<td>Duston - St Giles Park (Weggs Farm Road)</td>
<td>Whitehills (Whitehills Crescent)</td>
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<tr>
<td>Duston - St James W (indsor Crescent)</td>
<td>Wootton (High Street)</td>
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<tr>
<td>Duston (Woodley Chase/Main Road)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ecton Brook</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Far Cotton (St Leonard's Road)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Goldings (Prentice Court)</td>
<td></td>
<td></td>
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<tr>
<td>Hardingstone (Bouverie Road)</td>
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<td>Hardingstone (High Street)</td>
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<td>Headlands (Bushland Road)</td>
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<tr>
<td>Hunsbury East (Butts Road)</td>
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<tr>
<td>Kettering Road</td>
<td></td>
<td></td>
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<tr>
<td>Kings Heath (Park Square)</td>
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<td>Kingsley Park (Kingsley Park Terrace)</td>
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<tr>
<td>Kingsthorpe (Newnham Road)</td>
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</tr>
<tr>
<td>Kingsthorpe Shopping Centre</td>
<td></td>
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</tr>
</tbody>
</table>

Northampton Local Plan, Adopted Proposals

June 1997

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## Appendix 16 (i)

### Gross Retail Floorspace Capacity Forecasts for Northampton 1993-2006

Potential New Floorspace (or overcapacity)  (square metres)

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
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<th></th>
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<td><strong>Food Stores</strong></td>
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<td>-3,154</td>
<td>1,020</td>
<td>3,618</td>
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<td></td>
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<td>-2,876</td>
<td>-1,391</td>
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<td><strong>Bulky Goods Stores</strong></td>
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<td>6,586</td>
<td>15,955</td>
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<td>2,134</td>
<td>6,493</td>
<td>11,039</td>
<td>13.6</td>
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<td><strong>Town Centre Goods</strong></td>
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<td>6,772</td>
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<td>16,419</td>
<td>28,200</td>
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<td><strong>Total</strong></td>
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<td>10,204</td>
<td>35,250</td>
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<td>20,037</td>
<td>37,848</td>
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</table>

Totals may not add up due to rounding.

Source: "Northampton Shopping Study: Statistical Update 1994"

DTZ Debenham Thorpe
APPENDIX 16 (ii)

TOWN CENTRE SHOPPING FRONTAGES

Primary Frontage Lengths (policy R6)

P01  Abington Street - Market Square to Wood Street
P02  Abington Street - Wood Street to Wellington Street
P03  Abington Street - Wellington Street to Albert Place
P04  Abington Street - Dychurch Lane to Fish Street
P05  Abington Street - Fish Street to The Ridings (north end)
P06  Grosvenor Centre - Newland Walk & Wood Street (ground floor)
P07  Grosvenor Centre - Princes Walk (upper floor)
P08  Market Square - east side and opposite Doffmans Corner
P09  Parade - from Emporium Lane to Grosvenor Centre
P10  Peacock Place - lower level
P11  Peacock Place - upper level

Secondary Frontage Lengths (policy R7)

S01  Abington Street - Albert Place to The Wedgwood PH (excl)
S02  Abington Street - The Wedgwood PH to Lower Mounts
S03  Abington Street - Wood Hill to Dychurch Lane
S04  Abington Street - Central Library to St Giles Terrace
S05  Abington Street - St Giles Terrace to York Road
S06  Abington Square - Cannon Cinema to St Michaels Car Park
S07  Abington Square - Nos 2 - 30
S08  Drapery- west
S09  Drapery- east
S10  Fish Street- east
S11  Fish Street- west
S12  Gold Street - College Street to Drapery
S13  Gold Street - Horsemarket Street to College Street
S14  Gold Street - Horseshoe Street to Kingswell Street
S15  Gold Street - Kingswell Street to Bridge Street
S16  Grosvenor Centre - The Friary
S17  Market Square - west (including Drum Lane west)
S18  Market Square - south
S19  Mercers Row
S20  St Giles Street - Wood Hill to Fish Street (excl)
S21  St Giles Street - Fish Street to Health Centre (excl)
S22  St Giles Street - St Giles Square to Castilian Street
S23  St Giles Street - Castilian Street to Hazelwood Road
S24  Sheep Street/The Parade - 20a Sheep Street to 8 The Parade
S25  Wood Hill
APPENDIX 17

LOCAL ASSESSMENT OF EXISTING AND PROPOSED PLAYING FIELD PROVISION

1.1 A local assessment has been made of changes in public, private and school/college playing fields over the period 1981-1993. The playing area measured on each site has been defined according to the recommended minimum provision for "Youth and Adult Use" of 1.6-1.8 hectares per 1000 population, contained in the National Playing Fields Association's recommendations.

1.2 The results, related to population change in the period 1981-1991, are summarised in the table below. In the 1970's, expansion following designation as a New Town led to a major growth of public playing fields. This continued in the early 1980's, resulting in a 12% increase in public provision from 1981 to 1993. However, there was also a small net loss of private playing fields and only a small increase in available educational sites. The overall result was that provision did not keep pace with the town's growth (16% increase in population) and fell in relation to population during this period.

<table>
<thead>
<tr>
<th>Playing Space for Youth and Adult Formal Sports (NPFA Definition)</th>
<th>Public</th>
<th>Private</th>
<th>Educational sites available for community use</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population - 1981</td>
<td>130.8</td>
<td>59.4</td>
<td>99.4</td>
<td>289.6</td>
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<tr>
<td>- per 1000 population</td>
<td>0.82</td>
<td>0.37</td>
<td>0.63</td>
<td>1.82</td>
</tr>
<tr>
<td>Population - 1991</td>
<td>146.2</td>
<td>58.3</td>
<td>101.8</td>
<td>306.3</td>
</tr>
<tr>
<td>- per 1000 population</td>
<td>0.79</td>
<td>0.32</td>
<td>0.55</td>
<td>1.66</td>
</tr>
</tbody>
</table>

Population Change 1981-91 25,600 Increase + 16.1%
Change in Provision 1981-93
- hectares + 15.4 - 1.1 + 2.4 + 16.7
- % Change + 11.8% - 1.8% + 2.4% + 5.8%

1.3 A further assessment of 1993 provision has been made, in relation to the recommendations of the joint report by sports organisations - "The Playing Pitch Strategy". Provision within the overall NPFA standard for outdoor playing space has been divided into two categories, as recommended in the report :-
a) The report recommends a minimum "playing pitch" provision for main team sports of 1.2 hectares per 1000 population.

b) The remainder of the NPFA playing space standard ie. 0.4-0.6 hectares per 1000 population, effectively relates to those sports excluded from (a) - tennis, bowls, athletics.

<table>
<thead>
<tr>
<th>1993 Provision Public sites</th>
<th>Private</th>
<th>Educational</th>
<th>Total</th>
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</thead>
<tbody>
<tr>
<td>1991 Population - 184,600</td>
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<td></td>
</tr>
<tr>
<td>1993 Provision Public sites</td>
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<td></td>
</tr>
<tr>
<td>&quot;Playing Pitch&quot; Provision</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>- hectares</td>
<td>132.8</td>
<td>51.4</td>
<td>93.1</td>
</tr>
<tr>
<td>- per 1000 population</td>
<td>0.72</td>
<td>0.28</td>
<td>0.50</td>
</tr>
<tr>
<td>&quot;Remainder&quot; Provision</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>- hectares</td>
<td>13.4</td>
<td>6.9</td>
<td>8.7</td>
</tr>
<tr>
<td>- per 1000 population</td>
<td>0.07</td>
<td>0.04</td>
<td>0.05</td>
</tr>
</tbody>
</table>

1.4 This sub-division of provision illustrates that most playing fields cater for the main team sports and that provision at a level of 1.5 hectares is well in excess of the 1.2 hectares minimum suggested.

1.5 By comparison, the "remainder" sports appear to have a low share of facilities. However, this illustrates the shortcomings of simply dividing the overall NPFA standard and taking no account of use of land for both category (a) and (b) sports, according to the season. In reality, many larger school grounds provide athletics tracks in summer but these areas have been categorised according to their winter use for main team games. If this use of school facilities (totalling 93 hectares) were differently apportioned it would, in itself, significantly alter the balance in provision.

Estimated Playing Field Provision - 2006

1.6 An assessment has been made of playing field provision at the end of the plan period, based on current proposals for additional facilities and minor losses as a result of any development proposals which can be identified at present.

1.7 The results, related to population change 1991-2006, are shown in the table below. They illustrate that the estimated provision would increase at almost the same rate as population change and that provision in 2006 would continue to meet the minimum NPFA playing space requirement (1.6 hectares/1000 population).
<table>
<thead>
<tr>
<th>Playing Space for Youth and Adult Formal Sports (NPFA Definition)</th>
<th>Public</th>
<th>Private</th>
<th>Educational sites available for community use</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population Change 1991-2006</td>
<td>23,100 Est. Increase</td>
<td>+ 12.5%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Change in Provision 1993-2006</td>
<td>- hectares</td>
<td>+ 24.8</td>
<td>+ 5.2</td>
<td>+ 6.6</td>
</tr>
<tr>
<td>Estimated 2006 Population</td>
<td>- 207,700</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2006 Provision - hectares</td>
<td>171.0</td>
<td>63.5</td>
<td>108.4</td>
<td>342.9</td>
</tr>
<tr>
<td>- per 1000 population</td>
<td>0.82</td>
<td>0.31</td>
<td>0.52</td>
<td>1.65</td>
</tr>
</tbody>
</table>
APPENDIX 18

EXISTING PUBLIC AND PRIVATE RECREATIONAL LAND TO WHICH POLICY L1 WILL BE APPLIED

Note on Sections (1) and (2) - Public Open Space.

1.1 All public open spaces of 0.4 hectares or more are important areas for recreation and are therefore identified for future safeguarding. These sites have been sub-divided solely to facilitate an assessment of public open space distribution (Appendix 20) and this does not represent any distinction in the application of policy L1.

Section (1): Larger Public Open Spaces of 4 hectares or more.

"Parks" - emphasis on informal recreation (may include sports areas).

<table>
<thead>
<tr>
<th>Grid Reference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Abington Park</td>
</tr>
<tr>
<td>Becket's Park and Calvesholme</td>
</tr>
<tr>
<td>Barnes Meadow</td>
</tr>
<tr>
<td>Billing Brook Linear Park</td>
</tr>
<tr>
<td>Billing Arbours Wood</td>
</tr>
<tr>
<td>Billing Brook South and Bellinge Ponds Open Space</td>
</tr>
<tr>
<td>Bellinge Open Space</td>
</tr>
<tr>
<td>Bradlaugh Fields</td>
</tr>
<tr>
<td>Butts Road Linear Open Space</td>
</tr>
<tr>
<td>Cherry Orchard Park, Hardingstone</td>
</tr>
<tr>
<td>Delapre Estate, London Road Walk, Abbey Gardens and Lake Area</td>
</tr>
<tr>
<td>Delapre Woods, Queen Eleanor Cross and Garden</td>
</tr>
<tr>
<td>Eastfield Park</td>
</tr>
<tr>
<td>Ecton Brook/Rectory Farm Linear Park</td>
</tr>
<tr>
<td>Grangewood Park</td>
</tr>
<tr>
<td>Great Billing Park</td>
</tr>
<tr>
<td>Hunsbury Hill Park</td>
</tr>
<tr>
<td>Kingsworth Park and Tollgate Close Open Space</td>
</tr>
<tr>
<td>Lings Wood and Open Space</td>
</tr>
<tr>
<td>Lodge Farm Park</td>
</tr>
<tr>
<td>Midsummer Meadow</td>
</tr>
<tr>
<td>Penn Valley Park</td>
</tr>
<tr>
<td>Standens Barn Linear Park</td>
</tr>
<tr>
<td>Thorplands Open Space</td>
</tr>
<tr>
<td>Victoria Park</td>
</tr>
<tr>
<td>Wootton Brook/Ladybridge Park</td>
</tr>
</tbody>
</table>

"Playing Fields" - emphasis on formal sports (may include areas for informal recreation).

<table>
<thead>
<tr>
<th>Grid Reference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Acre Lane Playing Field</td>
</tr>
<tr>
<td>Dallington Park</td>
</tr>
<tr>
<td>Far Cotton Recreation Ground</td>
</tr>
<tr>
<td>Kingsthorpe Recreation Ground</td>
</tr>
<tr>
<td>Kings Heath Recreation Ground</td>
</tr>
<tr>
<td>Ladybridge Playing Field</td>
</tr>
<tr>
<td>Lings Park</td>
</tr>
</tbody>
</table>
Appendices

Northampton Local Plan, Adopted Proposals

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Section (2): Other Public Open Spaces between 0.4 hectares and 4 hectares in size.

<table>
<thead>
<tr>
<th>Name</th>
<th>Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>Abington Vale and Langlands Open Space</td>
<td>787612</td>
</tr>
<tr>
<td>Arbours Park North</td>
<td>788639</td>
</tr>
<tr>
<td>Arbours Park South</td>
<td>791630</td>
</tr>
<tr>
<td>Abbey Street Open Space and Lake</td>
<td>739604</td>
</tr>
<tr>
<td>Blackthorn Playing Field</td>
<td>804639</td>
</tr>
<tr>
<td>Blackthorn Spinney</td>
<td>808641</td>
</tr>
<tr>
<td>Briar Hill Playing Field</td>
<td>739494</td>
</tr>
<tr>
<td>Burford Avenue Open Space</td>
<td>785644</td>
</tr>
<tr>
<td>Boughton Green - Central Open Space</td>
<td>754649</td>
</tr>
<tr>
<td>Boughton Green - Obelisk Rise Playground</td>
<td>756647</td>
</tr>
<tr>
<td>Boughton Green - Obelisk Rise O pen Space</td>
<td>753652</td>
</tr>
<tr>
<td>Briar Hill Linear O pen Space</td>
<td>735593</td>
</tr>
<tr>
<td>Castle Mound O pen Space</td>
<td>749605</td>
</tr>
<tr>
<td>Chatsworth Avenue O pen Space</td>
<td>797640</td>
</tr>
<tr>
<td>Cherry Lodge Road O pen Space</td>
<td>807635</td>
</tr>
<tr>
<td>Collingtree Playing Field</td>
<td>754553</td>
</tr>
<tr>
<td>Cranford Road O pen Space</td>
<td>753632</td>
</tr>
<tr>
<td>Carlsberg Riverside Area, Town Centre</td>
<td>752599</td>
</tr>
<tr>
<td>Cottingham Drive O pen Space</td>
<td>778651</td>
</tr>
<tr>
<td>Danehill Spinney and O pen Space</td>
<td>735579</td>
</tr>
<tr>
<td>Duston Quarry O pen Space</td>
<td>712627</td>
</tr>
<tr>
<td>Errington Park</td>
<td>715619</td>
</tr>
<tr>
<td>Ecton Brook Playing Field</td>
<td>815622</td>
</tr>
<tr>
<td>Ecton Brook - O at Hill Drive O pen Space</td>
<td>815625</td>
</tr>
<tr>
<td>Foot Meadow West and Riverside Path</td>
<td>746604</td>
</tr>
<tr>
<td>Foot Meadow East</td>
<td>749601</td>
</tr>
<tr>
<td>Farmclose Road O pen Space</td>
<td>764567</td>
</tr>
<tr>
<td>Great Billing Recreation Ground</td>
<td>812630</td>
</tr>
<tr>
<td>Grafton Way O pen Space</td>
<td>717627</td>
</tr>
<tr>
<td>Greenglades O pen Space and Green Lane</td>
<td>731582</td>
</tr>
<tr>
<td>Goldings Reservoir and Osmund Drive Tree Belts</td>
<td>802644</td>
</tr>
<tr>
<td>Hardinge Stone Recreation Ground</td>
<td>763576</td>
</tr>
<tr>
<td>Hardlands Road O pen Space</td>
<td>721616</td>
</tr>
<tr>
<td>Hill Farm O pen Space</td>
<td>731586</td>
</tr>
<tr>
<td>Kings Heath - Central O pen Space</td>
<td>737625</td>
</tr>
<tr>
<td>Kings Heath - Derwent Drive O pen Space</td>
<td>738623</td>
</tr>
<tr>
<td>Kingsthorpe Green</td>
<td>747630</td>
</tr>
<tr>
<td>Little Billing Green</td>
<td>806617</td>
</tr>
<tr>
<td>Lumbertubs Park</td>
<td>794630</td>
</tr>
<tr>
<td>Lumbertubs Play Park</td>
<td>794636</td>
</tr>
<tr>
<td>Mendip Road Playing Field</td>
<td>726615</td>
</tr>
<tr>
<td>Manning Road O pen Space</td>
<td>783650</td>
</tr>
<tr>
<td>Millers Meadow</td>
<td>748611</td>
</tr>
<tr>
<td>Newton Road O pen Space</td>
<td>723620</td>
</tr>
<tr>
<td>Oaklands Drive O pen Space</td>
<td>789625</td>
</tr>
<tr>
<td>Pyghtle O pen Space</td>
<td>740571</td>
</tr>
</tbody>
</table>
Redland Drive Open Space  739638
Ryehill Open Space  727624
St Andrews Road Open Space  749619
St Davids Open Space  760633
St Giles Churchyard  759605
St Katherines Open Space  752605
St Peters Green  749603
Southcrest Open Space  734579
Southfields Park  800650
Southfields Linear Open Space  797650
Stonepit Open Space  746569
Spencer Playground  741614
Standens Barn Play Park  799619
Thorplands Play Park  793643
Towcester Road - Riverside Open Space - West  748596
Wootton Playing Field  765565
Whitehills Open Space  747644
Wrenbury Road West Open Space  708620

Section (3): Other Public Recreational Land

Central Swimming Baths, Upper Mounts  756609
Danes Camp Leisure Centre, Clannell Road  745578
Delapre Golf Complex  761586
Lings Forum Leisure Centre and Athletics Track, Weston Favell  797627

Section (4): Private Recreational Land

Abington Bowls and Tennis Club, Park Avenue South  777610
Billing Aquadrome, Station Road  805611
British Timken Sports Ground and Hall, Duston  723615
Boys Brigade Old Boys RFC, St. Andrews Road  748614
County Ground, Abington Avenue (NCCC, NTC, Bowling Club)  771617
Cripps Recreation Centre, Northampton General Hospital  761601
Collingtree Park Golf Club and Academy, London Road  750561
Dallington Lawn Tennis Club, East of Mill Lane  736618
Dallington Squash and Country Club Ltd  734618
Delapre Equestrian Centre, Home Farm, Eagle Drive  767587
Eastern Avenue South Open Space (NCC)  757628
Express Lift Co., Weedon Road  737604
GX Superbowl (Ten-Pin Bowling), Towcester Road Retail Park  748601
Kings Park Sports Arena (NAYC), Moulton Park  766643
Kingsthorpe Golf Club, Kingsley Road  760630
Nationwide Tennis Club, Rushmere Road  777605
Northampton Boat Club, Weston Mill Island  793606
Northampton District Scouts Camping Ground,  810647
Northampton Boys Club, Towcester Road  747587
Northampton Football Club, Abbey Street  737603
Northampton Football Club, Franklins Gardens  738606
Northampton Spencer Football Club, Studland Road  745624
NCC Sports Ground, Wootton Hall Park  753576
<table>
<thead>
<tr>
<th>Club Name</th>
<th>Phone</th>
</tr>
</thead>
<tbody>
<tr>
<td>Northampton Old Scouts RFC, Rushmere Road</td>
<td>777602</td>
</tr>
<tr>
<td>Northants Electricity Lawn Tennis Club, Wellingborough Road</td>
<td>784620</td>
</tr>
<tr>
<td>Northampton County Tennis Club, Church Way</td>
<td>787617</td>
</tr>
<tr>
<td>Northampton Lawn Tennis Club, Wellingborough Road</td>
<td>785621</td>
</tr>
<tr>
<td>Northampton Saints Sports Club, Birchfield Road East</td>
<td>785624</td>
</tr>
<tr>
<td>Northampton Casuals RFC, Bedford Road</td>
<td>775594</td>
</tr>
<tr>
<td>Northampton and District Indoor Bowling Hall, Harborough Road</td>
<td>750636</td>
</tr>
<tr>
<td>Old Northamptonians Association, Billing Road</td>
<td>776609</td>
</tr>
<tr>
<td>Princess Marina Hospital Playing Field, Weedon Road</td>
<td>720604</td>
</tr>
<tr>
<td>Sileby/Vanaid Rangers Football Club and Scout HQ, Fernie Field</td>
<td>784647</td>
</tr>
<tr>
<td>St Crispin Hospital, Berrywood Road Playing Field</td>
<td>712608</td>
</tr>
<tr>
<td>St Andrews Hospital: Sports Ground, Golf Course and Indoor Facilities</td>
<td>771601</td>
</tr>
<tr>
<td>United Tennis Club, Mendip Road</td>
<td>727614</td>
</tr>
<tr>
<td>West End Bowls Club, Mendip Road</td>
<td>727614</td>
</tr>
</tbody>
</table>
APPENDIX 19

EXISTING SCHOOL AND COLLEGE SITES TO WHICH POLICY L2 WILL BE APPLIED

Lower Schools:

Abington Vale, Billing Road East 780609
Arbours, St. Gregory's Road 787633
Barry, Barry Road (including Teachers Centre Annexe) 770610
Bective, Bective Road 755636
Bellinge, Fieldmill Road 809621
Blackthorn 807638
Booth, Booth Lane 783639
Briar Hill 738592
Camp Hill 737586
Cedar Road, Cedar Road East 773622
Chiltern, Chiltern Avenue 730616
Collingtree CE (Primary School), High Street 751556
Duston CE, Main Road 722610
Duston Eldean, Main Road 717623
East Hunsbury, Penvale Road 748569
Eastfield, St. Alban's Close 778630
Ecton Brook 816627
Gladstone, Streatfeild Road 743616
Good Shepherd RC, Kingsland Gardens 753630
Great Billing CE, High Street 811625
Headlands, Bushland Road 784627
Hilldrop Road, East Hunsbury 745577
Hopping Hill, Pendle Road 724618
Hardingstone, Martins Lane 764574
Kings Heath, North Oval 736625
Kingsley, Wallace Road 768627
Kingsthorpe CE, The Green 746631
Kingsthorpe Grove 754628
Lings, Hayeswood Road 798635
Lumbertubs, Tonmead Road 795634
Lyncrest Avenue 732611
Mereway, Winchester Road 751581
Military Road, Poole Street 759614
Parklands, Spinney Hill Road 772638
Queen Eleanor, Queen Eleanor Road 749589
Rectory Farm 813641
Spring Lane 749608
Standens Barn, Flaxwell Court 799618
St Gregory's RC, Booth Lane North 784634
Stimpson Avenue 768613
St James CE, St. James Road 742607
St Mary's, Woodside Way 735620
St Paul's, Semilong Road 751619
Sunnyside, Reynard Way 757647
Thorplands, Billing Brook Road 792642
Vale Mead, Prentice Court 801641
Appendices

Vernon Terrace  766606
Weston Favell CE, Church Way  787620
Whitehills, Link Road  744646
Wootton (Primary School), High Street  762565

Middle Schools

Abington Vale, Bridgewater Drive  783612
All Saints, Boughton Green Road  763647
Bective, Bective Road  756638
Blackthorn, Blackthorn Road  810640
Boothville, Paxton Road  787636
Cherry Orchard, Birchfield Road East  785623
Cliftonville, Cliftonville Road  768601
Delapre, Rothersthorpe Road  746590
Delapre, Main Road Annexe  748593
Ecton Brook, Ecton Brook Road  817624
Emmanuel, Billing Brook Road  796630
Goldings, Creshwood Road  799642
Kingsley Park, St. Georges Avenue  759620
Kingsthorpe, Northfield Way  748639
Mereway  750580
Millway, Duston  724607
Parklands, Devon Way  769642
Ryelands, Prestbury Road  711619
Spencer, Lewis Road (including Spencer Centre)  740611
St Davids RC, Harborough Road  752630
St George's, St. George's Street  752612
St Mary's RC, Grange Road  785632

Upper Schools

Duston, Berrywood Road  713616
Kingsthorpe, Boughton Green Road  760641
Lings, Billing Brook Road  798628
Mereway  749580
Northampton School for Boys, Billing Road  775605
Northampton School for Girls, Spinney Hill Road  769635
Thomas Becket RC, Kettering Road  777641
Trinity, Trinity Avenue  757623
Weston Favell, Booth Lane South (including former Weston Favell Lower School)  788631

Special Schools

Billing Brook, Billing Brook Road  796632
Fairfields, Trinity Avenue  759622
Greenfields, Harborough Road  749642
Highfield, Welford Road  739642
Northgate, Kingsthorpe Road  750625
Raeburn, Raeburn Road  767627

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Nursery Schools are attached to Lower Schools except:

- Gloucester, Camborne Close  746584
- Parklands, Spinney Hill Road  772639
- Wallace Road, Kingsley  767626
- Whitehills, Acre Lane  744646

Colleges and Adult Education

- Freehold St former allotments (Nene College)  756616
- Music School, Kettering Road  762612
- Nene College (Park Campus), Boughton Green Road  763644
- Nene College (Avenue Campus), St. George's Avenue  757620
- Northampton College, St. Gregory's Road  787634
- Northampton College Annexe, Nene Drive  740629
- Northampton Professional Development Centre, Barry Road  771608

Other Schools

- Great Houghton Preparatory School, High Street  790590
- High School for Girls, Newport Pagnell Road, Hardingstone  760575
- Parkside School, Bedford Road  762600
- Quinton House School, Upton Hall  717601
- St Peter's Independent School, Lings Park  803634
APPENDIX 20

ASSESSMENTS OF THE DISTRIBUTION OF PUBLIC OPEN SPACE

1. Distribution of all Public Open Spaces of 0.4 hectares or more

   1.1 An assessment has been made of these public recreational open spaces, in terms of their accessibility from residential areas. A maximum distance from home to open space of 0.8 kilometre is considered to be appropriate to highlight local deficiencies. Some provision should ideally be even closer to homes, particularly children's play areas.

   1.2 Fig 19 identifies the areas in the town which are within 0.8 kilometre of one or more of the open spaces listed in Sections (1) and (2) of Appendix 18. It shows that open space is well distributed throughout the residential areas, with few houses more than 0.8 kilometre away from some provision. The older housing areas to the north and east of the town centre rely exclusively on the two largest parks, the Racecourse and Abington Park.

   1.3 It should be noted that the playing field serving Great Houghton has not been included, as it is sited beyond the town boundary. However, it provides open space within 0.8 kilometre of most of the village.

2. Distribution of Larger Parks and Playing Fields of 4 hectares or more.

   2.1 Fig 20 shows the distribution of these larger public open spaces, as listed in Section (1) of Appendix 18. They are divided as follows:-

   "Parks" - providing mainly for informal recreation but in many cases also including formal sports areas.
   "Playing Fields" - providing mainly for formal sports, with limited informal use.

   2.2 This shows, in particular, that Duston lacks major open space areas which is not compensated for by readily available smaller areas. The nearest major open space is Dallington Recreation Ground which is some distance from the Duston area. In order to ensure that local sports facilities are maintained in the area, proposals for the Upton and Berrywood areas should include sufficient sports fields to serve both the existing and proposed population in Duston and Upton.
APPENDIX 21

ASSESSMENT OF SPORTS FACILITIES

Note on Table Columns

Minimum Standards of Provision: are those recommended by the Regional Council for Sport and Recreation - East Midlands

Existing Provision: Other facilities, not included in the table, principally in use by schools or private organisations make a further contribution towards existing provision. Greater future public use by agreement may help to reduce deficiencies, particularly in respect of indoor swimming pools and sports halls.

Possible Future Provision: is confined to proposed facilities with outline or full planning permission.

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Golf Courses</td>
<td>1 18-hole course (or equivalent short course provision) per 32,000 population</td>
<td>6.5 courses (18-hole)</td>
<td>7 courses (includes Harlestone, Chapel Brampton &amp; Overstone Park in Daventry District) as at mid-1992: courses with planning permission, not started - Northampton Dist 0.5 Daventry Dist 3 Wellingborough Dist 1.5 S. Northants Dist 0.5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sports Halls</td>
<td>1 SASH (4 Badminton Courts) per 20,000 popln.</td>
<td>10.5 SASH</td>
<td>2.5 SASH</td>
<td>8 SASH</td>
<td>1</td>
</tr>
<tr>
<td>Indoor Swimming Pools</td>
<td>7 square metres of water per 1000 popln.</td>
<td>1450 sq.m (3 pools)</td>
<td>750 sq.m (2-3 pools)</td>
<td>700 sq.m</td>
<td>1</td>
</tr>
</tbody>
</table>

Note: SASH = Standardised Approach to Sports Halls

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<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Floodlit Outdoor Artificial Grass Pitches</td>
<td>1 pitch for 100,000+ popln. for soccer, hockey and other sports</td>
<td>1</td>
<td>1</td>
<td>--</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1 pitch in each county as a venue for hockey</td>
<td>1</td>
<td>1</td>
<td>--</td>
<td></td>
</tr>
<tr>
<td>Outdoor Athletics Tracks</td>
<td>1 synthetic track in each county</td>
<td>1</td>
<td>1</td>
<td>--</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Regional Recreation Strategy identifies the need for an upgraded synthetic track in Northampton</td>
<td>+1</td>
<td>1</td>
<td>1</td>
<td>Athletics Track at Sixfields Stadium (Lings Forum)</td>
</tr>
<tr>
<td>Indoor Athletics Facilities</td>
<td>Regional Recreation Strategy identifies Northampton as a possible location for an indoor training and competition centre</td>
<td>1</td>
<td>--</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Indoor Bowling Greens</td>
<td>1 rink per 15,000 popln.</td>
<td>14 rinks</td>
<td>8 rinks (+6 rinks Kingsthorpe - Daventry District)</td>
<td>6 rinks at Booth Lane</td>
<td></td>
</tr>
<tr>
<td>Indoor Tennis Courts</td>
<td>3-6 indoor courts in major towns (Indoor Tennis Initiative)</td>
<td>3-6 courts</td>
<td>3 courts (Racecourse Air Dome)</td>
<td>3 courts</td>
<td></td>
</tr>
<tr>
<td>Squash Courts</td>
<td>1 court per 10,000 popln.</td>
<td>21</td>
<td>32</td>
<td>--</td>
<td></td>
</tr>
<tr>
<td>Ice Rinks</td>
<td>Northampton, with an estimated population in 2006 of 300,000 within 30 minutes travel time, may be a suitable location</td>
<td>--</td>
<td>1 (Leisure rink at Kettering)</td>
<td>--</td>
<td></td>
</tr>
<tr>
<td>Artificial Ski Centres</td>
<td>Suggested requirement in Northampton - English Ski Council Class 2 Facility (Major Conurbation)</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td></td>
</tr>
<tr>
<td>Indoor Rifle Ranges</td>
<td>General deficiency in East Midlands - need to promote provision, subject to demand</td>
<td>no specific requirement</td>
<td>--</td>
<td>--</td>
<td></td>
</tr>
</tbody>
</table>
APPENDIX 22

EXISTING ARTS, ENTERTAINMENT AND CULTURAL FACILITIES TO WHICH PARAGRAPH 7.58 REFERS

<table>
<thead>
<tr>
<th>Facility Name</th>
<th>Telephone Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Abington Park Museum, Park Avenue South</td>
<td>774615</td>
</tr>
<tr>
<td>Beacon Bingo and Social Club, Franklin's Gardens, Weedon Road</td>
<td>738607</td>
</tr>
<tr>
<td>Cannon Cinema, Abington Square</td>
<td>759607</td>
</tr>
<tr>
<td>Central Museum and Art Gallery, Guildhall Road</td>
<td>755603</td>
</tr>
<tr>
<td>Central Library, Abington Street</td>
<td>757606</td>
</tr>
<tr>
<td>Gala Bingo and Social Club, The Parade</td>
<td>754606</td>
</tr>
<tr>
<td>Derngate Centre, Guildhall Road</td>
<td>756603</td>
</tr>
<tr>
<td>The Guildhall, St. Giles Square</td>
<td>755604</td>
</tr>
<tr>
<td>Lings Forum Theatres (Studio and Drama), Weston Favell Centre</td>
<td>797627</td>
</tr>
<tr>
<td>Northampton College Arts Centre, St Gregorys Road</td>
<td>787635</td>
</tr>
<tr>
<td>Royal Theatre, Guildhall Road</td>
<td>756603</td>
</tr>
<tr>
<td>Roadmender Club, Lady's Lane</td>
<td>752607</td>
</tr>
<tr>
<td>Spinney Hill Hall (Northampton School for Girls), Spinney Hill Road</td>
<td>769636</td>
</tr>
</tbody>
</table>
APPENDIX 23

EXISTING COMMUNITY CENTRES AND HALLS TO WHICH POLICY L13 WILL BE APPLIED

Abington, Wheatfield Road South  777621
Afro-Caribbean Community Centre, Clare Street  760611
Bellinge, Fieldmill Road  810622
Blackthorn, Longmead Court  807636
Boothville Community Hall Booth Lane North  783643
Briar Hill, The Spring  740591
Brookside, Billing Brook Road  796634
Camp Hill (Lower School), Dayrell Road  737586
Duston, Pendle Road  723619
Duston Village Hall, Sycamore Road  721611
East Hunsbury, Butts Croft Close  753567
Ecton Brook (Lower School), Ecton Brook Road  816627
Hardingstone Day Centre (Old School), High Street  764578
Kingsthorpe, Mill Lane  749628
Kings Heath, Kings Heath Park  737625
Lodge Farm, Crestwood Road (incl associated club/community uses)  799639
Moulton Leys, Manning Road  780651
Parklands, Devon Way  771641
Rectory Farm, Olden Way  813640
Semilong, Norfolk Terrace  751619
Southfields, Farmhill Road  802649
Spencer Dallington, Tintern Avenue  743614
Standens Barn, Walledwell Court  799621
St. James, St. James Square  741606
Thorplands (Lower School), Farm Field Court  792642
Vernon Terrace/Elizabeth Street  766607
Weston Favell Parish Hall, Booth Lane South  788622
Wootton Memorial Hall High Street  762565

THE DISTRIBUTION OF COMMUNITY CENTRES AND HALLS - See Fig 21
APPENDIX 24

LOCAL ASSESSMENT OF ALLOTMENT PROVISION IN NORTHAMPTON 1981-91

<table>
<thead>
<tr>
<th>Allotment Land</th>
<th>Statutory (NBC owned)</th>
<th>Temporary (NBC owned)</th>
<th>Non-Statutory</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1981 Popln. - 159,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1981 Prov. - hectares</td>
<td>67.5</td>
<td>8.8</td>
<td>37.8</td>
<td>114.1</td>
</tr>
<tr>
<td>- per 1000 population</td>
<td>0.42</td>
<td>0.06</td>
<td>0.24</td>
<td>0.72</td>
</tr>
<tr>
<td>1991 Popln. - 184,600</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1991 Prov. - hectares</td>
<td>65.6</td>
<td>8.8</td>
<td>31.5</td>
<td>105.9</td>
</tr>
<tr>
<td>- per 1000 population</td>
<td>0.35</td>
<td>0.05</td>
<td>0.17</td>
<td>0.57</td>
</tr>
</tbody>
</table>

Popn. change 1981-91
25,600 Increase
+ 16.1%

Change in Prov.1981-91
- hectares
- 1.9
- % change
+ 2.8%

THE DISTRIBUTION AND LOCAL AVAILABILITY OF ALLOTMENTS (See Figure 22)

Ideally, sites should be within easy walking distance and such local sites are particularly convenient for elderly plotholders. A nominal radius of 0.8 kilometre from sites is shown on figure 22 on this basis. However, with increasing personal mobility, the main consideration should be the overall local value of sites which may extend over a larger district of the town than a 0.8 kilometre radius.
APPENDIX 25

EXISTING ALLOTMENT SITES TO WHICH POLICY L24 WILL BE APPLIED

Statutory Sites (On Council-owned land)

<table>
<thead>
<tr>
<th>Site Name</th>
<th>Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eastern Avenue North</td>
<td>760638</td>
</tr>
<tr>
<td>Kings Heath</td>
<td>742628</td>
</tr>
<tr>
<td>Kingsthorpe Park</td>
<td>748626</td>
</tr>
<tr>
<td>Pleydell Road - Area proposed for retention</td>
<td>750585</td>
</tr>
<tr>
<td>Parklands</td>
<td>775641</td>
</tr>
<tr>
<td>Rothersthorpe Road - Area proposed for retention</td>
<td>740588</td>
</tr>
<tr>
<td>Southfields</td>
<td>804646</td>
</tr>
<tr>
<td>Welford Road</td>
<td>747640</td>
</tr>
</tbody>
</table>

Sites managed directly by the Council

<table>
<thead>
<tr>
<th>Site Name</th>
<th>Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bants Lane</td>
<td>731614</td>
</tr>
<tr>
<td>Billing Road East</td>
<td>785611</td>
</tr>
<tr>
<td>Weston Favell</td>
<td>785615</td>
</tr>
<tr>
<td>Berrywood Road</td>
<td>717613</td>
</tr>
<tr>
<td>Birchfield Road East</td>
<td>784622</td>
</tr>
<tr>
<td>Harlestone Road No.1</td>
<td>729622</td>
</tr>
<tr>
<td>Studland Road</td>
<td>747623</td>
</tr>
</tbody>
</table>

Sites field-managed by plotholders

<table>
<thead>
<tr>
<th>Site Name</th>
<th>Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>Broadmead Avenue</td>
<td>777628</td>
</tr>
<tr>
<td>Billing Road East</td>
<td>785611</td>
</tr>
<tr>
<td>Weston Favell</td>
<td>785615</td>
</tr>
</tbody>
</table>

Sites leased to Allotment Associations

<table>
<thead>
<tr>
<th>Site Name</th>
<th>Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>Collingtree</td>
<td>753552</td>
</tr>
<tr>
<td>Hardingstone (North)</td>
<td>764579</td>
</tr>
<tr>
<td>Kingsthorpe Grove</td>
<td>757626</td>
</tr>
<tr>
<td>Kenmuir Avenue</td>
<td>768630</td>
</tr>
<tr>
<td>Kingsthorpe Hollow</td>
<td>748620</td>
</tr>
</tbody>
</table>

Non-Statutory Sites

<table>
<thead>
<tr>
<th>Site Name</th>
<th>Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>Collingtree</td>
<td>753552</td>
</tr>
<tr>
<td>Hardingstone (North)</td>
<td>764579</td>
</tr>
<tr>
<td>Kingsthorpe Grove</td>
<td>757626</td>
</tr>
<tr>
<td>Kenmuir Avenue</td>
<td>768630</td>
</tr>
<tr>
<td>Kingsthorpe Hollow</td>
<td>748620</td>
</tr>
</tbody>
</table>
### APPENDIX 26

**ESTIMATED ALLOTMENT PROVISION IN NORTHAMPTON: 2006 BASED ON LOSS OF ALLOTMENT SITES IDENTIFIED FOR ALTERNATIVE DEVELOPMENT IN POLICY L25**

<table>
<thead>
<tr>
<th>Allotment Land</th>
<th>Statutory</th>
<th>Temporary</th>
<th>Non-Statutory</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2006 Popn.- hectares</td>
<td>60.5</td>
<td>8.8</td>
<td>14.3</td>
<td>83.6</td>
</tr>
<tr>
<td>2006 Popn.- per 1000 popln.</td>
<td>0.29</td>
<td>0.04</td>
<td>0.07</td>
<td>0.40</td>
</tr>
</tbody>
</table>
APPENDIX 27

PROPOSED PUBLIC AND PRIVATE RECREATIONAL LAND TO WHICH POLICY L26 WILL BE APPLIED

Bedford Road - Riverside Leisure Area 775595
Bedford Road - Peaches Meadow Canoe Slalom Project 773595
Berrywood - Woodland North of Weedon Road 718603
Booth Lane South - Bowls Centre 788629
Collingtree Park Golf Course - 9 hole extension 742566
Duston Park and Berry Wood 714611
Emporium Lane Pocket Park, Town Centre 754606
Great Billing - Linear Open Space 803628
Nene Park - Open Space around East Lagoon and Proposed Flood Storage Lake 735600
Playing Fields south of Abington Mill 782603
Recreational Land West of Fulford Drive (North of Kingsthorpe Golf Course) 762634
Rothersthorpe Road - proposed school/public playing field 744590
Studland Road - Recreational Land 746624
Towcester Road - Riverside Open Space - East 751596
Upton Country Park - Area of unrestricted public access (see policy L24) 724591
Upton Park 715599
Upton Playing Fields - West 714597
Upton Playing Fields - East 722595
Weggs Farm Road North - Linear Open Space 711626
Weston Mill Lane - Riverside Recreational Land, 795607
Weston Mill Lane - Riverside Conservation Park (see policy L25) 790606
Wootten Fields - Linear Open Space 765567, 767564
APPENDIX 28

LOCALLY IMPORTANT LANDSCAPE AREAS (POLICY E9)

The following paragraphs relate to each of the areas listed under policy E9 as locally important landscape areas in order to describe briefly, what landscape characteristics make each area locally important:

Abington Park

Abington Park is the largest park in Northampton, and is an important focal point for Abington and the surrounding areas. The park, although formally landscaped, is undulating in character and has a natural appearance. The park contains many mature tree species, which form an impressive display along Abington Avenue. Abington Museum and Church are set within the park. The park forms a well wooded, undulating area within the confines of the built up residential area.

Becketts Park

This area is the most central and conspicuous of the open spaces in Northampton and is consequently well used by people who work in the town centre. The site is bounded by mature trees and slopes away from the Bedford Road down towards the lake and the River Nene which it adjoins. The setting of the area along side the River Nene provides a tranquil environment only a short distance from the town centre.

Brackmills - Great Houghton

The area forms part of the open space which separates Brackmills industrial estate from Great Houghton village. The fields concerned slope slightly away from Piddington disused railway line down towards the A428 and are edged by hedgerow and trees. They form one of the few areas of "ridge and furrow" within the boundary of Northampton, and as such provides historically important landscape and an appropriate setting for the village of Great Houghton.

Collingtree Park

Collingtree Park is now developed as a golf course and residential area. Its importance in landscape terms is based upon the setting it provides for Collingtree village. The mature trees contained within the Park provide screening and the open space of the golf course ensures that residential and other developments associated with the course do not result in significant loss of village identity or character.

Dallington Park

Dallington Park is located on the Harlestone Road to the North West of Northampton town centre, providing important visual amenity for the densely populated areas of Dallington and Spencer. The mature trees around the edge of the park are an important part of the landscape and also provide a visual break within the residential area.

Delapre Park

Delapre Park, off the London Road to the south of the town centre amounts to 223 hectares of parklands and gardens. The Abbey, which is listed, and the formal gardens exhibit many important features of the area which also incorporates part of the site of the battle of Northampton and the Queen Eleanor Cross, an ancient monument. Part of the area (formerly in agricultural use) is now used as a municipal golf course. As well as the more sporadic tree planting and the avenue of Horse Chestnuts which line London Road, Delapre Wood lies to the south of the park. The area provides an extensive "country estate" type landscape within the heart of Northampton.
Northampton, the parkland sweeping down from Delapre Wood to the Nene Valley with the surrounding woodland providing a sense of enclosure and remoteness from the urban area.

Eastfield Park

Eastfield Park results from the amalgamation of two estates and today is bordered on either side by the Eastfield and Lakeview housing developments. The housing development has to some extent been integrated into the landscape of the park, thus softening their impact. It has retained its traditional parkland features - large open expanses of grassland interspersed by groupings of mature trees, as well as a sizeable lake which was originally used for boating. The area adjoins the grounds of Manfield Hospital which is also considered a locally important landscape.

Kingsthorpe Golf Course

This is a privately owned course providing a large tract of open space within a dense residential area of Northampton. It provides an important visual amenity for the residential areas which surround it. Although formally managed for the playing of golf, the course contains a series of hedges, copses and trees set on undulating ground.

Kingsthorpe Park

Integral to the landscape of Kingsthorpe Park is the listed Thornton Hall and its ornamental gardens. The park slopes away from Kingsthorpe Road towards the Hall and this, combined with the avenues of mature trees, (many of which are particularly good specimens), help to create appealing vistas from the road. The stone wall and hedgerow which surround the park give strong defining boundaries.

Manfield Hospital Grounds

The grounds of Manfield Hospital, a former private dwelling which is now largely disused as a hospital site, contain a number of listed buildings which form an integral part of the man made landscape. The site contains a formal garden with terraced lawns, an avenue of Cedars lining the approach to the main building as well as many other tree species throughout the grounds. Other buildings which are of less note are interspersed with formal and informal planting of shrubbery and trees. In the south western corner of the site a diverse mix of mature trees forms an area of nature conservation importance. The area adjoins the grounds of Eastfield Park which is also considered a locally important landscape.

Northampton Golf Course - Bradlaugh Fields

The site of the former Northampton Golf Course provides a large tract of linear open space running between residential areas and rising gently to the north. Many of the residents also benefit from the visual amenity which it provides. The majority of the site is grassland and retains many of the distinctive features of a golf course such as the `hills and holes', which are particularly species rich, and formal groupings of trees. Certain parts of the area have not been intensively managed and contain grassland of high conservation value. The landscape is of an extensive sweeping nature offering areas of diverse interest and opportunity.

The Racecourse

The Racecourse is a large rectangular area of open space bounded by Kingsley Road, Kettering Road and St George's Avenue with avenues of mature trees along each. The Pavilion (the former racecourse grandstand) forms an important landmark within the open space. Although important in providing a range of sports facilities
and a venue for fairs and festivals, the Racecourse provides wide open spaces in the centre of highly built up area with the avenues of trees combining to produce an attractive visual landscape.

**St Andrews Hospital Grounds**

The grounds of the hospital occupy sloping ground from Billing Road to a channel of the River Nene. Central to the landscape is the prominent main building and chapel which are both listed. There are formal garden areas, incorporating terraced lawns, croquet lawns and herbaceous borders, as well as extensive parkland. Much of the parkland has been used to create a golf course although still retaining its traditional features. The area is visible from the A45 Nene Valley Way and, along with the school site which adjoins it, provides a significant undeveloped area on the northern slope of the valley.

**St Crispin Hospital Grounds**

The area forms an important part of the panoramic views to the South and West of the town, consisting of open, gently sloping fields. It provides an attractive contrast between the hospital complex, with its more formal planting, and the built up area of Duston. The mature woodland of Berrywood, semi-formal planting around the hospital buildings, boundary trees, hedgerows, farm buildings, original fencing and the kitchen wall are also very important features.

**Upton Park**

An historic landscape set on a gentle south facing slope encompassing the remains of a deserted medieval village with associated fishponds and ridge and furrow. This has been overlaid by later formal emparkment, the limits of which are clearly defined by a stone boundary wall.

**Victoria Park**

Victoria Park is the one of the oldest designated parks in Northampton and is situated in one of the more densely populated areas of Northampton. A small stream runs through the park and avenues of mature trees dissect the site. It provides a small area of attractive open space in the context of the surrounding area which comprises terraced housing, busy roads and the nearby railway line.

**Wootton Hall Park**

The park comprises a mix of paddock, (principally in the north east corner), sports fields and mature trees, mostly around the boundary. It is the setting for Wootton Hall which is used as police headquarters. The park in its entirety provides an attractive landscape in contrast to the office, residential development and ring road which surrounds it.
APPENDIX 29

GUIDANCE NOTE ON SHOP FRONT SECURITY

Shop front security is a wide-ranging issue. Active measures include the provision of closed-circuit television surveillance in much of the town centre shopping area, and now gradually being extended into other areas. Passive measures are designed to discourage or defeat break-ins or vandalism.

In the town planning context, the feature most frequently encountered is the external grille or shutter. However, ill-considered design of fittings can harm the visual quality of premises, both during and after business hours. When a high proportion of premises has external protection, even if the fittings are of relatively good design, the combined effect is to create a hostile environment and detract from the appearance of the street scene. Consequently, the Council wish to see external security as an exceptional response to a demonstrable problem rather than the rule. Its provision is likely to be particularly inappropriate on listed buildings and in conservation areas whose character the Council are required to preserve or enhance.

For both new and existing shop fronts, laminated glass or internal open grilles provide ways to safeguard the interior without significantly affecting the appearance of premises, and neither requires planning permission (though, if the premises are a listed building, they may well need listed building consent). Small-paned windows are less of a temptation to wilful damage than large sheets of glass. External alarms should be sited inconspicuously and painted to blend with their situation.

External roller box housings, shutter tracks and other fittings look unsightly and usually alter the appearance of buildings to the extent that planning permission (and listed building consent on a listed building) is required. When designing a new or replacement shop front, therefore, it is essential to consider security as early as possible in the design process so that the chosen method can be unobtrusively incorporated in the structure. In all cases where an external roller grille or shutter is necessary as part of a new shop front, the roller box will be expected to be hidden, perhaps behind a fascia, and the tracks concealed in the shop front structure. The case for surface mounting an external grille or shutter on an existing shop front will be assessed on its merits, taking into account the factors mentioned in these paragraphs.

Solid shutters have a particularly deadening effect on the character of shopping streets after business hours and are almost always unacceptable. Open grilles and shutters, on the other hand, provide security without hiding window displays, keeping the street scene "alive" when the shops are shut. Galvanised metal and plain aluminium grilles and shutters present an unfinished, often crude appearance which significantly detracts from the street scene, so a hard-wearing coloured finish is essential.

The preservation or enhancement of the Town's listed buildings and conservation areas are prime objectives. The impact of a proposal to provide external security fittings on a listed building or in a conservation area will be very carefully assessed. Those proposals which would have an adverse effect on the character or appearance of a listed building or conservation area will not be granted planning permission.